

TRAFFIC IMPACT ANALYSIS NEIGHBORHOOD SHOPPING CENTER

Located at northwest corner of
Civic Center Way and Cross Creek Road
in the City of Malibu



Prepared for:
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Prepared February 2013
Updated April 2013
Updated July 2013

TRAFFIC IMPACT ANALYSIS FOR A
PROPOSED NEIGHBORHOOD SHOPPING CENTER

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EXECUTIVE SUMMARY

Project Description

The project being proposed is the construction of a 38,425 square foot shopping center consisting of a supermarket, restaurants and retail uses. The project is located at the northwest corner of Cross Creek Road and Civic Center Way in the City of Malibu, as shown in the following Figure 1, Project Setting. The project site is currently vacant.

Prior Reviews and Approval of the Traffic Study

The traffic study for the proposed project was initially submitted to the City in May 2010 and received multiple reviews by Willdan Engineering, Inc., on July 28, 2010 and February 24, 2011. On June 6, 2011, after a further review of the revised traffic study, City Public Works Department Traffic Engineering issued its referral sheet, indicating that “the project was reviewed and found to be in conformance with the City’s Public Works and LCP policies and can proceed through the planning process.” The completed application was then scheduled for an ERB hearing on April 25, 2012, a Notice of Preparation (NOP) for the project EIR was issued on April 26, 2012, and an EIR scoping meeting was conducted on May 22, 2012.

More recently, in August 2012, the City issued new Traffic Impact Analysis (TIA) Guidelines which it has required to be used for all traffic studies conducted within the City, along with the City’s latest pending and approved projects list. The applicant has complied with the City’s request that it comply as well with the new Guidelines. On November 20, 2012, the City Public Works Department approved the scope of work submitted for the TIA, and accordingly this report updates and supplements the previously approved traffic impact analysis and applies the new TIA Guidelines. Existing traffic conditions utilize new traffic data collected by the City of Malibu in the summer of 2012 with future conditions based on an updated list of cumulative project development projects provided by the City of Malibu. In all other respects, the report is unchanged.



FIGURE 1

6/2013

PROJECT SETTING



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Project Parking and Access

The proposed project would provide on-site parking in an at-grade parking lot with 220 parking spaces. Access to the parking lot is proposed via one driveway on Civic Center Drive near the westerly end of the property with one driveway located on Cross Creek Road near the northerly end of the property. Several access plans were reviewed with the City of Malibu and their consultants to determine the most appropriate driveway locations for the shopping center. The location of adjacent driveways and land uses, street layout and striping, and the expected driveway volume were considered in the selection of the final design review and found to be in conformance with the City's Public Works and LCP Policies.

Estimated Traffic Generation

Estimates of the traffic generated by the proposed project were calculated using the industry standard traffic generation rates developed by the Institute of Transportation Engineers (ITE) for a shopping center with restaurant uses. ITE, the International Council of Shopping Centers and the Urban Land Institute all define a shopping center as "an integrated group of commercial establishments that is planned, developed, owned and managed as a unit." A neighborhood shopping center is further defined as a center with 30,000 – 100,000 square feet usually with a supermarket and or drugstore use. This shopping center definition clearly fits the proposed project. Using this definition, it is estimated that the project would generate 2,290 daily weekday vehicle trips with 101 morning peak hour trips and 154 afternoon peak hour trips.

In addition, the project will generate an estimated 2,528 trips on a Saturday with 226 Saturday mid-day peak hour trips.

The shopping center trip generation is considered a conservative analysis for several reasons: A higher pass-by percentage of trips (20% applied) could be expected given the unique linear city geography of Malibu, attraction of nearby land uses within the civic center area and the high volume of pass through traffic between Calabasas and Los

Angeles. Commuters using Malibu Canyon Road could stop at the proposed shopping center and should not be counted as new traffic to and from the civic center area. ITE 9th Edition Table 5.6, lists a 34% average pass-by trip percentage for shopping centers. Furthermore, residents traveling from Santa Monica and the west end of the city would also be expected to stop rather than making a trip solely to and from the proposed center.

Included in this study is a supplemental project traffic generation estimate based on the sum of all uses calculated individually as a stand-alone uses (Appendix I). For the reasons listed below, and as indicated in the previously prepared Traffic Impact Analysis (May 2011), the stand-alone approach to trip generation is not recommended for this project:

- Traffic calculations based on stand-alone uses do not account for the internal trip-making characteristics between the uses of a shopping center site with common parking and therefore overstates the traffic flow to and from the shopping center.
- Sufficient data on internal capture trips is not available to predict the necessary stand-alone adjustments with adequate confidence. The term internal capture trip is used to describe a trip already present on site for another purpose and thus do not generate another vehicle trip to the site. For example, a restaurant patron that also shops at the supermarket does not generate a new trip but is already accounted for in the trip generation for the restaurant.
- The ITE traffic data for shopping centers is collected at the common access points for the shopping center as a whole. Therefore, all the internal interaction between the shopping center uses and attraction of each other's internal trip generation is accounted for.

The traffic calculation for stand-alone uses results in a traffic generation of 2,556 daily weekday trips, 114 morning peak hour trips and 215 afternoon peak hour trips. On Saturday the daily trip generation is estimated at 4,006 daily trips with 272 Saturday mid-day peak hour trips. The table below compares the traffic generation using the stand-alone and shopping center/restaurant trips rates.

Comparison of Project Traffic Generation Estimates

<u>Weekday Traffic Generation</u>	<u>Daily Traffic</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
		<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Stand-Alone	2,556	114	69	45	215	111	105
Shopping Center/Restaurant	<u>2,290</u>	<u>101</u>	<u>61</u>	<u>40</u>	<u>154</u>	<u>77</u>	<u>77</u>
Difference	266	13	8	5	61	34	28

<u>Weekend Traffic Generation</u>	<u>Daily Traffic</u>	<u>Weekend Mid-day</u>		
		<u>Total</u>	<u>In</u>	<u>Out</u>
Stand-Alone	4,006	272	139	133
Shopping Center/Restaurant	<u>2,528</u>	<u>226</u>	<u>116</u>	<u>110</u>
Difference	1,478	46	23	23

Project's Potential Traffic Impacts (Shopping Center/Restaurant Analysis)

The focus of this traffic study is to evaluate the potential traffic impact created by the development of the shopping center/restaurant project and identify the significant traffic impacts that require traffic mitigation. In the interest of fullest disclosure, and as required by the City's new TIA Guidelines, this traffic study provides three baseline scenarios to evaluate the project's traffic impacts: (1) existing traffic conditions plus the project traffic volume ("Existing + Project"), (2) future 2015 cumulative traffic conditions plus the project traffic volume ("Future 2015 Cumulative + Project") and (3) future 2030 cumulative traffic conditions plus the project traffic volume ("Future 2030 Cumulative + Project").

Significant Project traffic impacts (Existing + Project)

Using criteria in the City's TIA Guidelines and assuming all pending and approved projects go forward, it has been determined that the change in traffic flow generated by the proposed project will significantly impact one intersection.

1. The intersection of Cross Creek Road and Pacific Coast Highway (study intersection #7) is significantly impacted during the weekday afternoon and Saturday mid-day peak prior to the implementation of traffic mitigation measures.

Significant Project traffic impacts (Future 2015 & 2030 Cumulative + Project)

Using criteria adopted by the City of Malibu staff, it has been determined that the change in traffic flow generated by the proposed project would exceed the significant traffic impact criteria in the two future cumulative condition at three intersections. The significant traffic impacts occur as follows:

1. The intersection of Pacific Coast Highway and Malibu Canyon Road (study intersection #2) is significantly impacted during the Saturday mid-day peak hour;
2. The intersection of Pacific Coast Highway and Webb Way (study intersection # 6) is significantly impacted during the Saturday mid-day peak hour; and
3. The intersection of Pacific Coast Highway and Cross Creek Road (study intersection #7) is significantly impacted during the weekday afternoon peak hour and during the Saturday mid-day peak hour.

Project's Traffic Mitigation Measures

Listed below are the recommended traffic mitigation measures for the significantly impacted intersections. It should be noted that the proposed roadway improvements on Pacific Coast Highway will require an encroachment permit from Caltrans, the permitting agency. Pacific Coast Highway is a modified urban arterial therefore roadway modifications will require design exceptions from the Caltrans highway/freeway design standards. Roadway construction permits including any engineering reports for the arterial design exceptions will be submitted to Caltrans for review and approval.

Malibu Canyon Road and Pacific Coast Highway (#2) - The impact of project traffic on the intersection of Malibu Canyon Road and Pacific Coast Highway could be mitigated by restriping the south leg of the intersection to include a left-turn lane, one through lane and one right-turn lane. Traffic signal recommendations include installing a northbound right turn overlap phase to run concurrently with the westbound left turn phase. This mitigation would improve the traffic movement along northbound approach to the Pacific Coast Highway and Malibu Canyon Road intersection necessary for Saturday traffic when the traffic congestion is the heaviest due to the activities associated with the proposed athletic fields. Figure 29 illustrates the conceptual traffic mitigation measure for Malibu Canyon Road and Pacific Coast Highway

Pacific Coast Highway and Webb Way (#6) - The impact of project traffic on the intersection of Pacific Coast Highway and Webb Way could be mitigated by installing eastbound dual left-turn lanes on Pacific Coast Highway within the existing right-of-way. This mitigation would improve the traffic movement for the eastbound approach to the Pacific Coast Highway and Webb Way intersection. Figure 30 illustrates the conceptual traffic mitigation measure for Webb Way and Pacific Coast Highway.

Pacific Coast Highway and Cross Creek Road (#7) The impact of project traffic on the intersection of Cross Creek Road and Pacific Coast Highway could be mitigated by the addition of a westbound right-turn lane on Pacific Coast Highway. This mitigation would improve the traffic movement along westbound Pacific Coast Highway. It is recommended that an additional westbound right-turn lane be added by restriping Pacific Coast Highway at its intersection with Cross Creek Drive to provide additional right-turn capacity. If Caltrans does not approve of the non-standard narrower lane widths, then roadway widening on the south side of Pacific Coast Highway on the approach and departure legs would allow the standard width lanes for this mitigation measure within the existing Pacific Coast Highway right-of-way. Figure 31 illustrates the conceptual traffic mitigation measure for Cross Creek Road and Pacific Coast Highway

Project's Fair Share Traffic Mitigation

Several land developments have been recently filed with the City of Malibu and are expected to occur within a similar time frame with similar traffic impacts. Therefore, per the City's TIA Guidelines, the City may apply a mitigation funding mechanism through a fair share process to mitigate the cumulative traffic impacts created by a group of development projects enabling the installation of larger traffic improvements. The proposed project would participate in the funding program to implement the recommended traffic mitigation measures. The findings of this study also show that a new traffic signal will be necessary for the intersection of Civic Center Way and Stuart Ranch Road / Webb Way based on the land development levels presented in this study.

Parking Supply and Estimated Parking Demand

1. Recommended ULI Parking Requirement

The proposed project will provide 220 parking spaces. The parking demand calculated for the neighborhood shopping center is 186 parking spaces using the data provided by the Urban Land Institute publication titled Parking Requirements for Shopping Centers, Summary Recommendations and Research Study Report, Second Edition. Therefore, the shopping center project would provide 34 parking spaces above the ULI recommendations.

2. Code Calculations (all new development)

Pursuant to the Malibu Local Coastal Program (LCP) Local Implementation Plan (LIP) Section 3.12.3, the parking requirements can be calculated using the shopping center standard when the mixture of uses is balanced or based on the sum of the peak parking demands for each individual use. An individual use calculation assumes all individual uses generate peak parking demands at the same time during the day.

It is generally accepted that the parking demands of individual uses do not all peak at the same time. Therefore, simply adding the peak parking demand for each individual use assuming no variation in parking demand produces an overall parking demand value that is generally too high for mixed-use developments. The concept for shared

parking is that a single parking space can be used to serve two or more individual uses without conflict. In other words, hourly parking demand differs between uses so that one space may provide parking for several uses during different times of the day. For these reasons, the shopping center parking standard shall be applied to this project.

Using the shopping center parking standard and including the outdoor seating as an additional food court use, results in a parking requirement of 217 spaces. It should be noted that the outdoor seating area is not only being provided for food consumption, but rather as an outdoor gathering place for the center. Therefore, using this conservative assumption, the project would provide 3 parking spaces more than required by the shopping center requirements in the Malibu Municipal Code.



CHAPTER 1

INTRODUCTION

The focus of this traffic study is to evaluate the potential traffic impact created by the development of the neighborhood shopping center project. This traffic study follows and applies the City of Malibu TIA guidelines.

As part of the environmental review for the proposed school project, the potential traffic impact of the development has been evaluated using the Intersection Capacity Utilization (ICU) method for signalized intersections and Highway Capacity Manual (HCM) delay methodologies for un-signalized intersections.

The ICU analysis method quantifies the operating conditions of an intersection using a ratio of peak hour traffic volume to intersection capacity. Two un-signalized intersections were also evaluated using the Highway Capacity Manual (HCM) delay method for stop sign controlled intersections. Any change to the intersection's peak hour operating condition caused by an increase / decrease in traffic volume (i.e., traffic impact) can be quantified using these analysis methods.

Potential traffic impacts caused by a development project that exceed limits established by the City of Malibu are deemed significant traffic impacts. All significantly impacted intersections are then evaluated for possible traffic mitigation measures. Pursuant to the City of Malibu traffic impact guidelines, the following steps have been taken to evaluate the project's traffic impact.

Existing Conditions -

- (a) Evaluate existing 2012 traffic conditions;
- (b) Add proposed project traffic volume to existing traffic volume to evaluate potential "existing + project" impacts;
- (c) Recommended traffic mitigation, if necessary.



Future 2015 Cumulative Conditions

- (d) Existing 2012 traffic volumes were increased by an ambient growth factor of 1.5 % per year growth rate (4.56% total growth at 1.5% per year growth rate) to the future 2015 study year (year anticipated for project occupancy);
- (e) Future traffic generated by other projects in the study area was added to traffic in (d). Future cumulative baseline traffic volume was derived from a related projects list provided by city staff, see Appendix H ("future 2015 without project");
- (f) Add proposed project traffic volume to future 2015 without project traffic to evaluate future "2015 cumulative + project" scenario;
- (g) Recommended traffic mitigation, if necessary.

Future 2030 Cumulative Conditions

- (h) Existing 2012 traffic volumes were increased by an ambient growth factor of 0.48 % per year growth rate (9 % total growth per Los Angeles County Congestion Management Program growth rate for 2030);
- (i) Add proposed project traffic volume to future 2030 without project traffic to evaluate future "2030 cumulative + project" scenario;
- (j) Recommended traffic mitigation, if necessary.

An intersection capacity analysis of the existing baseline and future traffic conditions has been completed at those locations expected to have the highest potential for significant traffic impacts. Summer weekday morning and afternoon peak hour conditions along with summer Saturday mid-day peak hour conditions have been evaluated at ten key intersections selected for review by the City of Malibu. Low volume intersections or intersections with minimal project traffic are not included in this analysis. The analyses were conducted in accordance the Congestion Management Program for Los Angeles County and include all arterial monitoring intersections where the proposed project will add 50 or more trips during either the a.m. or p.m. peak hours of adjacent street traffic.



The intersections analyzed in this study are listed below. Figure 2 illustrates the location of the study intersections.

1. Kanan Dume Road and Pacific Coast Highway *;
2. Malibu Canyon Road and Pacific Coast Highway *;
3. Malibu Canyon Road and Civic Center Way;
4. Webb Way / Stuart Ranch Road and Civic Center Way;
5. Cross Creek Road and Civic Center Way;
6. Webb Way and Pacific Coast Highway;
7. Cross Creek Road and Pacific Coast Highway;
8. Malibu Pier Signal and Pacific Coast Highway
9. Carbon Canyon Road and Pacific Coast Highway
10. Las Flores Canyon Road and Pacific Coast Highway *;

Asterisk (*) identifies a CMP monitoring intersection.

The street segments analyzed in this study are: (using July 2012, City of Malibu counts)

1. Pacific Coast Highway east of Cross Creek Road;
2. Pacific Coast Highway west of Malibu Canyon Road; and
3. Malibu Canyon Road north of Civic Center Way



PROJECT STUDY AREA

OVERALL STUDY AREA KANAN DUME ROAD TO LAS FLORES CANYON ROAD



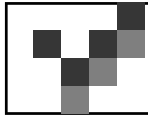
FIGURE 2

7/2013



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CHAPTER 2

PROJECT DESCRIPTION

The project being proposed is the construction of a 38,425 square foot shopping center consisting of a supermarket, several restaurants and retail uses, hereafter the neighborhood shopping center. The project site is located at the northwest corner of Cross Creek Road and Civic Center Way in the City of Malibu, as shown in Figure 3. The project site is currently vacant. Parking for the project will be provided for approximately 220 vehicles in an at-grade surface parking lot.

Vehicle Access and On-Site Circulation

Vehicles will access the project site via two proposed driveways: one driveway is planned on Civic Center Way near the west end of the project site opposite the Country Mart shopping Center driveway and one driveway is planned on Cross Creek Road near the north end of the project site. A brief description of the driveway locations and characteristics is provided below with driveway capacity calculations included in the traffic analysis section.

Internal vehicle circulation for the main parking area is provided with two-way driving aisles serving a 90° parking stall layout. The site is designed with a clockwise service access routing scheme utilizing a one-way northbound service road along the westerly property line to the loading dock area. Stop signs, stop lines and crosswalks have been added within the parking lot to provide right-of-way control and guidance to motor vehicles and pedestrians. Figure 3 illustrates the concept site plan for the project.

Civic Center Way Access – The Civic Center Way driveway will serve as the main entrance and exit for the shopping center. The driveway exit will have a stop sign at its intersection with Civic Center Way. The driveway will accommodate vehicular access to all on-site parking and to the service road located along the westerly property line which also provides truck access to the loading docks located behind the proposed Whole Foods market. Full access will be provided at the Civic Center Way driveway (i.e., left-turn and right-turn ingress and egress).

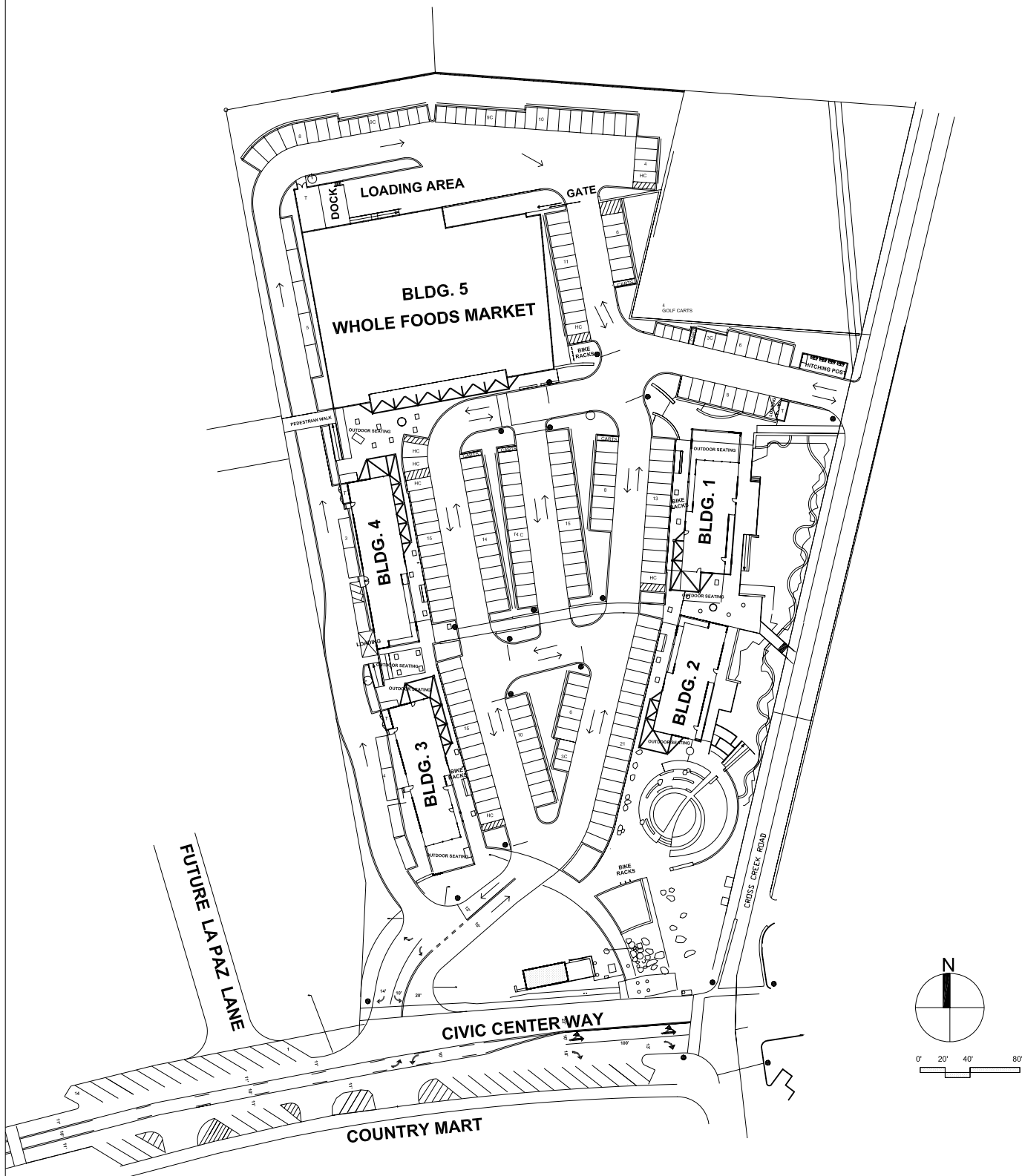


FIGURE 3

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WHOLE FOODS PLAZA SITE PLAN



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The Civic Center Way driveway is 44' wide consisting of two outbound lanes and one inbound lane. The Civic Center Way driveway is located approximately 270' west of the intersection of Civic Center Way and Cross Creek Road opposite the existing Country Mart commercial driveway. A center left-turn median lane is provided on Civic Center Way for left-turn access to and from the site.

Offsite Street Improvements - The project proposes to remove four on-street parallel parking spaces located on the north side of Civic Center Way between the driveway and the Civic Center Way & Cross Creek Road intersection be removed as it improves the vehicle sight lines, truck access and eliminates parallel parking maneuvers that block thru traffic.

Cross Creek Road Access - The Cross Creek Road driveway will serve as the secondary vehicular entrance and exit for the shopping center. The Cross Creek Road driveway will accommodate vehicular access to all on-site parking. However, no 3-axle delivery trucks are permitted to use Cross Creek Road.

Full access will be provided at the Cross Creek Road driveway (i.e., left-turn and right-turn ingress and egress). The driveway is approximately 26' in width and located approximately 515' north of the intersection centerline of Civic Center Way and Cross Creek Road. The driveway will be signed for stop control at its intersection with Cross Creek Road.

Truck Access - Truck turning movements have been simulated using Autoturn software to illustrate the turning path movements of a 55' semi-trailer to and from the Civic Center Way driveway. Trucks entering the site from Civic Center Way will proceed to the one-way northbound service road located along the westerly property line to access the loading dock area behind the supermarket. The site has been designed to allow trucks



leaving the loading dock area to exit through the parking lot to Civic Center Way. It is estimated that up to 2 semi-trailer delivery trucks would serve the site during off-peak hours. Other smaller vendor delivery trucks would arrive throughout the day and utilize the two loading spaces designated at each side of the site. Truck access routes serving the site are shown in Appendix A.



CHAPTER 3

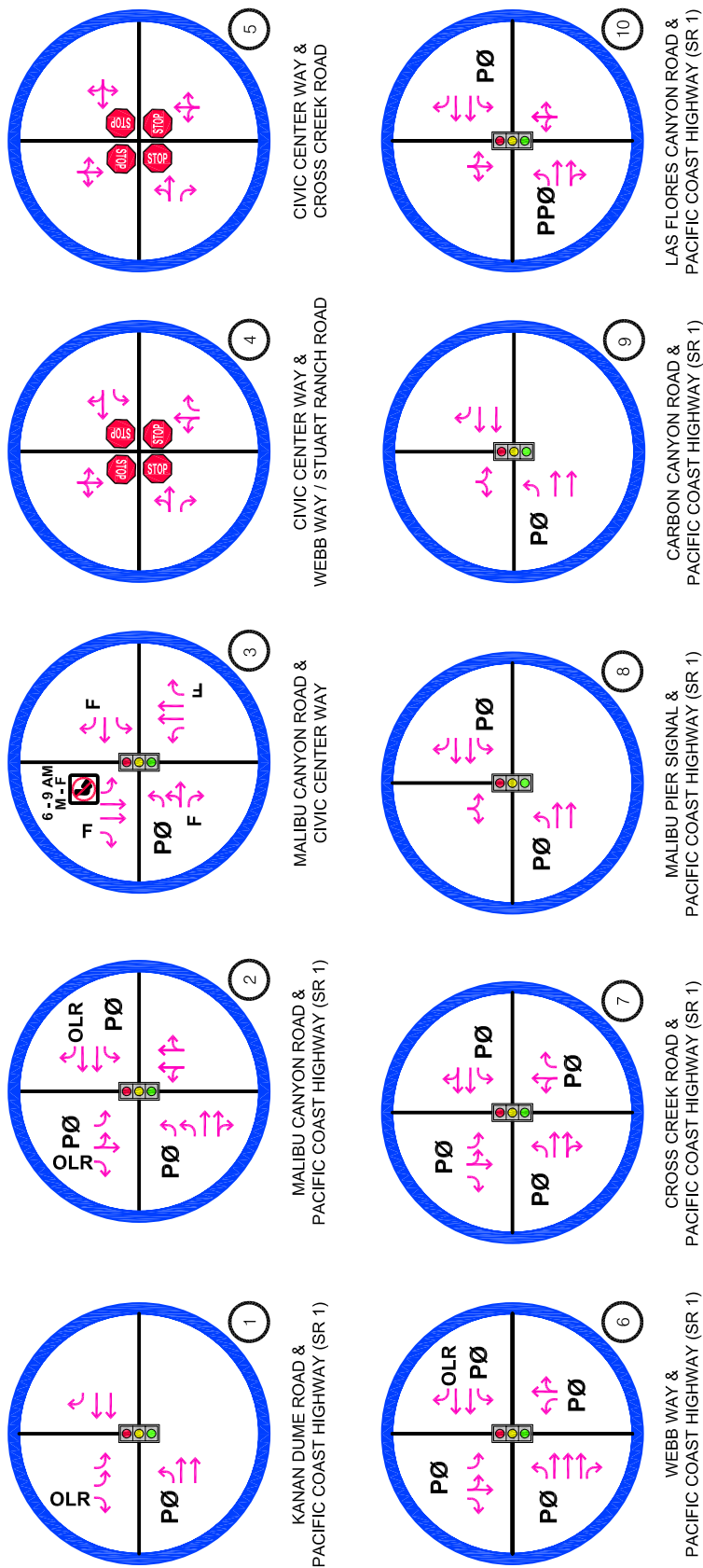
ENVIRONMENTAL SETTING

The project site is located on the northwest corner of Civic Center Way and Cross Creek Road in the City of Malibu. The project site is also located in the Malibu Civic Center Specific Plan area, although no specific plan has been adopted for the area, to date. Located to the north of the site are single family residential detached estate lots, and other notable land uses in the vicinity of the site include: Legacy Park, the Civic Center and Malibu Country Mart. The study area land use map is shown in Appendix B.

Field surveys were conducted in the study area to determine the roadway and intersection geometry and traffic signal operations. Figure 4 illustrates the study locations, type of intersection traffic control and lane configurations for the project impact analysis. A brief description of the nearby roadway facilities is provided below with photos of the study intersections provided in Appendix C.

Freeway and Street Characteristics

Pacific Coast Highway (PCH, SR-1) is a state route that travels east and west through the study area. To the east in the City of Santa Monica, PCH turns into the Santa Monica Freeway (I-10) providing access to the greater Los Angeles basin. Project access to PCH is provided via the signalized intersections at Cross Creek Road and Webb Way. PCH provides 4 travel lanes (2 in each direction) with a third eastbound lane provided on its eastbound approach to Webb Way. Traffic volumes on PCH, as recorded by Caltrans, range from approximately 58,000 vehicles per day east of Topanga Canyon Boulevard to approximately 30,000 vehicles per day east of Kanan Dume Road. In the vicinity of the project site, PCH carries approximately 46,000 vehicles per day east of Cross Creek Road. PCH is designated as a route in the Los Angeles County Congestion Management Plan (CMP). PCH is posted with a speed limit of 50 mph west of Malibu Canyon Road and 45 mph east of Malibu Canyon Road.



LEGEND:
 OLR - OVERLAP RIGHT-TURN PHASE
 F - FREE FLOW RIGHT-TURN
 PØ - PROTECTED LEFT-TURN PHASE
 PPØ - PROTECTED/PERMISSIVE LEFT-TURN PHASE



FIGURE 4

8/2012

PROJECT STUDY INTERSECTION CHARACTERISTICS

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Civic Center Way is designated an east-west collector road in the City's General Plan. Civic Center Way is a two-lane roadway (one lane in each direction) that connects Malibu Canyon Road on the west to Cross Creek Road on the east. Civic Center Way borders the south side of the project site.

Cross Creek Road is a north-south local street with one lane in each direction. South of Civic Center Way, Cross Creek Road is a public road that provides access to the abutting commercial development and connects to Pacific Coast Highway. North of Civic Center Way, Cross Creek Road borders the east side of the site, is a private road and provides access to the residential area of Serra Retreat.

Webb Way is a north-south two-lane collector roadway connecting Civic Center Way and Pacific Coast Highway.

Malibu Canyon Road (County Highway N1) is a north-south major arterial roadway that extends from PCH across the Santa Monica Mountains to the Ventura Freeway (Interstate 101). Malibu Canyon Road generally has one lane in each direction; two lanes are provided between Civic Center Way and Pacific Coast Highway. Near Mulholland Highway, Malibu Canyon Road becomes Las Virgenes Road. A significant volume of vehicle trips from western portions of Los Angeles County use various canyon roads like Malibu Canyon Road.

Transit Service

Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro). Metro route 534 operates along Civic Center Way adjacent to the project site. Metro weekday service on this route is provided by 3 eastbound and 7 westbound buses during the morning peak hours, 5 eastbound and 3 westbound buses during the afternoon peak hours, with 3 buses in each direction during the Saturday mid-day peak hours. The transit schedule and route information is provided in Appendix D.

**CHAPTER 4****PROJECT TRAFFIC**Traffic Generation

Traffic-generating characteristics of commercial land uses have been studied by the Institute of Transportation Engineers (ITE). The results of the traffic generation studies have been published in Trip Generation, 9th Edition Handbook. This publication of traffic generation data has become the industry standard for estimating traffic generation for different land uses.

These trip generation studies indicate that the uses associated with the proposed project generally exhibit the trip-making characteristics per 1,000 square feet of floor area as shown by the ITE trip rates in Table 1. Estimates of the project's driveway traffic were calculated on the basis of these ITE traffic generation rates for the project's proposed land uses. For the purposes of trip generation, it is important to note that the ITE studies and trip generation rates do not include unenclosed spaces such as the project's outdoor space. Therefore, the outdoor space is excluded from the trip calculations.

Table 1
Project Trip Generation Rates
(Weekday and Saturday)

<u>Land Use</u>	<u>ITE Code</u>	<u>Weekday Daily</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
			<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Shopping Center (per 1,000 G.L.S.F)	820	42.70	0.96	0.60	0.36	3.71	1.78	1.93
Restaurant High-turnover (per 1,000 sf)	932	127.15	10.81	5.95	4.86	9.85	5.91	3.94
Restaurant Fast Food (per 1,000 sf)	933	716.00	43.87	26.32	17.55	26.15	13.34	12.81

<u>Land Use</u>	<u>Saturday</u>		<u>Mid-day Peak Hour</u>	
	<u>Daily</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Shopping Center (per 1,000 G.L.S.F)	49.97	4.82	2.51	2.31
Restaurant High-turnover (per 1,000 sf)	158.37	14.07	7.46	6.61
Restaurant Fast Food (per 1,000 sf)	696.00	54.55	26.73	27.82

Gross Leasable Square Feet - G.L.S.F.



Traffic volumes expected to be generated by the project were estimated by applying the Table 1 ITE trip rates per 1,000 square feet of building area for each of the project's land use components. Due to the nature of the land uses proposed, some people traveling on Civic Center Way may stop at the project to or from another destination (pass-by trips). These vehicles normally passing the site are not new vehicle trips added to the street by the project and therefore are not considered in the project traffic impact analysis. Pass-by trip data contained in the ITE Trip Generation Manual has been applied to the trip generation rates to account for the pass-by trips. Appendix F illustrates the driveway locations and the peak hour driveway traffic volume.

After these pass-by trip adjustments, it has been estimated that the net peak hour traffic added to the streets is 101 morning peak hour trips, 154 afternoon peak hour trips and 226 Saturday mid-day peak hour trips. However, in order to conduct a conservative traffic impact analysis, no vehicle trip adjustments were made to account for internal capture trips (i.e., interaction between land uses within the shopping center).

Table 2
Estimated Project Traffic Generation
(Weekday AM, PM and Saturday Mid-day Peak Hours)

Weekday Traffic Generation	Daily	AM Peak Hour			PM Peak Hour		
<u>Proposed Land Use</u>	<u>Traffic</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
34,425 s.f. Shopping Center	1,470	33	21	12	128	61	67
2,500 s.f. Restaurant (HT)	318	27	15	12	25	15	10
1,500 s.f. Restaurant (FF)	<u>1,074</u>	<u>66</u>	<u>40</u>	<u>26</u>	<u>39</u>	<u>20</u>	<u>19</u>
<i>Driveway Totals</i>	<i>2,862</i>	<i>126</i>	<i>76</i>	<i>50</i>	<i>192</i>	<i>96</i>	<i>96</i>
Less 20% Pass-by	<u>- 572</u>	<u>- 25</u>	<u>- 15</u>	<u>- 10</u>	<u>- 38</u>	<u>- 19</u>	<u>- 19</u>
New Traffic	2,290	101	61	40	154	77	77
Saturday Traffic Generation	Daily	Weekend Mid-day					
<u>Proposed Land Use</u>	<u>Traffic</u>	<u>Total</u>	<u>In</u>	<u>Out</u>			
34,425 s.f. Shopping Center	1,720	166	86	80			
2,500 s.f. Restaurant (HT)	396	35	19	16			
1,500 s.f. Restaurant (FF)	<u>1,044</u>	<u>82</u>	<u>40</u>	<u>42</u>			
<i>Driveway Totals</i>	<i>3,160</i>	<i>283</i>	<i>145</i>	<i>138</i>			
Less 20% Pass-by	<u>- 632</u>	<u>- 57</u>	<u>- 29</u>	<u>- 28</u>			
New Traffic	2,528	226	116	110			

High turnover restaurant - HT
Fast food restaurant - FF



Traffic Distribution and Trip Assignment

A primary factor affecting trip direction is the spatial distribution of population and employment centers which would generate project trip origins and destinations. The estimated project directional trip distribution is based on the study area roadway network, traffic flow patterns in and out of the project study area and other traffic studies recently prepared for the general area.

Figures 5 and 6 illustrate the estimated project traffic percentages at the selected study intersections for the morning peak hour and afternoon peak hour / Saturday mid-day, respectively. Using the traffic assignment at each intersection and the estimated peak hour traffic volume as provided in Table 2, peak hour traffic volumes at each study location for each study period have been calculated and are shown in Figures 7, 8 and 9 for the weekday morning, afternoon and Saturday mid-day, respectively. This estimated assignment of the project traffic flow provides the information necessary to analyze the potential traffic impacts generated by the project at the study intersections. Note that southbound left-turns from Malibu Canyon Road are prohibited at its intersection with Civic Center Way during the morning peak period.

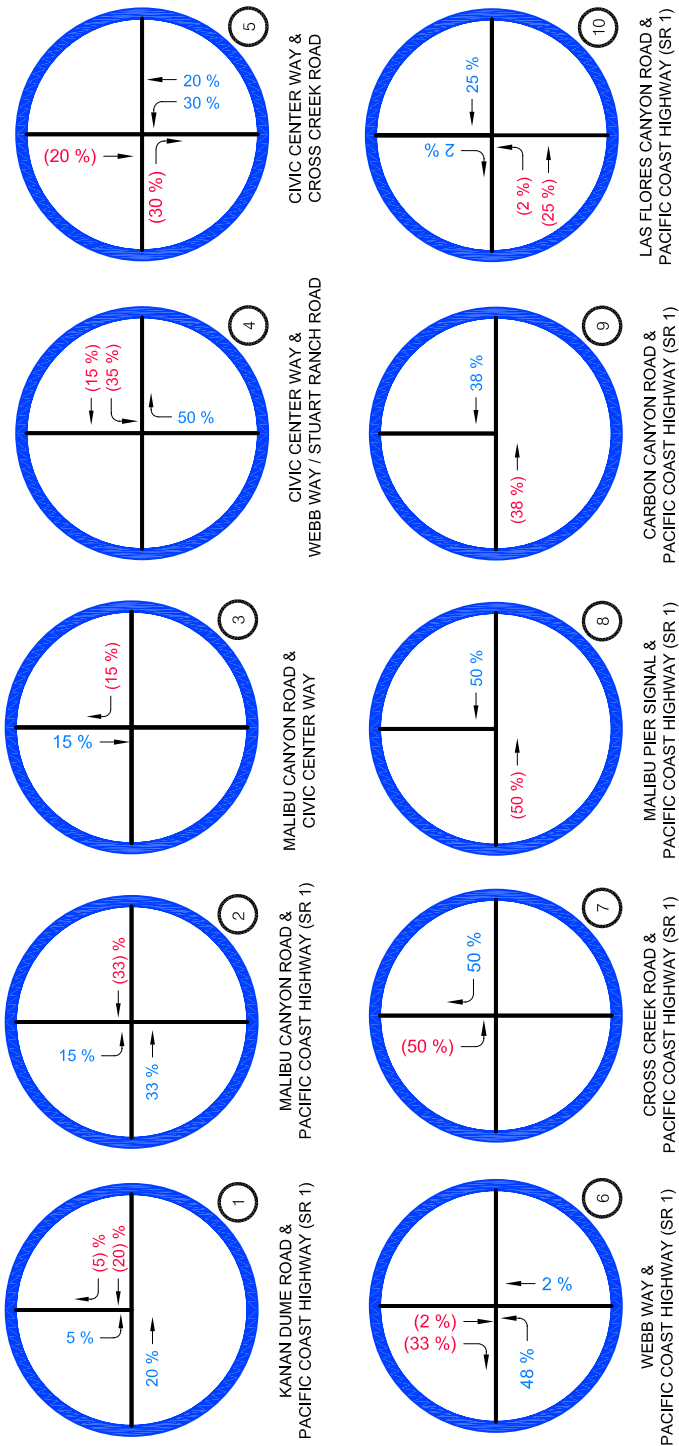


FIGURE 5



EAST STUDY AREA

CIVIC CENTER STUDY AREA

WEST STUDY AREA

8/2012

PROJECT TRAFFIC VOLUME ASSIGNMENT PERCENTAGES WEEKDAY AM PEAK HOUR



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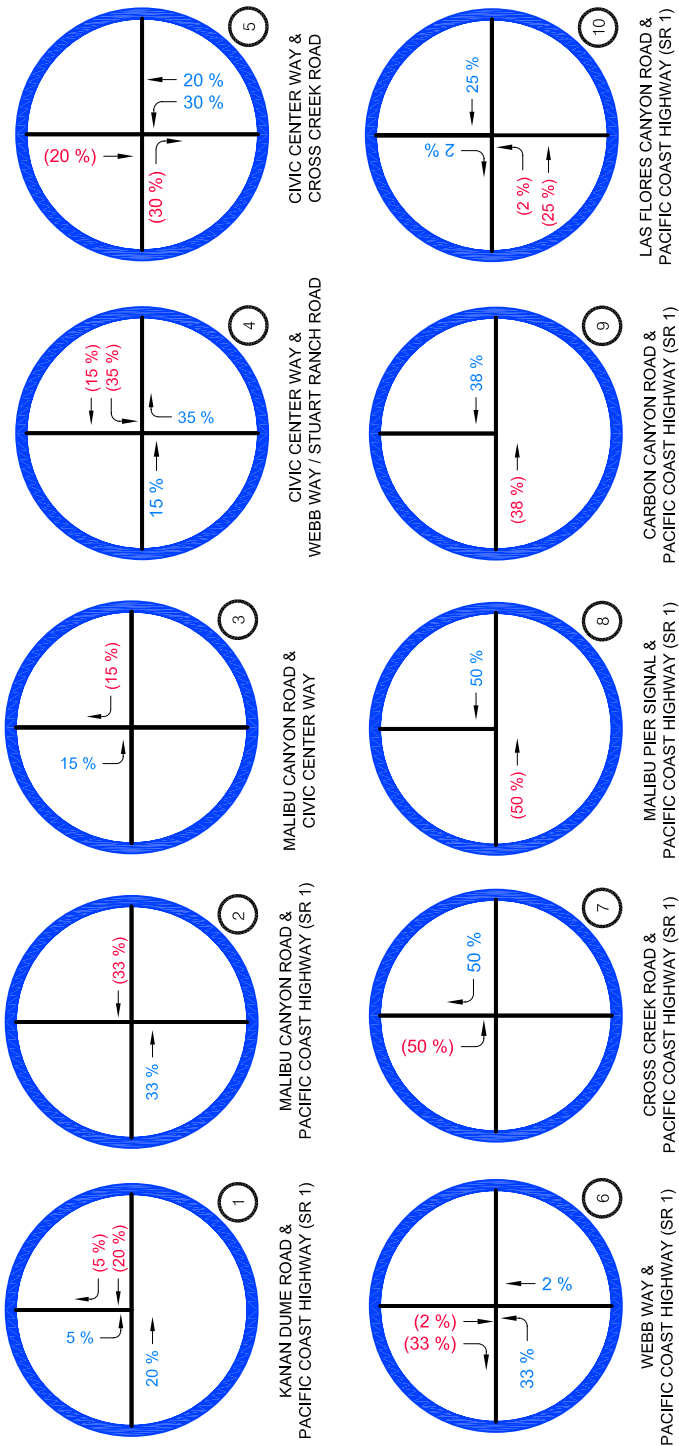


FIGURE 6



EAST STUDY AREA

CIVIC CENTER STUDY AREA

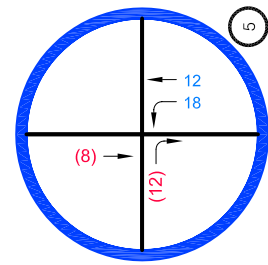
WEST STUDY AREA

**PROJECT TRAFFIC VOLUME ASSIGNMENT PERCENTAGES
WEEKDAY PM AND SATURDAY MID-DAY PEAK HOUR**

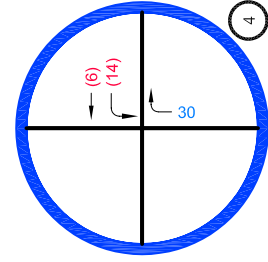


Overland Traffic Consultants, Inc.

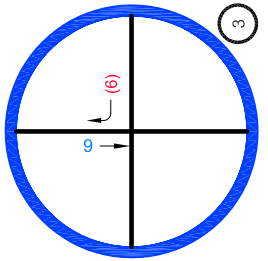
24325 Main Street #202, Santa Clarita, CA 91321
(661)799-8423 v, OTC@overlandtraffic.com



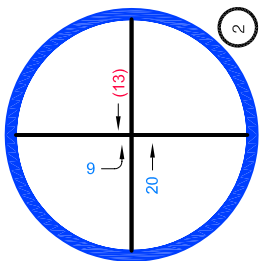
CIVIC CENTER WAY &
CROSS CREEK ROAD



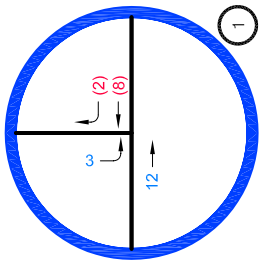
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



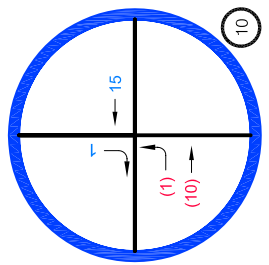
MALIBU CANYON ROAD &
CIVIC CENTER WAY



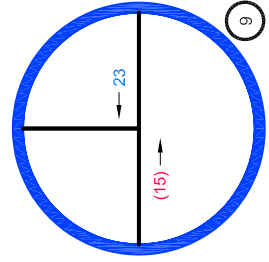
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



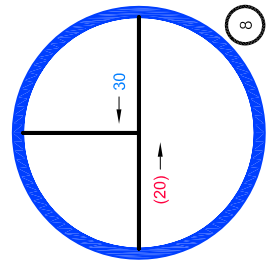
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



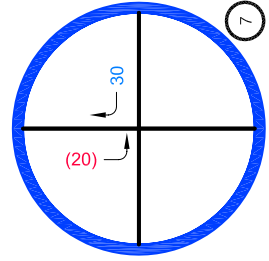
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



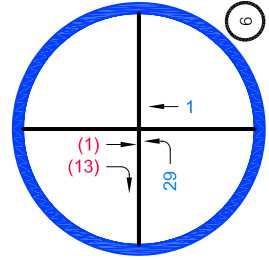
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)

LEGEND
XX INBOUND
(XX) OUTBOUND

FIGURE 7



EAST STUDY AREA

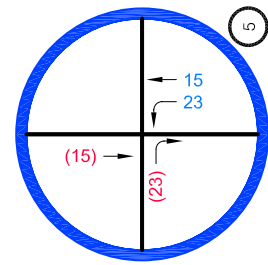
CIVIC CENTER STUDY AREA

WEST STUDY AREA

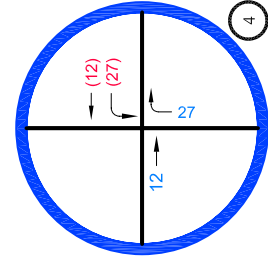
PROJECT TRAFFIC VOLUME ASSIGNMENT WEEKDAY AM PEAK HOUR

Overland Traffic Consultants, Inc.

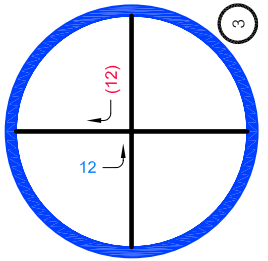
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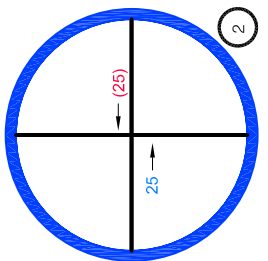
CIVIC CENTER WAY &
CROSS CREEK ROAD



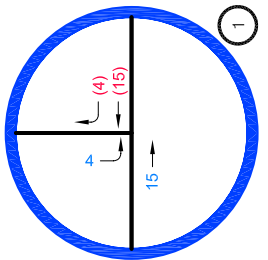
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



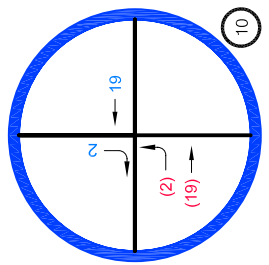
MALIBU CANYON ROAD &
CIVIC CENTER WAY



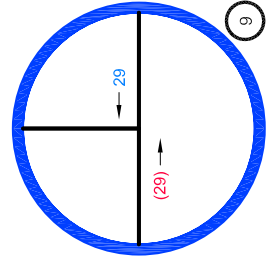
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



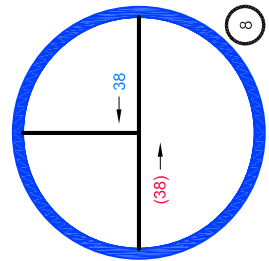
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



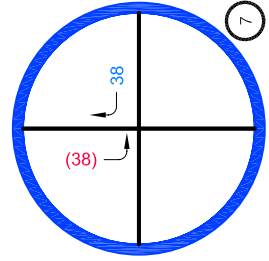
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



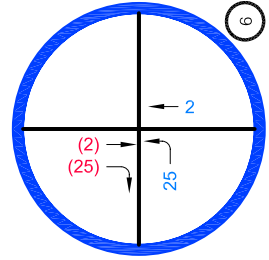
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)

LEGEND
 XX INBOUND
 (XX) OUTBOUND

FIGURE 8



EAST STUDY AREA

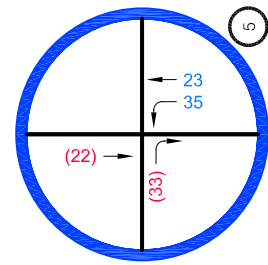
CIVIC CENTER STUDY AREA

WEST STUDY AREA

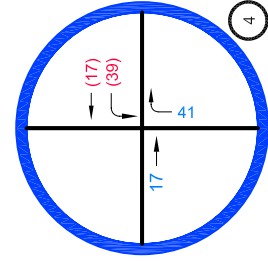
PROJECT TRAFFIC VOLUME ASSIGNMENT WEEKDAY PM PEAK HOUR

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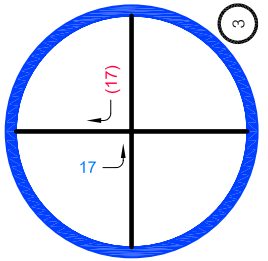
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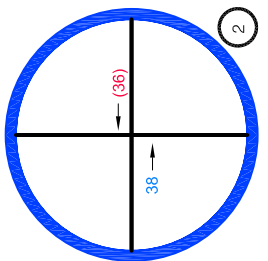
CIVIC CENTER WAY &
CROSS CREEK ROAD



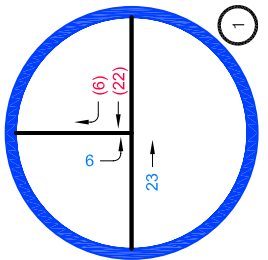
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



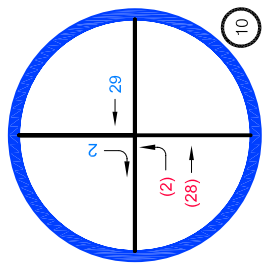
MALIBU CANYON ROAD &
CIVIC CENTER WAY



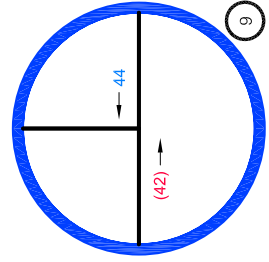
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



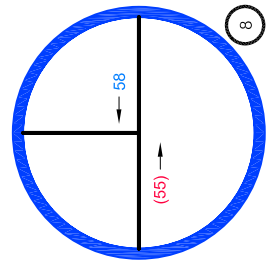
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



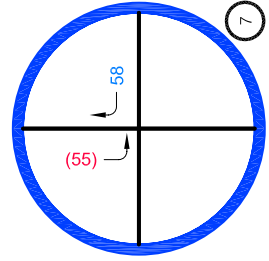
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



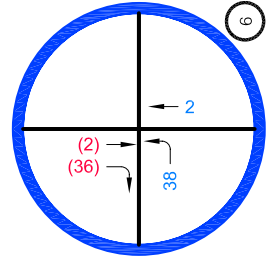
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)

LEGEND
XX INBOUND
(XX) OUTBOUND



EAST STUDY AREA

CIVIC CENTER STUDY AREA

WEST STUDY AREA

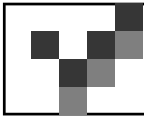
FIGURE 9

PROJECT TRAFFIC VOLUME ASSIGNMENT SATURDAY MID-DAY PEAK HOUR



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CHAPTER 5

TRAFFIC CONDITIONS ANALYSIS

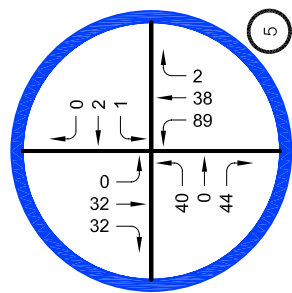
Analysis of Existing Traffic Conditions

To ensure updated, consistent traffic counts to be used for each pending project, traffic volume data was collected in the summer of 2012 by National Data & Surveying Services, an independent third party data collection company hired by the City of Malibu for use in this study. Weekday traffic counts were conducted on Thursday, July 12th from 7:00 to 9:00 am and 4:00 to 6:00 pm. Weekend traffic counts were conducted on Saturday, July 14th from 11:00 am to 1:00 pm.

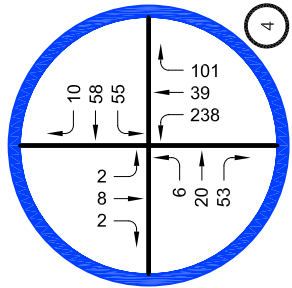
The existing 2012 peak hour traffic volumes at each study intersection are illustrated in Figure 10 for the weekday morning peak hour, Figure 11 for the weekday afternoon peak hour and Figure 12 for the Saturday mid-day peak hour. Data collection worksheets for the peak hour counts are contained in Appendix E.

The traffic conditions analysis was conducted using the Intersection Capacity Utilization (ICU) method for the study intersections. The ICU procedure uses a ratio of the traffic volume to the intersection capacity to define the proportion of an hour necessary to accommodate all the traffic moving through the intersection assuming all approaches were operating at full capacity. For example, if an intersection has a V/C value of 0.70, the intersection is operating at 70% capacity with 30% unused capacity. The V/C ratios provide an appropriate means for quantifying intersection operating characteristics for planning purposes.

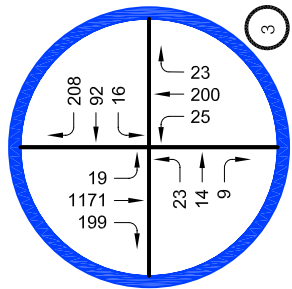
The ICU procedure adds the highest combination of conflicting traffic volume (V) at an intersection and divides the sum by the intersection capacity value for a V/C ratio. Intersection capacity (C) represents the maximum volume of vehicles which has a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions.



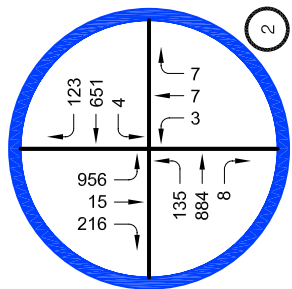
CIVIC CENTER WAY &
CROSS CREEK ROAD



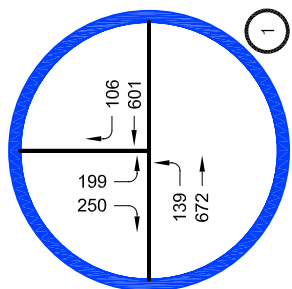
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



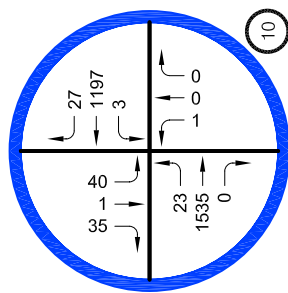
MALIBU CANYON ROAD &
CIVIC CENTER WAY



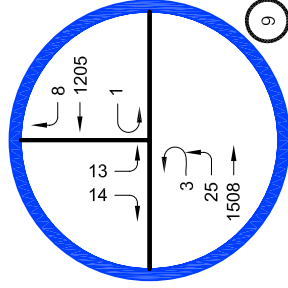
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



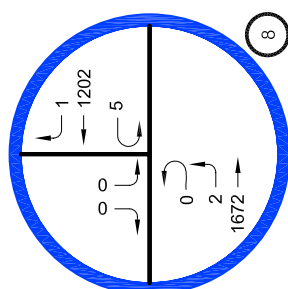
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



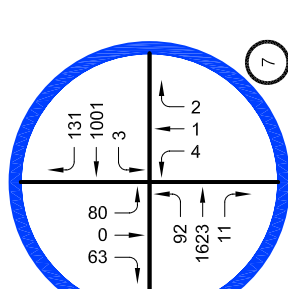
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



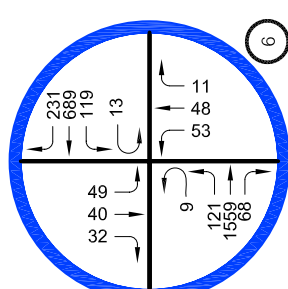
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



EAST STUDY AREA

CIVIC CENTER STUDY AREA

WEST STUDY AREA

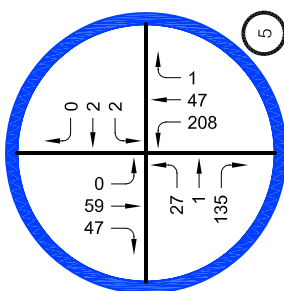
FIGURE 10

EXISTING (2012) TRAFFIC VOLUME WEEKDAY AM PEAK HOUR



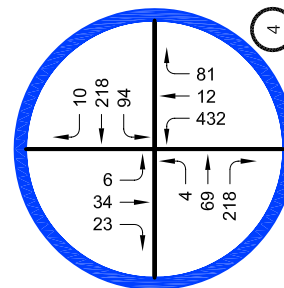
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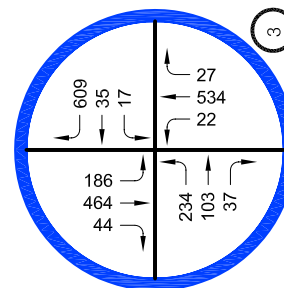
CIVIC CENTER WAY &
CROSS CREEK ROAD

5



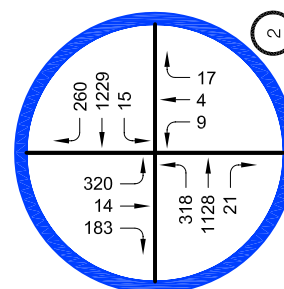
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD

4



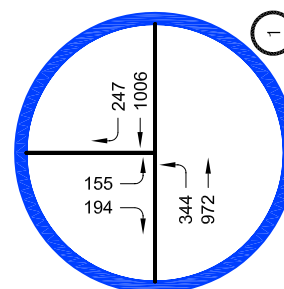
MALIBU CANYON ROAD &
CIVIC CENTER WAY

3



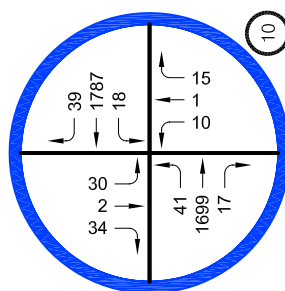
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)

2



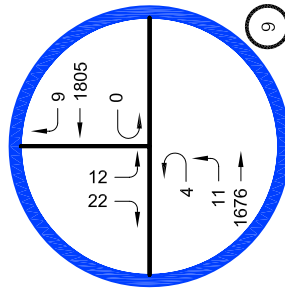
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)

1



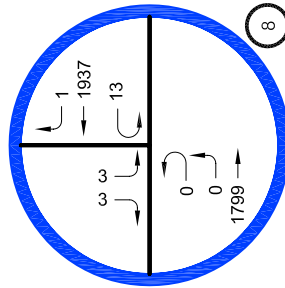
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)

10



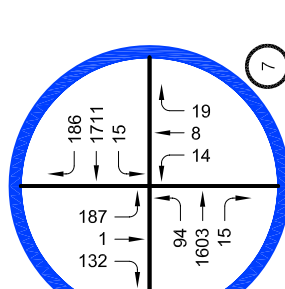
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)

9



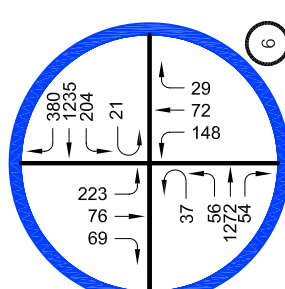
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PACIFIC COAST HIGHWAY (SR 1)

8



CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)

7



WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)

6



EAST STUDY AREA

CIVIC CENTER STUDY AREA

WEST STUDY AREA

FIGURE 11

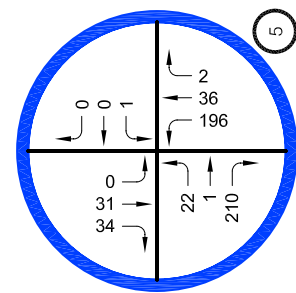
8/2012

EXISTING (2012) TRAFFIC VOLUME WEEKDAY PM PEAK HOUR



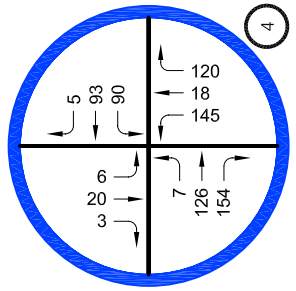
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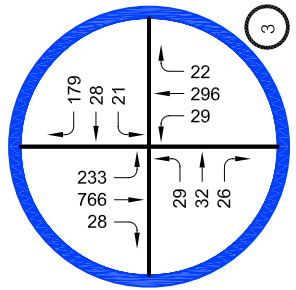
CIVIC CENTER WAY &
CROSS CREEK ROAD

5



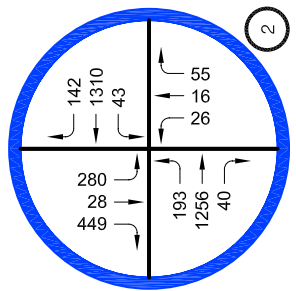
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD

4



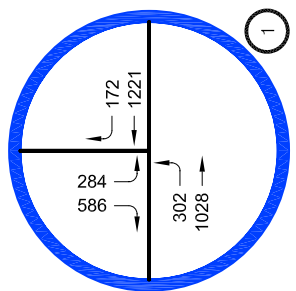
MALIBU CANYON ROAD &
CIVIC CENTER WAY

3



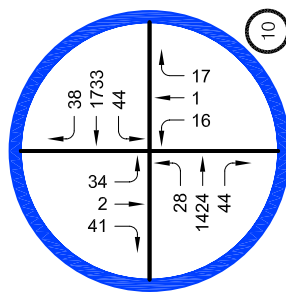
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PACIFIC COAST HIGHWAY (SR 1)

2



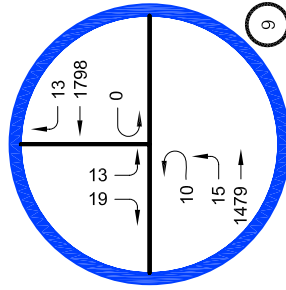
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)

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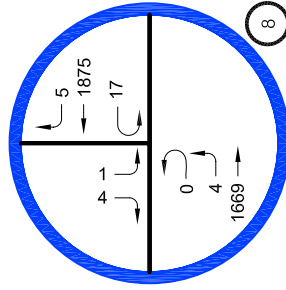
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)

10



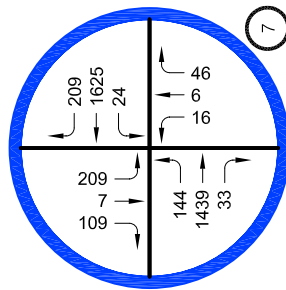
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PACIFIC COAST HIGHWAY (SR 1)

9



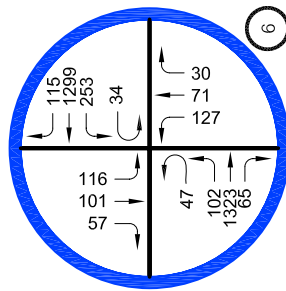
MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)

8



CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)

7



WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)

6



EAST STUDY AREA

CIVIC CENTER STUDY AREA

WEST STUDY AREA

FIGURE 12

2/2013

EXISTING (2012) TRAFFIC VOLUME
SATURDAY MID-DAY PEAK HOUR



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Once the intersection V/C ratio has been calculated for each time period, a level of service grade (A through F) is assigned to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Level of Service standard D is generally considered the design capacity of arterial intersections and is thereby often set as the performance standard. Definitions of the LOS grades, from the City's General Plan Circulation Element, are shown in Table 3.

Table 3
V/C Level of Service Definitions – Signalized Intersections

<u>Level of Service</u>	<u>Definition</u>	<u>Equivalent ICU</u>
A	<u>EXCELLENT</u> - Free flow conditions with low traffic density.	0.000 - 0.600
B	<u>VERY GOOD</u> - A stable flow of traffic.	0.601 - 0.700
C	<u>GOOD</u> - Light congestion but stable, occasional backups behind left-turning vehicles.	0.701 - 0.800
D	<u>FAIR</u> - 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	<u>POOR</u> - At or near capacity with some long lines for left-turning vehicles. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	0.901 - 1.000
F	<u>FAILURE</u> - Jammed conditions with stoppages of long duration and long queues.	> 1.000

The LOS thresholds for stop sign controlled intersections differ from signalized intersections to reflect different driver expectations. The expectation is that a signalized intersection is designed to carry higher traffic volumes than a stop-controlled intersection. Therefore, an alternative methodology has been used for the all way stop-controlled intersections analyzed in this study: Civic Center Way and Cross Creek Road and at Webb Way / Stuart Ranch Road and Civic Center Way.

For the un-signalized intersections, a delay-based analysis has been conducted using procedures based on the Highway Capacity Manual, (HCM). This procedure calculates the control delay as the total elapsed time from the time a vehicle stops at the end of the

queue to the time the vehicle departs from the intersection. Using this procedure the LOS is evaluated on the basis of the total delay per vehicle for selected movements (in seconds per vehicle).

Definitions of the LOS grades for stop controlled intersections as defined by the Transportation Research Board are shown in Table 4.

Table 4
Level of Service Definitions – Stop Controlled Intersections

<u>Level of Service</u>	<u>Average Control Delay (sec)</u>
A	Less than or equal to 10
B	> 10 – 15
C	> 15 – 25
D	> 25 – 35
E	> 35 – 50
F	> 50

By applying the ICU and HCM procedures, the V/C ratios, delay values and the corresponding LOS for existing traffic conditions were determined for each intersection. The existing V/C ratios, delay values and the corresponding LOS values are summarized in Table 5. Using the 2012 traffic counts, all of the study intersections are currently operating at LOS C or better. Supporting capacity worksheets are contained in Appendix G of this report.

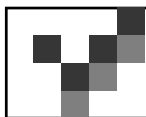
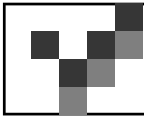


Table 5
Existing Traffic Conditions Summary

No.	Intersection	Weekday			
		AM Peak Hour		PM Peak Hour	
		V/C (Delay)	LOS	V/C (Delay)	LOS
1.	Kanan Dume Rd. & Pacific Coast Hwy.	0.394	A	0.633	B
2.	Malibu Canyon Rd. & Pacific Coast Hwy.	0.674	B	0.669	B
3.	Malibu Canyon Rd. & Civic Center Way	0.503	A	0.472	A
4.	Webb Way & Civic Center Way	10.14 sec.	B	22.15 sec.	C
5.	Cross Creek Rd. & Civic Center Way	7.80 sec.	A	8.99 sec.	A
6.	Webb Way & Pacific Coast Hwy.	0.526	A	0.661	B
7.	Cross Creek Rd. & Pacific Coast Hwy.	0.594	A	0.781	C
8.	Malibu Pier Signal & Pacific Coast Hwy.	0.576	A	0.655	B
9.	Carbon Canyon Rd. & Pacific Coast Hwy.	0.538	A	0.644	B
10.	Las Flores Canyon Rd. & Pacific Coast Hwy.	0.581	A	0.691	B

No.	Intersection	Weekend Mid-day	
		V/C (Delay)	LOS
1.	Kanan Dume Rd. & Pacific Coast Hwy.	0.715	C
2.	Malibu Canyon Rd. & Pacific Coast Hwy.	0.777	C
3.	Malibu Canyon Rd. & Civic Center Way	0.346	A
4.	Webb Way & Civic Center Way	9.73 sec.	A
5.	Cross Creek Rd. & Civic Center Way	9.10 sec.	A
6.	Webb Way & Pacific Coast Hwy.	0.703	C
7.	Cross Creek Rd. & Pacific Coast Hwy.	0.800	C
8.	Malibu Pier Signal & Pacific Coast Hwy.	0.638	B
9.	Carbon Canyon Rd. & Pacific Coast Hwy.	0.648	B
10.	Las Flores Canyon Rd. & Pacific Coast Hwy.	0.679	B

Note: All-Way Stop Control Delay in Seconds Per Vehicle



Analysis of Existing + Project Traffic Conditions

The project's traffic impact has been calculated by adding the project traffic volumes to the existing traffic conditions.

According to the traffic impact standards provided by the City of Malibu for this environmental assessment, a traffic impact is considered significant if the related increase in the V/C ratio value equals or exceeds the thresholds shown in Table 6a and 6b for signalized and un-signalized study intersections, respectively.

Table 6a
Significant Traffic Impact Criteria
(Signalized Intersections)

<u>LOS</u>	<u>Final V/C Value</u>	<u>Increase in V/C Value</u>
C	> 0.710 – 0.800	+ 0.040 or more
D	> 0.810 – 0.900	+ 0.020 or more
E, F	0.91 or more	+ 0.010 or more

Table 6b
Significant Traffic Impact Criteria
(Un-signalized Intersections)

1. Degrades the Level of Service (LOS) at an un-signalized intersection to an unacceptable level of Service (LOS D or worse); or
2. Increases delay at an un-signalized intersection operating at an unacceptable level by five or more seconds; or
3. Results in satisfying the most recent California Manual on Uniform Traffic Control Devices (CAMUTCD) peak hour volume warrant or other warrants for traffic signal installation at the intersection.

Comparing the changes in the traffic conditions (i.e., V/C ratio) between the without and with project traffic volume scenarios provides the information necessary to determine if the project traffic volume creates a significant traffic impact which would require traffic mitigation.

The existing level of service traffic conditions with the added project traffic volume are shown in Table 7. Peak hour traffic volumes for the “existing + project” scenario are shown in Figures 13 through 15 for the study periods.

As shown in Table 7, one study intersection is impacted by the proposed project traffic volume. Using the criteria in the City’s TIA Guidelines, it has been determined that the change in traffic flow generated by the proposed project will significantly impact the intersection of Cross Creek Road and Pacific Coast Highway (study intersection #7) during the weekday afternoon and Saturday mid-day peak prior to the implementation of traffic mitigation measures.

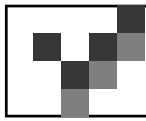
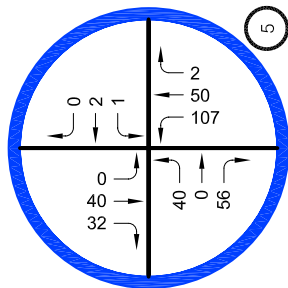


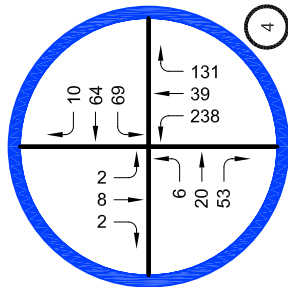
Table 7
Existing + Project Traffic Conditions

No.	Intersection	Peak Hour	Existing V/C (Delay)	LOS	With Project V/C (Delay)	LOS	Impact
1.	Kanan Dume Rd. &	Weekday AM	0.394	A	0.397	A	+ 0.003
	Pacific Coast Hwy.	Weekday PM	0.633	B	0.639	B	+ 0.006
		Saturday Mid-day	0.715	C	0.721	C	+ 0.006
2.	Malibu Canyon Rd. &	Weekday AM	0.674	B	0.684	B	+ 0.010
	Pacific Coast Hwy.	Weekday PM	0.669	B	0.677	B	+ 0.008
		Saturday Mid-day	0.777	C	0.789	C	+ 0.012
3.	Malibu Canyon Rd. &	Weekday AM	0.503	A	0.506	A	+ 0.003
	Civic Center Way	Weekday PM	0.472	A	0.480	A	+ 0.008
		Saturday Mid-day	0.346	A	0.346	A	+ 0.000
4.	Webb Way / Stuart Ranch	Weekday AM	10.14 sec.	B	10.20 sec.	B	+0.06 sec.
	Road & Civic Center Way	Weekday PM	22.15 sec.	C	23.08 sec.	C	+0.93 sec.
		Saturday Mid-day	9.73 sec.	A	10.28 sec.	B	+0.55 sec.
5.	Cross Creek Rd. &	Weekday AM	7.80 sec.	A	8.00 sec.	A	+ 0.20 sec.
	Civic Center Way	Weekday PM	8.99 sec.	A	9.54 sec.	A	+ 0.55 sec.
		Saturday Mid-day	9.10 sec.	A	10.00 sec.	A	+ 0.90 sec.
6.	Webb Way &	Weekday AM	0.526	A	0.527	A	+ 0.001
	Pacific Coast Hwy.	Weekday PM	0.661	B	0.679	B	+ 0.018
		Saturday Mid-day	0.703	C	0.728	C	+ 0.025
7.	Cross Creek Rd. &	Weekday AM	0.594	A	0.601	B	+ 0.007
	Pacific Coast Hwy.	Weekday PM	0.781	C	0.806	D	+ 0.025 *
		Saturday Mid-day	0.800	C	0.837	D	+ 0.037 *
8.	Malibu Pier Signal &	Weekday AM	0.576	A	0.582	A	+ 0.006
	Pacific Coast Hwy.	Weekday PM	0.655	B	0.667	B	+ 0.012
		Saturday Mid-day	0.638	B	0.654	B	+ 0.016
9.	Carbon Canyon Rd. &	Weekday AM	0.538	A	0.543	A	+ 0.005
	Pacific Coast Hwy.	Weekday PM	0.644	B	0.653	B	+ 0.009
		Saturday Mid-day	0.648	B	0.662	B	+ 0.014
10	Las Flores Canyon Rd. &	Weekday AM	0.581	A	0.584	A	+ 0.003
	Pacific Coast Hwy.	Weekday PM	0.691	B	0.700	B	+ 0.009
		Saturday Mid-day	0.679	B	0.690	B	+ 0.011

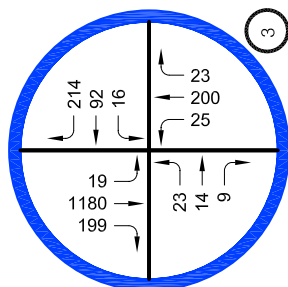
Note: All-Way Stop Control Delay in Seconds Per Vehicle; * Denotes significant traffic impact.



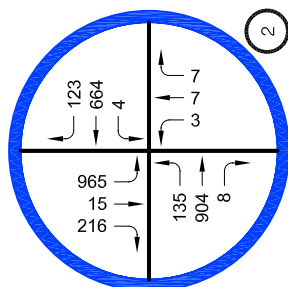
CIVIC CENTER WAY &
CROSS CREEK ROAD



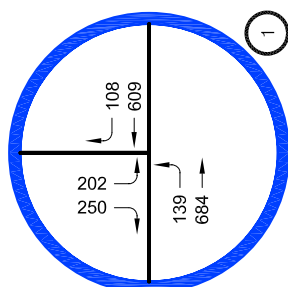
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



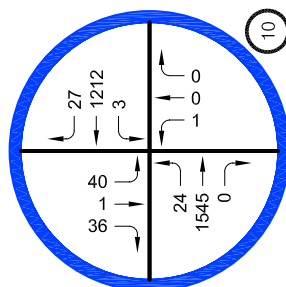
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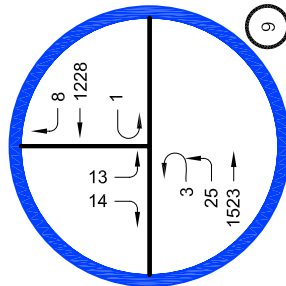
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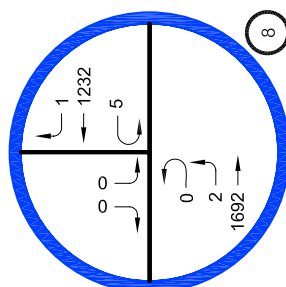
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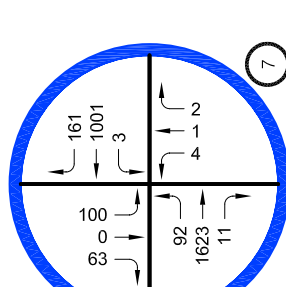
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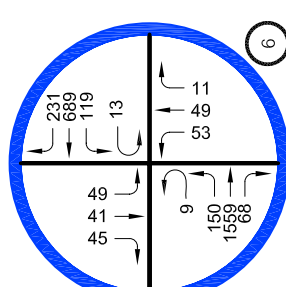
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PACIFIC COAST HIGHWAY (SR 1)



MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



EAST STUDY AREA

CIVIC CENTER STUDY AREA

WEST STUDY AREA

FIGURE 13

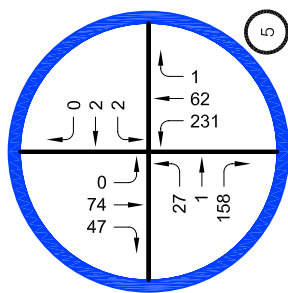
2/2013

EXISTING (2012) TRAFFIC VOLUME
WITH PROJECT
WEEKDAY AM PEAK HOUR

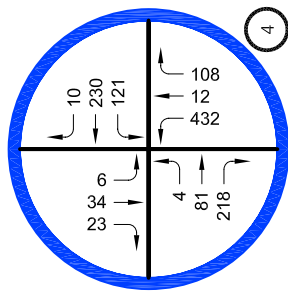


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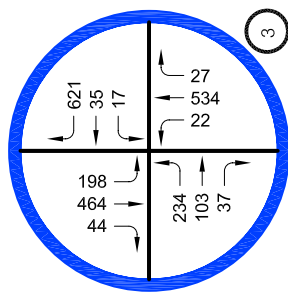
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(661)799-8423, OTC@overlandtraffic.com



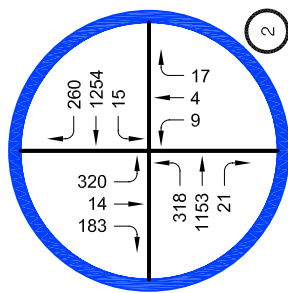
CIVIC CENTER WAY &
CROSS CREEK ROAD



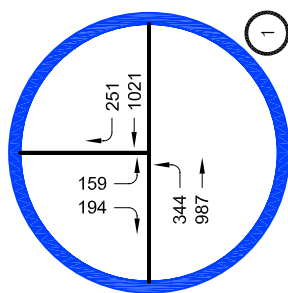
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



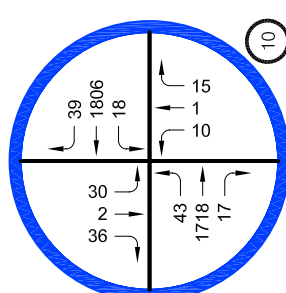
MALIBU CANYON ROAD &
CIVIC CENTER WAY



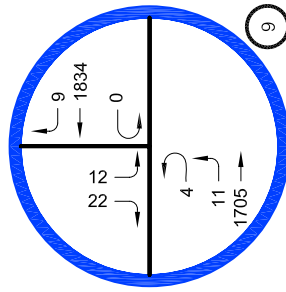
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PACIFIC COAST HIGHWAY (SR 1)



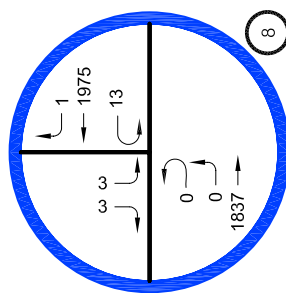
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PACIFIC COAST HIGHWAY (SR 1)



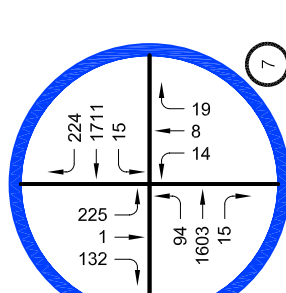
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PACIFIC COAST HIGHWAY (SR 1)



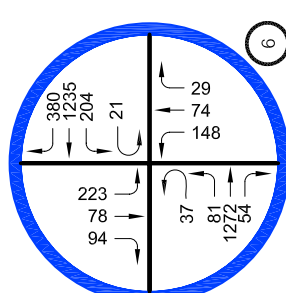
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



EAST STUDY AREA

CIVIC CENTER STUDY AREA

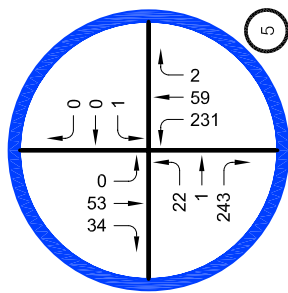
WEST STUDY AREA

FIGURE 14

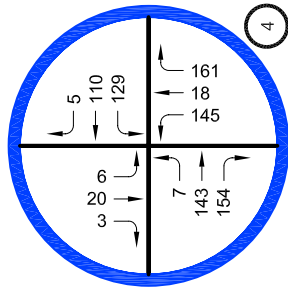
11/2012

EXISTING (2012) TRAFFIC VOLUME
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WEEKDAY PM PEAK HOUR

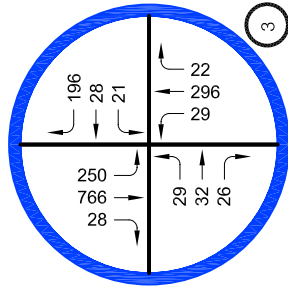
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24325 Main Street #202, Santa Clarita, CA 91321
(661)799-8423, OTC@overlandtraffic.com



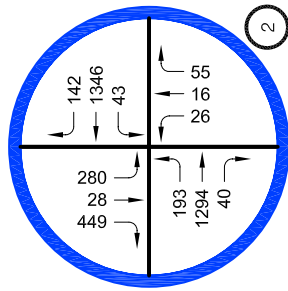
CIVIC CENTER WAY &
CROSS CREEK ROAD



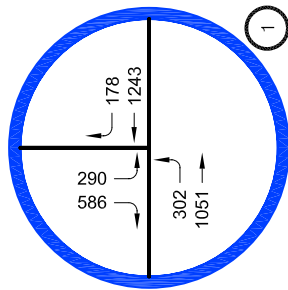
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



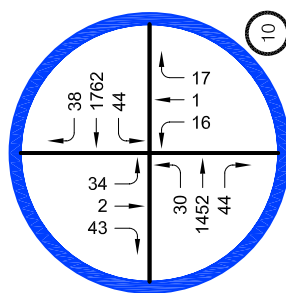
MALIBU CANYON ROAD &
CIVIC CENTER WAY



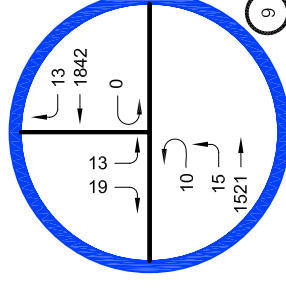
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



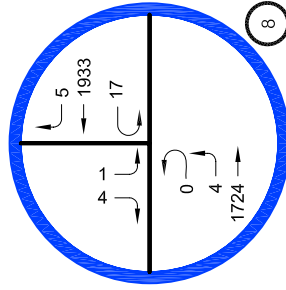
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PACIFIC COAST HIGHWAY (SR 1)



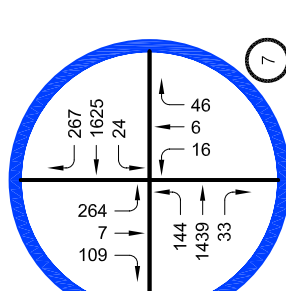
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



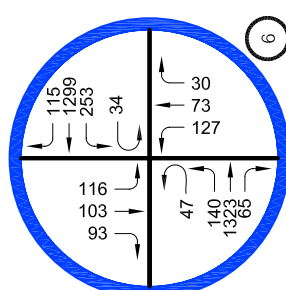
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



WEST STUDY AREA

CIVIC CENTER STUDY AREA

EAST STUDY AREA

FIGURE 15

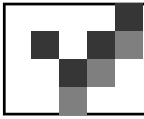
2/2013

**EXISTING (2012) TRAFFIC VOLUME
WITH PROJECT
SATURDAY MID-DAY PEAK HOUR**



Overland Traffic Consultants, Inc.

24325 Main Street #202, Santa Clarita, CA 91321
(661)799-8423, OTC@overlandtraffic.com



Analysis of Future Traffic Conditions

Future traffic volume projections have been developed to analyze the traffic conditions after completion of other planned land developments including the proposed project for two scenarios: future study years 2015 and 2030. Descriptions of other related projects as included in the City's TIA Guidelines, their locations and estimated traffic generation are provided in Appendix H.

In addition to the traffic generated by the related project list, other projects outside the study area or projects unknown at this time may contribute to the traffic volume in the area. To account for this outside influence, an ambient annual growth factor (1.5 %) has been applied to the existing 2012 traffic counts to establish the 2015 study year. This growth factor is based on the growth rates in the City TIA Guidelines for the 2015 study year. The use of both the related project traffic volume growth and the ambient growth factor provides a conservative estimate of future traffic growth in the study area for 2015.

The adopted Los Angeles Congestion Management Program (CMP) traffic growth forecasts for 2030 have been applied to develop the future traffic volumes for 2030. In addition to the CMP growth, the same current cumulative projects list has been included. Therefore, the total growth for the 2030 project impact analysis consists of the CMP growth rate (9 %) plus the current related projects per the City of Malibu's cumulative projects list.

Adding the project traffic to the two future "without project" conditions provides the information necessary to calculate the future cumulative project traffic impacts at the study intersections for each future scenario. Table 8 shows the estimated project traffic impacts for the 2015 study year. Future cumulative 2015 peak hour traffic volumes are shown in Figures 16 through 21 for the study periods.

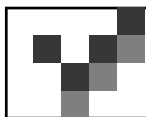
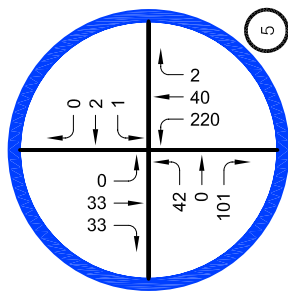


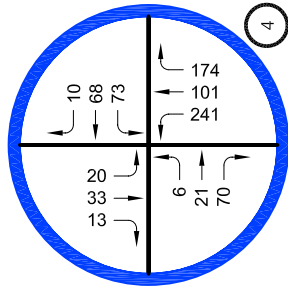
Table 8
Future (2015) + Project Traffic Conditions

No.	Intersection	Peak Hour	Without		With Project		Impact
			V/C (Delay)	LOS	V/C (Delay)	LOS	
1.	Kanan Dume Rd. &	Weekday AM	0.474	A	0.478	A	+ 0.004
	Pacific Coast Hwy.	Weekday PM	0.760	C	0.767	C	+ 0.007
		Saturday Mid-day	0.759	C	0.768	C	+ 0.009
2.	Malibu Canyon Rd. &	Weekday AM	0.753	C	0.763	C	+ 0.010
	Pacific Coast Hwy.	Weekday PM	0.791	C	0.799	C	+ 0.008
		Saturday Mid-day	0.914	E	0.925	E	+ 0.011 *
3.	Malibu Canyon Rd. &	Weekday AM	0.518	A	0.521	A	+ 0.003
	Civic Center Way	Weekday PM	0.514	A	0.521	A	+ 0.007
		Saturday Mid-day	0.363	A	0.363	A	+ 0.000
4.	Webb Way / Stuart Ranch	Weekday AM	11.46 sec.	B	11.63 sec.	B	+ 0.17 sec.
	Road & Civic Center Way	Weekday PM	48.05 sec.	E	49.80 sec.	E	+ 1.75 sec.
		Saturday Mid-day	13.01 sec.	B	14.15 sec.	B	+ 1.14 sec.
5.	Cross Creek Rd. &	Weekday AM	8.93 sec.	A	9.28 sec.	B	+ 0.35 sec.
	Civic Center Way	Weekday PM	12.76 sec.	B	14.34 sec.	B	+ 1.58 sec.
		Saturday Mid-day	13.98 sec.	B	17.25 sec.	C	+ 3.27 sec.
6.	Webb Way &	Weekday AM	0.574	A	0.575	A	+ 0.001
	Pacific Coast Hwy.	Weekday PM	0.823	C	0.839	D	+ 0.015
		Saturday Mid-day	0.870	D	0.895	D	+ 0.025 *
7.	Cross Creek Rd. &	Weekday AM	0.657	B	0.664	B	+ 0.007
	Pacific Coast Hwy.	Weekday PM	0.953	E	0.977	E	+ 0.024 *
		Saturday Mid-day	0.987	E	1.025	F	+ 0.038 *
8.	Malibu Pier Signal &	Weekday AM	0.631	B	0.637	B	+ 0.006
	Pacific Coast Hwy.	Weekday PM	0.754	C	0.766	C	+ 0.012
		Saturday Mid-day	0.759	C	0.773	C	+ 0.015
9.	Carbon Canyon Rd. &	Weekday AM	0.600	A	0.604	B	+ 0.004
	Pacific Coast Hwy.	Weekday PM	0.749	C	0.758	C	+ 0.009
		Saturday Mid-day	0.772	C	0.786	C	+ 0.014
10	Las Flores Canyon Rd.	Weekday AM	0.640	B	0.643	B	+ 0.003
	Pacific Coast Hwy.	Weekday PM	0.795	C	0.804	D	+ 0.009
		Saturday Mid-day	0.796	C	0.807	D	+ 0.011

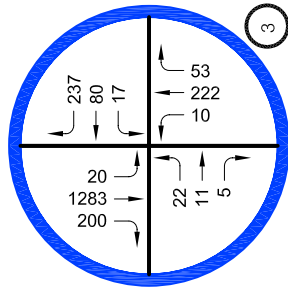
Note: All-Way Stop Control Delay in Seconds Per Vehicle; * Denotes significant traffic impact.



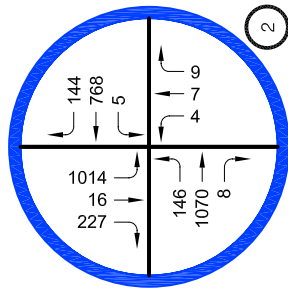
CIVIC CENTER WAY &
CROSS CREEK ROAD



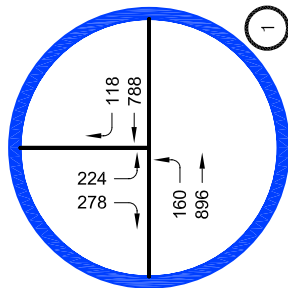
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



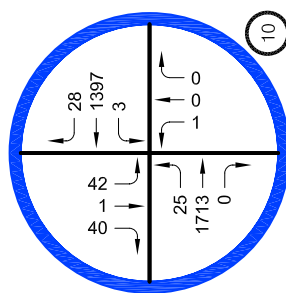
MALIBU CANYON ROAD &
CIVIC CENTER WAY



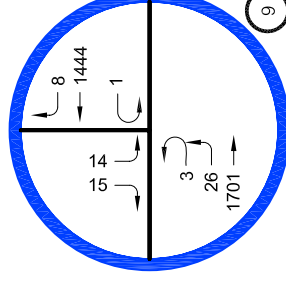
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



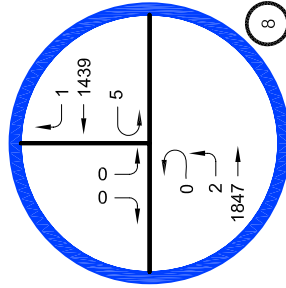
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



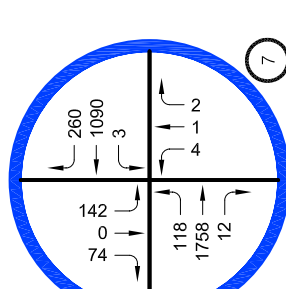
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



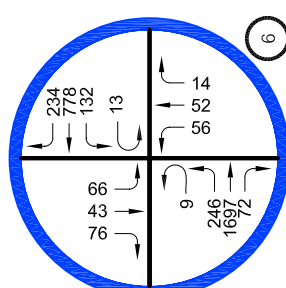
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



WEST STUDY AREA

CIVIC CENTER STUDY AREA

EAST STUDY AREA

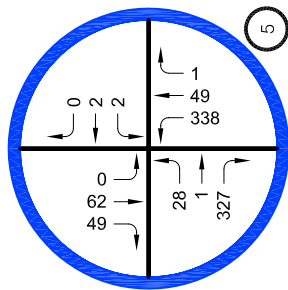
FIGURE 16

**FUTURE (2015) TRAFFIC VOLUME
WITHOUT PROJECT
WEEKDAY AM PEAK HOUR**

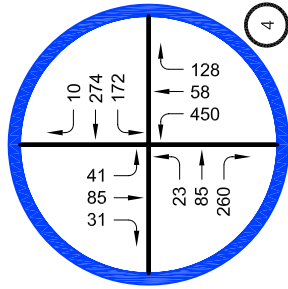


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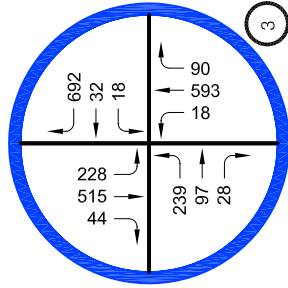
24325 Main Street #202, Santa Clarita, CA 91321
(661)799-8423, OTC@overlandtraffic.com



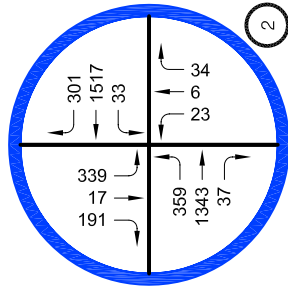
CIVIC CENTER WAY &
CROSS CREEK ROAD



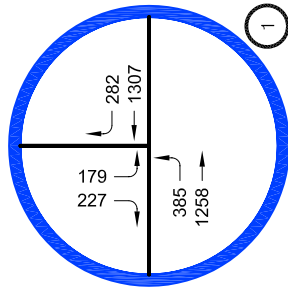
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



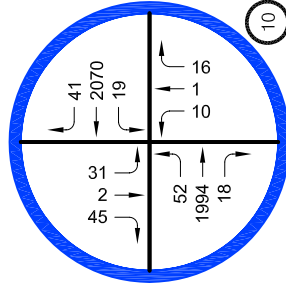
MALIBU CANYON ROAD &
CIVIC CENTER WAY



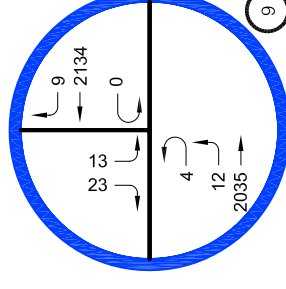
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



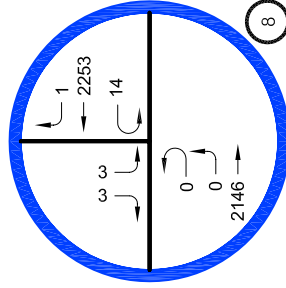
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



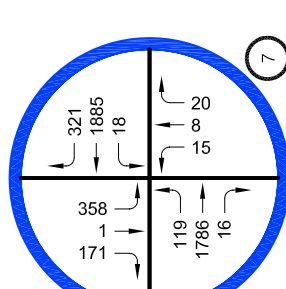
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



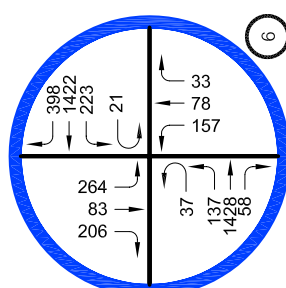
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



EAST STUDY AREA

CIVIC CENTER STUDY AREA

WEST STUDY AREA

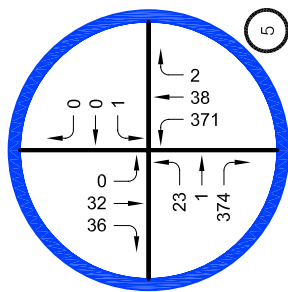
FIGURE 17

**FUTURE (2015) TRAFFIC VOLUME
WITHOUT PROJECT
WEEKDAY PM PEAK HOUR**

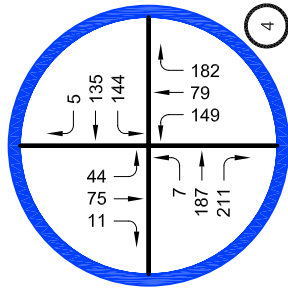


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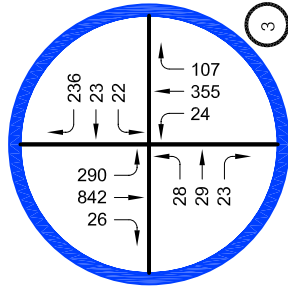
24325 Main Street #202, Santa Clarita, CA 91321
(661)799-8423, OTC@overlandtraffic.com



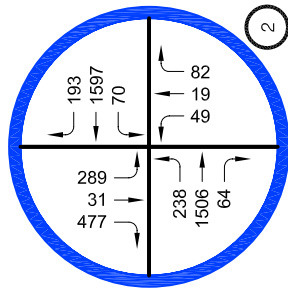
CIVIC CENTER WAY &
CROSS CREEK ROAD



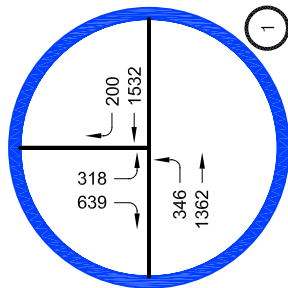
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



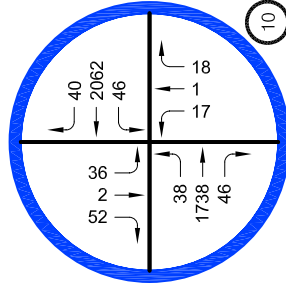
MALIBU CANYON ROAD &
CIVIC CENTER WAY



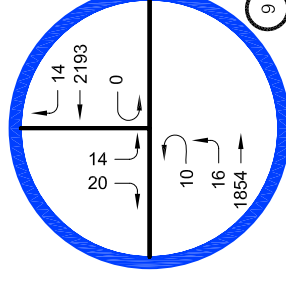
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



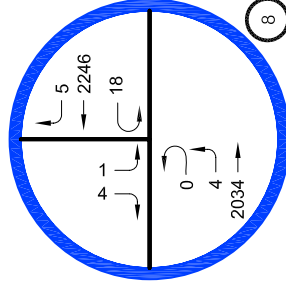
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



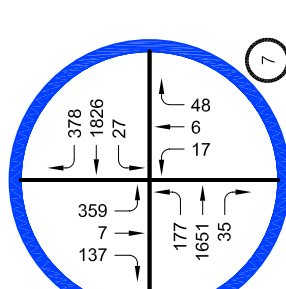
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



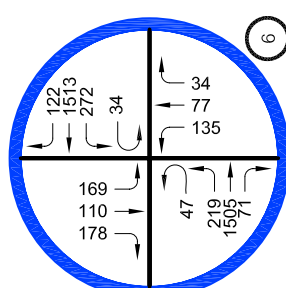
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



EAST STUDY AREA

CIVIC CENTER STUDY AREA

WEST STUDY AREA

FIGURE 18

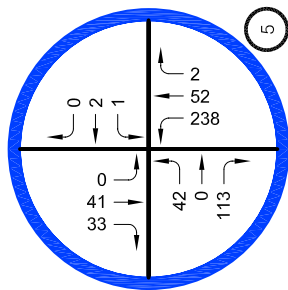
2/2013

**FUTURE (2015) TRAFFIC VOLUME
WITHOUT PROJECT
SATURDAY MID-DAY PEAK HOUR**

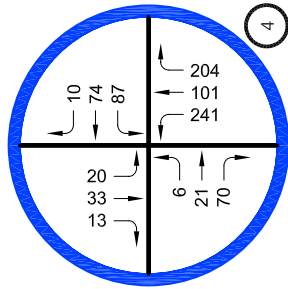


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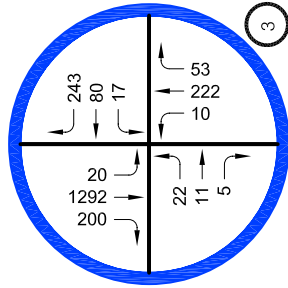
24325 Main Street #202, Santa Clarita, CA 91321
(661)799-8423, OTC@overlandtraffic.com



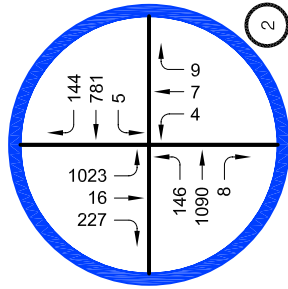
CIVIC CENTER WAY &
CROSS CREEK ROAD



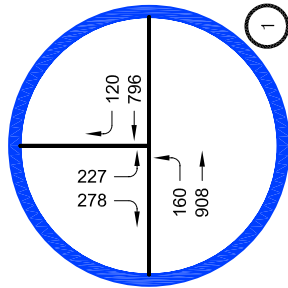
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



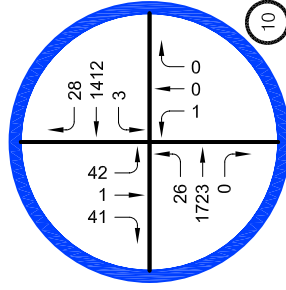
MALIBU CANYON ROAD &
CIVIC CENTER WAY



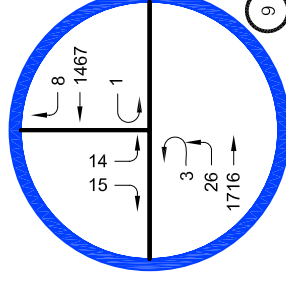
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



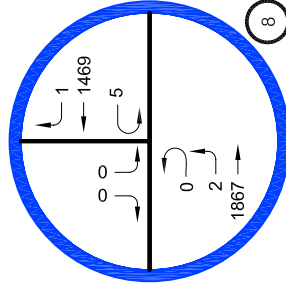
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



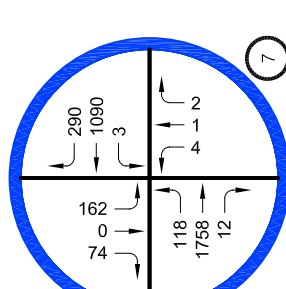
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



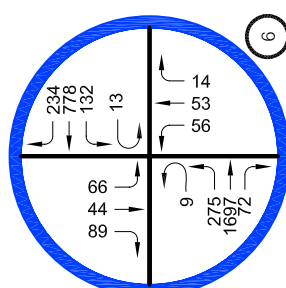
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



EAST STUDY AREA

CIVIC CENTER STUDY AREA

WEST STUDY AREA

FIGURE 19

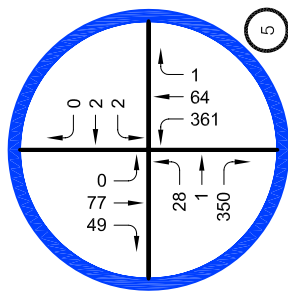
2/2013

**FUTURE (2015) TRAFFIC VOLUME
WITH PROJECT
WEEKDAY AM PEAK HOUR**

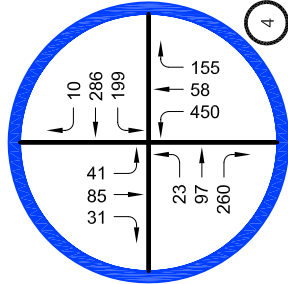


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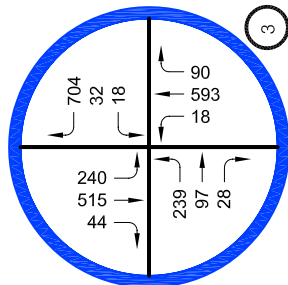
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(661)799-8423, OTC@overlandtraffic.com



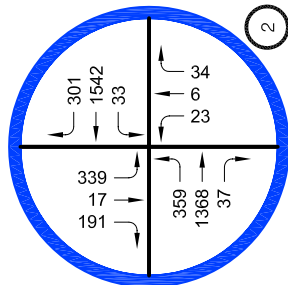
CIVIC CENTER WAY &
CROSS CREEK ROAD



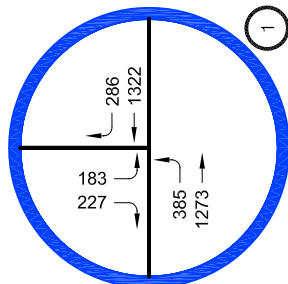
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



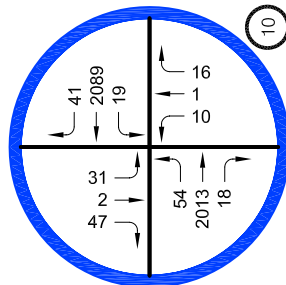
MALIBU CANYON ROAD &
CIVIC CENTER WAY



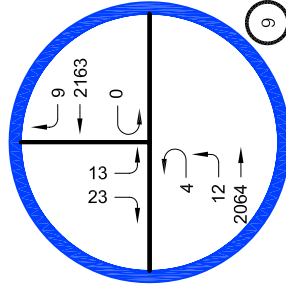
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



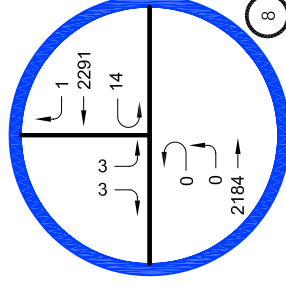
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



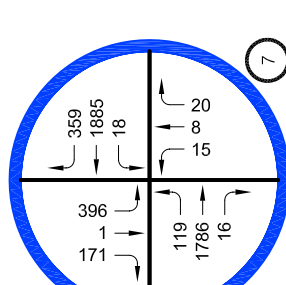
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



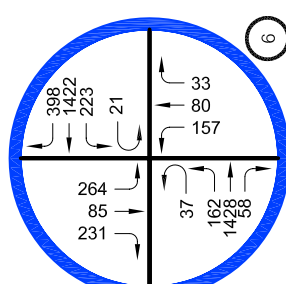
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



EAST STUDY AREA

CIVIC CENTER STUDY AREA

WEST STUDY AREA

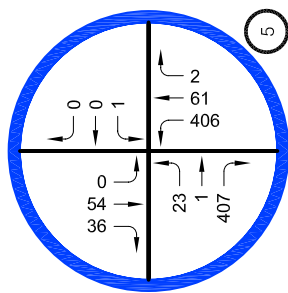
FIGURE 20

**FUTURE (2015) TRAFFIC VOLUME
WITH PROJECT
WEEKDAY PM PEAK HOUR**

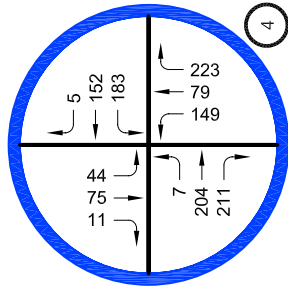


Overland Traffic Consultants, Inc.

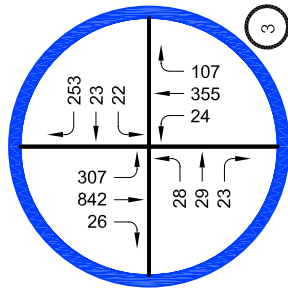
24325 Main Street #202, Santa Clarita, CA 91321
(661)799-8423, OTC@overlandtraffic.com



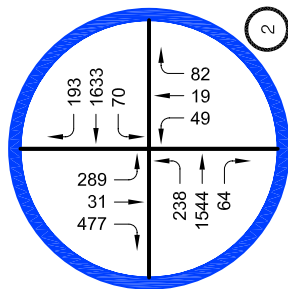
CIVIC CENTER WAY &
CROSS CREEK ROAD



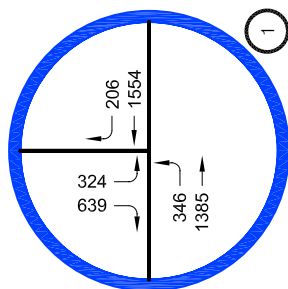
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



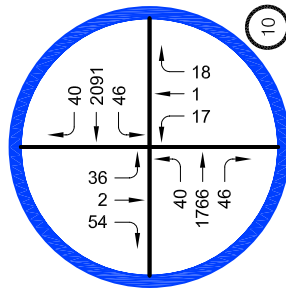
MALIBU CANYON ROAD &
CIVIC CENTER WAY



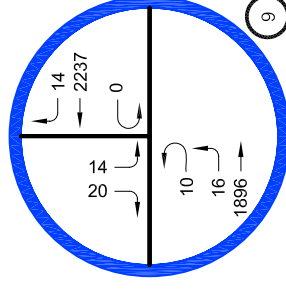
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



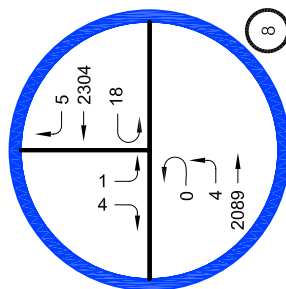
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



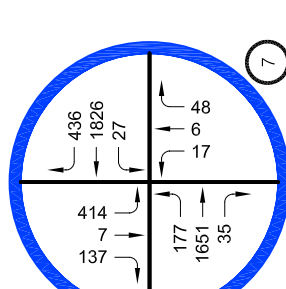
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



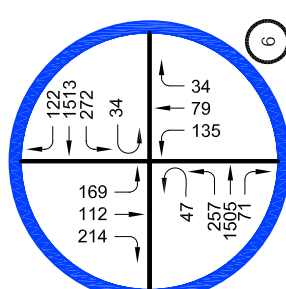
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



EAST STUDY AREA

CIVIC CENTER STUDY AREA

WEST STUDY AREA

FIGURE 21

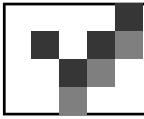
2/2013

**FUTURE (2015) TRAFFIC VOLUME
WITH PROJECT
SATURDAY MID-DAY PEAK HOUR**



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Based on the 2015 analysis, three intersections are significantly impacted. The intersections are: Malibu Canyon Road and Pacific Coast Highway (#2) during the Saturday mid-day peak hour; Pacific Coast Highway and Webb Way (# 6) during the Saturday mid-day peak hour; and Pacific Coast Highway and Cross Creek Road (#7) during the weekday afternoon peak hour and the Saturday mid-day peak hour.

As shown in Table 9, the same intersections during the same peak periods are also impacted in the 2030 analysis. Future cumulative 2030 peak hour traffic volumes are shown in Figures 22 through 27 for the study periods.

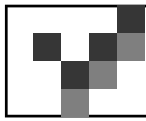
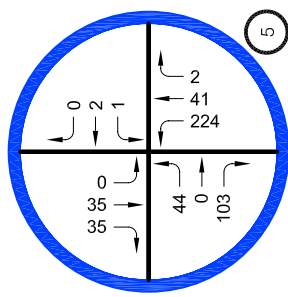


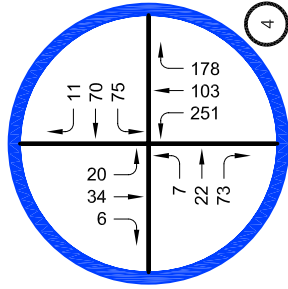
Table 9
Future (2030) + Project Traffic Conditions

No.	Intersection	Peak Hour	Without V/C (Delay)	LOS	With Project V/C (Delay)	LOS	Impact
1.	Kanan Dume Rd. &	Weekday AM	0.490	A	0.493	A	+ 0.003
	Pacific Coast Hwy.	Weekday PM	0.787	C	0.793	C	+ 0.006
		Saturday Mid-day	0.881	D	0.887	D	+ 0.006
2.	Malibu Canyon Rd. &	Weekday AM	0.781	C	0.791	C	+ 0.010
	Pacific Coast Hwy.	Weekday PM	0.822	D	0.830	D	+ 0.008
		Saturday Mid-day	0.946	E	0.957	E	+ 0.011 *
3.	Malibu Canyon Rd. &	Weekday AM	0.539	A	0.542	A	+ 0.003
	Civic Center Way	Weekday PM	0.372	A	0.372	A	+ 0.000
		Saturday Mid-day	0.376	A	0.376	A	+ 0.000
4.	Webb Way / Stuart Ranch	Weekday AM	11.80 sec.	B	11.98	B	+0.18 sec.
	Road & Civic Center Way	Weekday PM	55.58 sec.	F	57.26 sec.	F	+1.68 sec.
		Saturday Mid-day	13.40 sec.	B	14.60 sec.	B	+1.20 sec.
5.	Cross Creek Rd. &	Weekday AM	9.00 sec.	A	9.36 sec.	A	+ 0.36 sec.
	Civic Center Way	Weekday PM	13.16 sec.	B	14.89 sec.	B	+ 1.73 sec.
		Saturday Mid-day	14.51 sec	B	18.13 sec.	C	+ 3.62 sec.
6.	Webb Way &	Weekday AM	0.594	A	0.595	A	+ 0.001
	Pacific Coast Hwy.	Weekday PM	0.821	D	0.839	D	+ 0.018
		Saturday Mid-day	0.899	D	0.924	E	+ 0.025 *
7.	Cross Creek Rd. &	Weekday AM	0.681	B	0.688	B	+ 0.007
	Pacific Coast Hwy.	Weekday PM	0.985	E	1.010	F	+ 0.025 *
		Saturday Mid-day	1.021	F	1.058	F	+ 0.037 *
8.	Malibu Pier Signal &	Weekday AM	0.653	B	0.660	B	+ 0.007
	Pacific Coast Hwy.	Weekday PM	0.781	C	0.793	C	+ 0.012
		Saturday Mid-day	0.781	C	0.799	C	+ 0.018
9.	Carbon Canyon Rd. &	Weekday AM	0.620	B	0.625	B	+ 0.005
	Pacific Coast Hwy.	Weekday PM	0.775	C	0.784	C	+ 0.009
		Saturday Mid-day	0.799	C	0.813	D	+ 0.014
10	Las Flores Canyon Rd. &	Weekday AM	0.664	B	0.667	B	+ 0.003
	Pacific Coast Hwy.	Weekday PM	0.824	D	0.832	D	+ 0.008
		Saturday Mid-day	0.824	D	0.835	D	+ 0.011

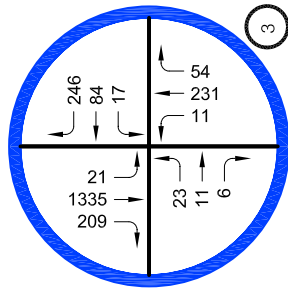
Note: All-Way Stop Control Delay in Seconds Per Vehicle; * Denotes significant traffic impact.



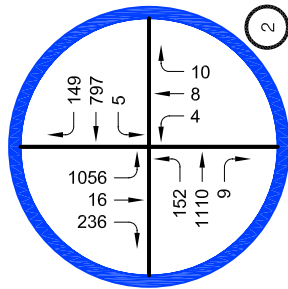
CIVIC CENTER WAY &
CROSS CREEK ROAD



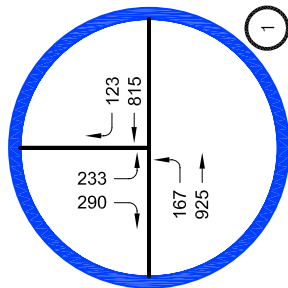
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



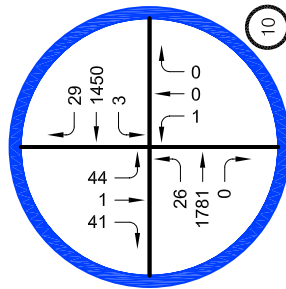
MALIBU CANYON ROAD &
CIVIC CENTER WAY



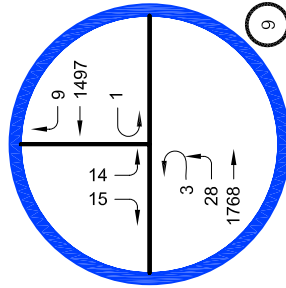
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



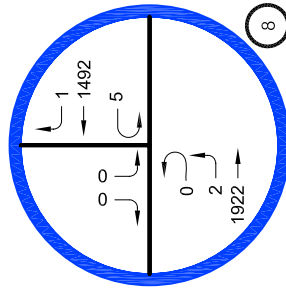
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



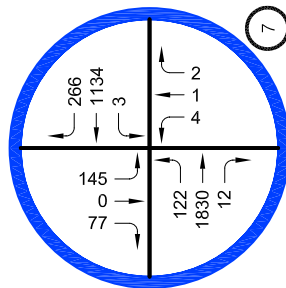
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PACIFIC COAST HIGHWAY (SR 1)



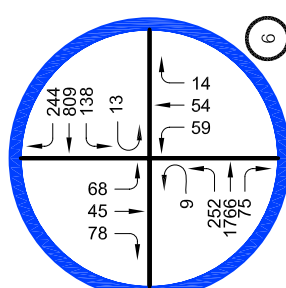
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



EAST STUDY AREA

CIVIC CENTER STUDY AREA

WEST STUDY AREA

FIGURE 22

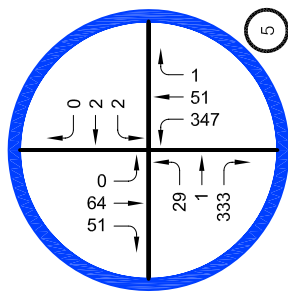
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**FUTURE (2030) TRAFFIC VOLUME
WITHOUT PROJECT
WEEKDAY AM PEAK HOUR**

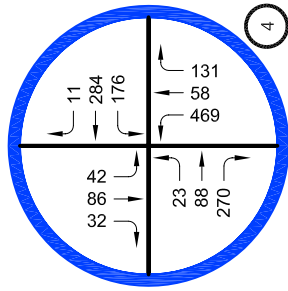


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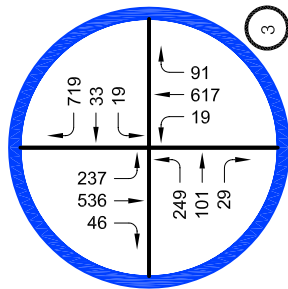
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(661)799-8423, OTC@overlandtraffic.com



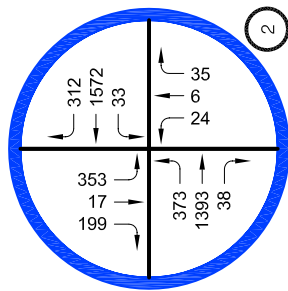
CIVIC CENTER WAY &
CROSS CREEK ROAD



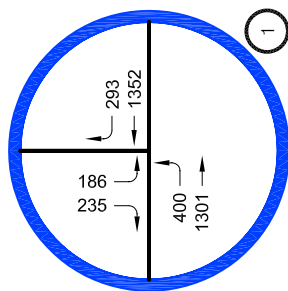
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



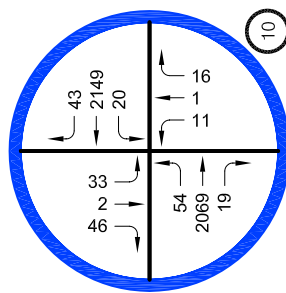
MALIBU CANYON ROAD &
CIVIC CENTER WAY



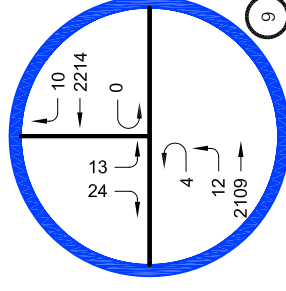
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



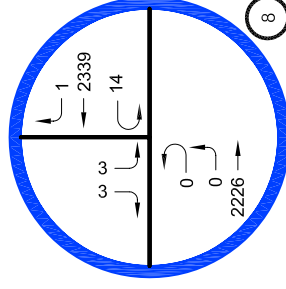
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



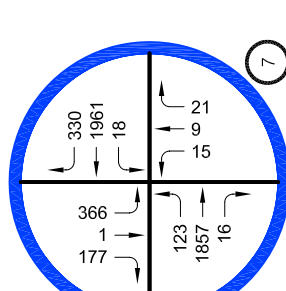
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



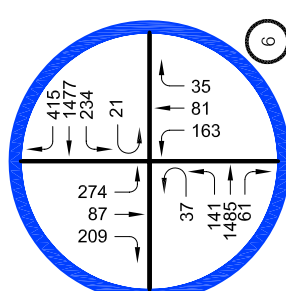
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



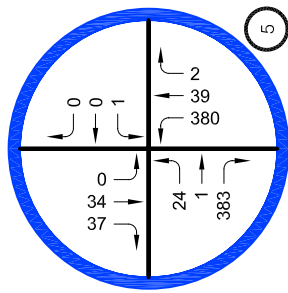
FIGURE 23

**FUTURE (2030) TRAFFIC VOLUME
WITHOUT PROJECT
WEEKDAY PM PEAK HOUR**

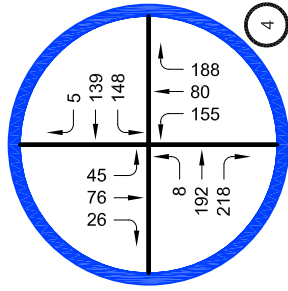


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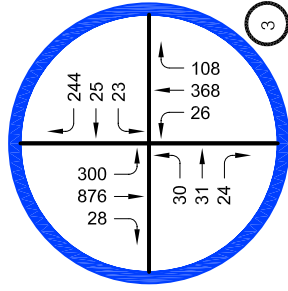
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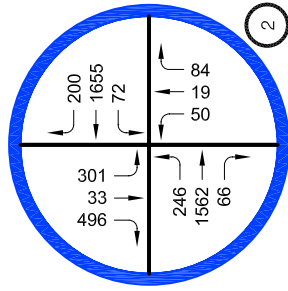
CIVIC CENTER WAY &
CROSS CREEK ROAD



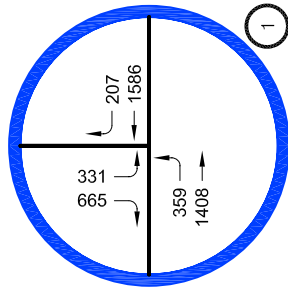
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



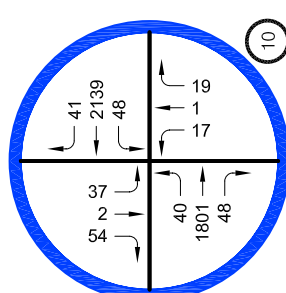
MALIBU CANYON ROAD &
CIVIC CENTER WAY



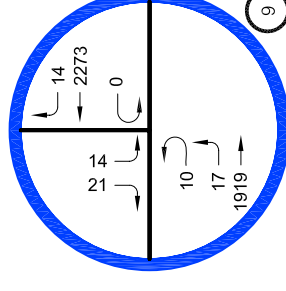
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



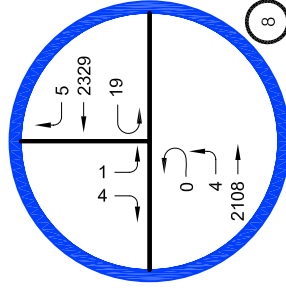
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



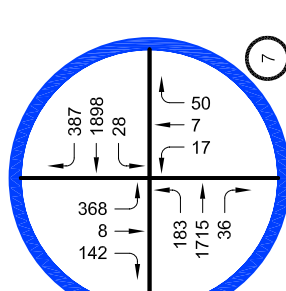
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



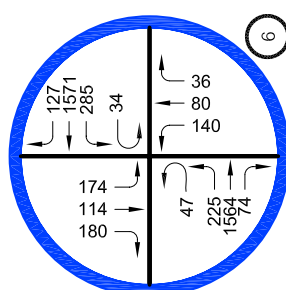
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



EAST STUDY AREA

CIVIC CENTER STUDY AREA

WEST STUDY AREA

FIGURE 24

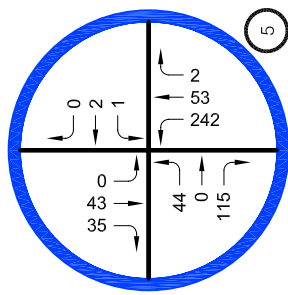
2/2013

**FUTURE (2030) TRAFFIC VOLUME
WITHOUT PROJECT
SATURDAY MID-DAY PEAK HOUR**

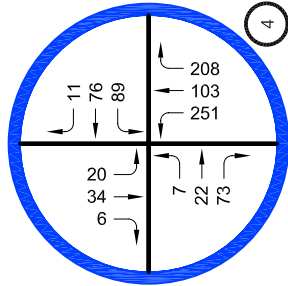


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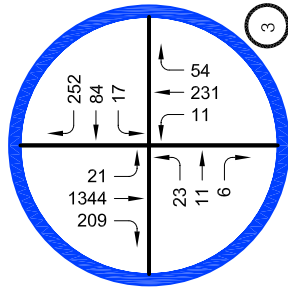
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(661)799-8423, OTC@overlandtraffic.com



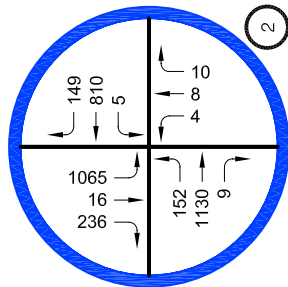
CIVIC CENTER WAY &
CROSS CREEK ROAD



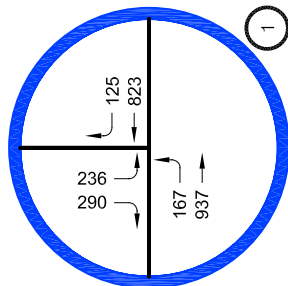
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



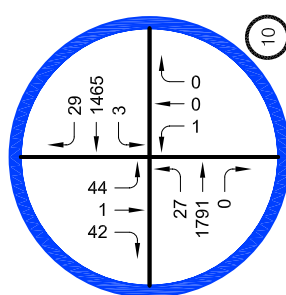
MALIBU CANYON ROAD &
CIVIC CENTER WAY



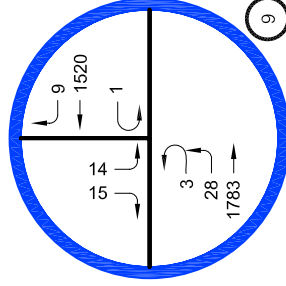
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



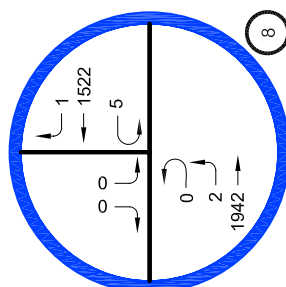
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



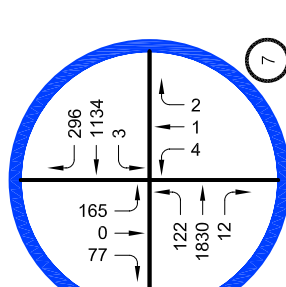
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



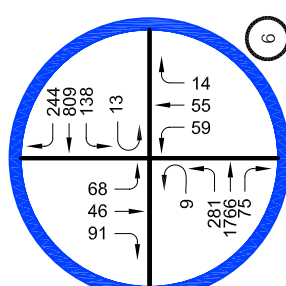
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



EAST STUDY AREA

CIVIC CENTER STUDY AREA

WEST STUDY AREA

FIGURE 25

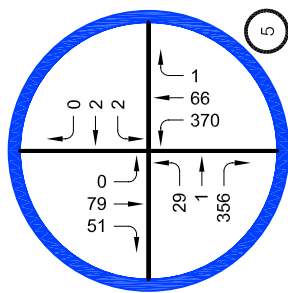
2/2013

**FUTURE (2030) TRAFFIC VOLUME
WITH PROJECT
WEEKDAY AM PEAK HOUR**

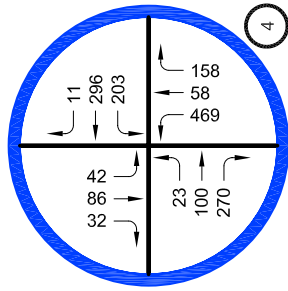


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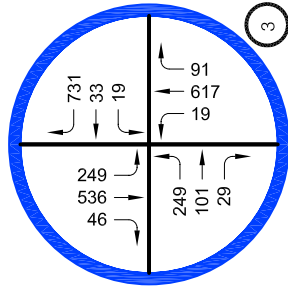
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(661)799-8423, OTC@overlandtraffic.com



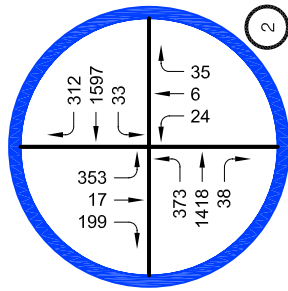
CIVIC CENTER WAY &
CROSS CREEK ROAD



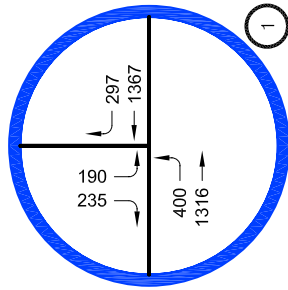
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



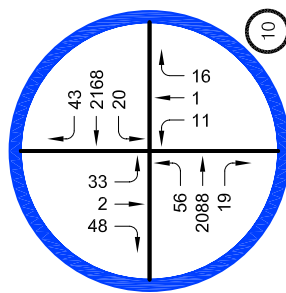
MALIBU CANYON ROAD &
CIVIC CENTER WAY



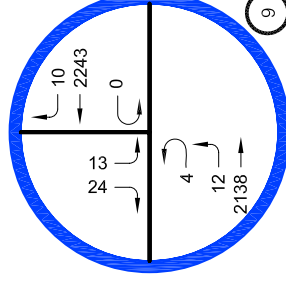
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



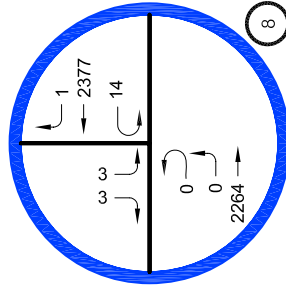
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



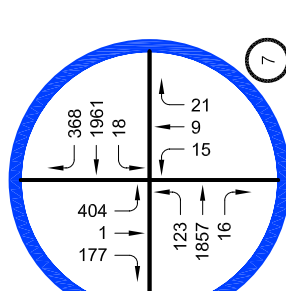
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



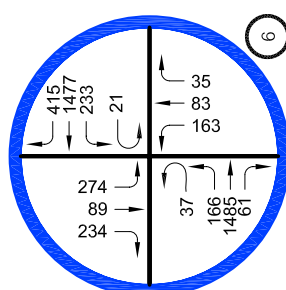
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



EAST STUDY AREA

CIVIC CENTER STUDY AREA

WEST STUDY AREA

FIGURE 26

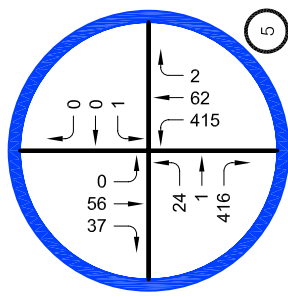
11/2012

**FUTURE (2030) TRAFFIC VOLUME
WITH PROJECT
WEEKDAY PM PEAK HOUR**

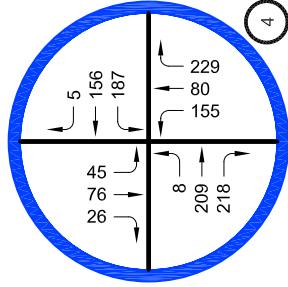


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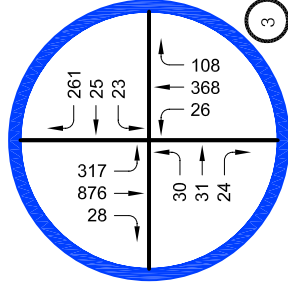
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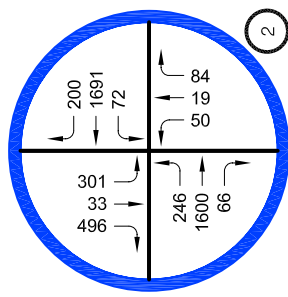
CIVIC CENTER WAY &
CROSS CREEK ROAD



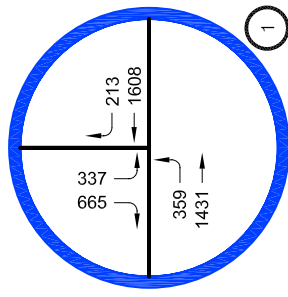
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



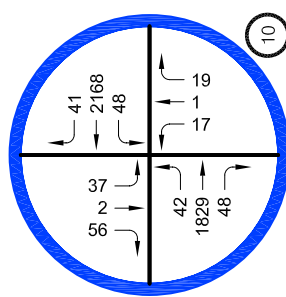
MALIBU CANYON ROAD &
CIVIC CENTER WAY



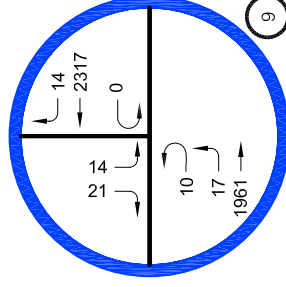
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



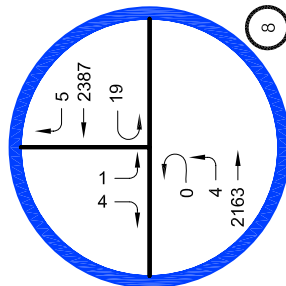
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



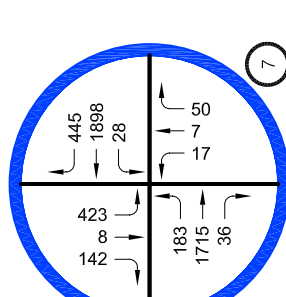
LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



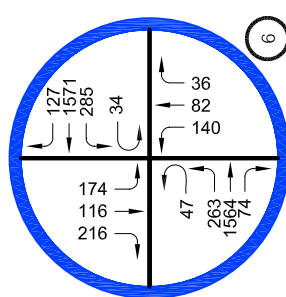
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



MALIBU PIER SIGNAL &
PACIFIC COAST HIGHWAY (SR 1)



CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)

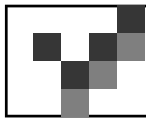


WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



FIGURE 27

**FUTURE (2030) TRAFFIC VOLUME
WITH PROJECT
SATURDAY MID-DAY PEAK HOUR**

Analysis of Future Driveway Capacity

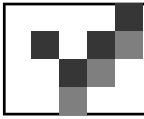
An additional capacity analysis has been conducted at the two proposed shopping center driveways. The same HCM procedures for calculating intersection vehicle delays have been used to calculate the expected vehicle delays at the project serving driveways. Using the estimated driveway volumes and the future traffic volume forecasts for the adjacent streets, an analysis of the operating conditions at the project driveways has been conducted.

The driveway capacity analysis indicates that the project's main driveway on Civic Center Way will operate at LOS B for all study periods, as shown in Table 10. Furthermore, the project's secondary driveway located on Cross Creek Road will operate at LOS A for all study periods.

The driveway capacity analysis, as shown by the queue length calculations in the capacity worksheets contained in Appendix F, indicates that vehicle queuing for left-turns entering or exiting the site will not create any traffic impacts on-site or any significant on-street conflicts with non-project traffic volume (such as the neighboring Country Mart driveway opposite the project's Civic Center Way driveway). The driveway capacity worksheets, estimated driveway volumes and adjacent street traffic volumes are provided in Appendix F.

Table 10
Future Driveway Traffic Conditions With Project

No.	Driveway Location	Peak Hour	<u>2012</u>		<u>2015</u>		<u>2030</u>	
			Delay	LOS	Delay	LOS	Delay	LOS
1.	Plaza Driveway &	Weekday AM	9.4	B	10.2	B	10.3	B
	Civic Center Way	Weekday PM	10.5	B	11.9	B	11.7	B
		Saturday Mid-day	11.0	B	12.7	B	12.9	B
2.	Plaza Driveway &	Weekday AM	8.6	A	8.7	A	8.7	A
	Cross Creek Road	Weekday PM	8.9	A	8.9	A	8.9	A
		Saturday Mid-day	8.7	A	8.7	A	8.7	A



Congestion Management Program Review

The Congestion Management Program (CMP) was adopted to regulate and monitor regional traffic growth and transportation improvement programs. The CMP designates a transportation network which includes all state highways and some arterials within the County of Los Angeles. If the level of service standard deteriorates on the CMP network, then the local jurisdiction must prepare a deficiency plan to be in conformance with the LA County CMP. The intent of the CMP is to provide information to decision makers to assist in the allocation of transportation funds through the State Transportation Improvement Program (STIP) process.

A CMP traffic impact analysis is required if a project will add 150 or more trips to a freeway, in either direction during either the AM or PM weekday peak hour. An analysis is also required at all CMP monitoring intersections where a project would add 50 or more peak hour trips. All of the CMP intersections listed below are analyzed in this study.

1. Las Flores Canyon Road and Pacific Coast Highway
2. Malibu Canyon Road and Pacific Coast Highway
3. Kanan Dume Road and Pacific Coast Highway

For the purposes of the CMP, a significant traffic impact occurs when the proposed project increases the V/C ratio by 2% or more at LOS F or causes LOS F. The City of Malibu's traffic impact criteria are more stringent and were therefore applied to the CMP Intersections.

The project's transit trip generation has also been calculated pursuant to the CMP. As set forth in the CMP, the estimated transit trips generated by the project during the peak hours can be calculated by multiplying the total peak hour vehicle trips by 1.4 to convert vehicle trips to person trips. A second calculation converts the person trips to transit trips by multiplying the person trips by 3.5 %. The transit trip calculations are as follows:

Weekday AM Peak Hour Transit Trips = 5 transit trips $(101 * 1.4 * 0.035)$;

Weekday PM Peak Hour Transit Trips = 8 transit trips $(154 * 1.4 * 0.035)$; and

Saturday Mid-day Peak Hour Transit Trips = 11 transit trips $(226 * 1.4 * 0.035)$

As discussed in Chapter 3, Metro transit service is provided by 3 eastbound and 7 westbound buses during the morning peak hours, 5 eastbound and 3 westbound buses during the afternoon peak hours, with 3 buses in each direction during the mid-day peak hours on Saturdays. Thus given the low number of project-generated transit trips per bus, no impacts on the existing or future transit services are expected to occur as a result of the proposed project.

Traffic Impacts on Arterial Streets

This study also analyzed the potential impacts of project traffic on the arterial streets serving the project site. The three street segments analyzed include:

1. Pacific Coast Highway east of Cross Creek Road,
2. Pacific Coast Highway west of Malibu Canyon Road and
3. Malibu Canyon Road north of Civic Center Way.

The methodology for determining arterial street impacts is based on a comparison of the future without and future with project conditions. The percent increase in peak hour traffic is used as the measurement for the impact evaluation. Pursuant to the City TIA Guidelines, a significant traffic impact for an arterial street occurs if the volume-to-capacity (V/C) ratio on a roadway segment operating at an unacceptable level of Service (LOS D, E or F) increases by 0.05 or more.

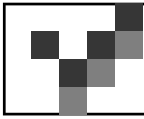
Recent 24-hour traffic counts on the study street segments were conducted (Thursday, July 12, 2012 and on Saturday July 14, 2012) to determine the amount of existing traffic currently utilizing the roadways. The traffic volume growth on the street segments was calculated using the same procedures as the study intersections, i.e., ambient growth and related project traffic volume.

As shown in Table 11, the project added traffic generated by the proposed project would not exceed the arterial traffic impact significance thresholds of 0.05 at any study area street segments



Table 11
Arterial Street Segment Traffic Impact Analysis

<u>No.</u>	<u>Street Segment</u>	Capacity	<u>Peak Hour</u>	<u>Volume</u>	V/C	<u>Existing Condition</u>			<u>Future 2015 Condition</u>				<u>Future 2030 Condition</u>			
						<u>LOS</u>	<u>Project</u> <u>Volume</u>	<u>Percent</u> <u>Increase</u>	<u>Volume</u>	V/C	LOS	<u>Percent</u> <u>Increase</u>	<u>Volume</u>	V/C	LOS	<u>Percent</u> <u>Increase</u>
1	Pacific Coast Highway east of Cross Creek Road 4 Lane Divided	3,100	AM (7-9)	2,840	0.92	E	50	1.8%	3,255	1.05	F	1.5%	3,381	1.09	F	1.5%
			PM (4-6)	3,721	1.20	F	76	2.0%	4,388	1.42	F	1.7%	4,553	1.47	F	1.7%
			Sat. (11-1)	3,552	1.15	F	113	3.2%	4,288	1.38	F	2.6%	4,446	1.43	F	2.5%
2	Pacific Coast Highway West of Malibu Canyon Road 4 Lane Divided	3,100	AM (7-9)	1,897	0.61	B	33	1.7%	2,224	0.72	C	1.5%	2,308	0.74	C	1.4%
			PM (4-6)	2,888	0.93	E	50	1.7%	3,470	1.12	F	1.4%	3,598	1.16	F	1.4%
			Sat. (11-1)	3,274	1.06	F	74	2.3%	3,931	1.27	F	1.9%	4,076	1.31	F	1.8%
3	Malibu Canyon Road north of Civic Center Way 2 Lane Undivided (1,400 vpvpl)	2,800	AM (7-9)	1,820	0.65	B	15	0.8%	1,984	0.71	C	0.8%	2,065	0.74	C	0.7%
		2,500	PM (4-6)	2,071	0.83	D	24	1.2%	2,312	0.92	E	1.0%	2,403	0.96	E	1.0%
		2,650	Sat. (11-1)	1,529	0.58	A	34	2.2%	1,775	0.67	B	1.9%	1,843	0.70	C	1.8%



CHAPTER 6

MITIGATION MEASURES

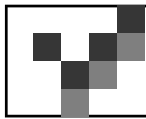
Project's Traffic Mitigation Measures

Using criteria adopted by the City of Malibu staff, it has been determined that the change in traffic flow generated by the proposed project significantly impacts up to three intersections. Figure 28 illustrates the location and time period for the impacted study intersections. The impacted intersections for each project scenario are listed below with the recommended traffic mitigation measures for each impacted intersections.

Malibu Canyon Road and Pacific Coast Highway (#2) - The significant traffic impact of project traffic on the intersection of Malibu Canyon Road and Pacific Coast Highway could be mitigated by restriping the south leg of the intersection to include a left-turn lane, one through lane and one right-turn lane. Traffic signal recommendations include installing a northbound right turn overlap phase to run concurrently with the westbound left turn phase. This mitigation would improve the traffic movement along northbound approach to the Pacific Coast Highway and Malibu Canyon Road intersection necessary for Saturday traffic when the traffic congestion is the heaviest due to the activities associated with the proposed athletic fields. Figure 29 illustrates the conceptual traffic mitigation measure.

Pacific Coast Highway and Webb Way (#6) - The significant traffic impact of project traffic on the intersection of Pacific Coast Highway and Webb Way could be mitigated by installing eastbound dual left-turn lanes on Pacific Coast Highway within the existing right-of-way. This mitigation would improve the traffic movement for the eastbound approach to the Pacific Coast Highway and Webb Way intersection. Figure 30 illustrates the conceptual traffic mitigation measure.

Pacific Coast Highway and Cross Creek Road (#7) The significant traffic impact of project traffic on the intersection of Cross Creek Road and Pacific Coast Highway could be mitigated by the addition of a westbound right-turn lane on Pacific Coast Highway. This mitigation would improve the traffic movement along westbound Pacific Coast Highway. It is recommended that an additional westbound right-turn lane be added by restriping Pacific Coast Highway at its intersection with Cross Creek Drive to provide additional right-turn capacity. If Caltrans does not approve of the non-standard



narrower lane widths, then roadway widening on the south side of Pacific Coast Highway on the approach and departure legs would allow the standard width lanes for this mitigation measure within the existing Pacific Coast Highway right-of-way. Figure 31 illustrates the conceptual traffic mitigation measure.

With the implementation of the proposed traffic mitigation measure, the project's traffic impacts will be fully mitigated as shown in Table 12 for the "Existing + Project" conditions, Table 13 for the "Future (2015) Cumulative + Project" conditions and Table 14 for the "Future (2030) Cumulative + Project" conditions.

Table 12
Existing (2012) Traffic Conditions With Project + Mitigation

<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Without Project</u>		<u>With Project + Mitigation</u>		
			<u>V/C</u>	<u>LOS</u>	<u>V/C</u>	<u>LOS</u>	<u>Impact</u>
7.	Cross Creek Road & Pacific Coast Hwy.	Weekday AM	0.594	A	0.601	B	+ 0.007
		Weekday PM	0.781	C	0.736	C	- 0.045
		Saturday Mid	0.800	C	0.754	C	- 0.046

Table 13
Future (2015) Traffic Conditions With Project + Mitigation

<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Without Project</u>		<u>With Project + Mitigation</u>		
			<u>V/C</u>	<u>LOS</u>	<u>V/C</u>	<u>LOS</u>	<u>Impact</u>
2.	Malibu Canyon Rd. & Pacific Coast Hwy.	Weekday AM	0.753	C	0.756	C	+ 0.003
		Weekday PM	0.791	C	0.794	C	+ 0.003
		Saturday Mid	0.914	E	0.909	E	- 0.005
6.	Webb Way & Pacific Coast Hwy.	Weekday AM	0.574	A	0.575	A	+ 0.001
		Weekday PM	0.823	D	0.783	C	- 0.040
		Saturday Mid	0.870	D	0.810	D	- 0.060
7.	Cross Creek Road & Pacific Coast Hwy.	Weekday AM	0.657	B	0.664	B	+ 0.007
		Weekday PM	0.953	E	0.865	D	- 0.088
		Saturday Mid	0.987	E	0.889	D	- 0.098

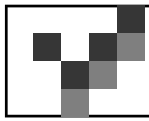
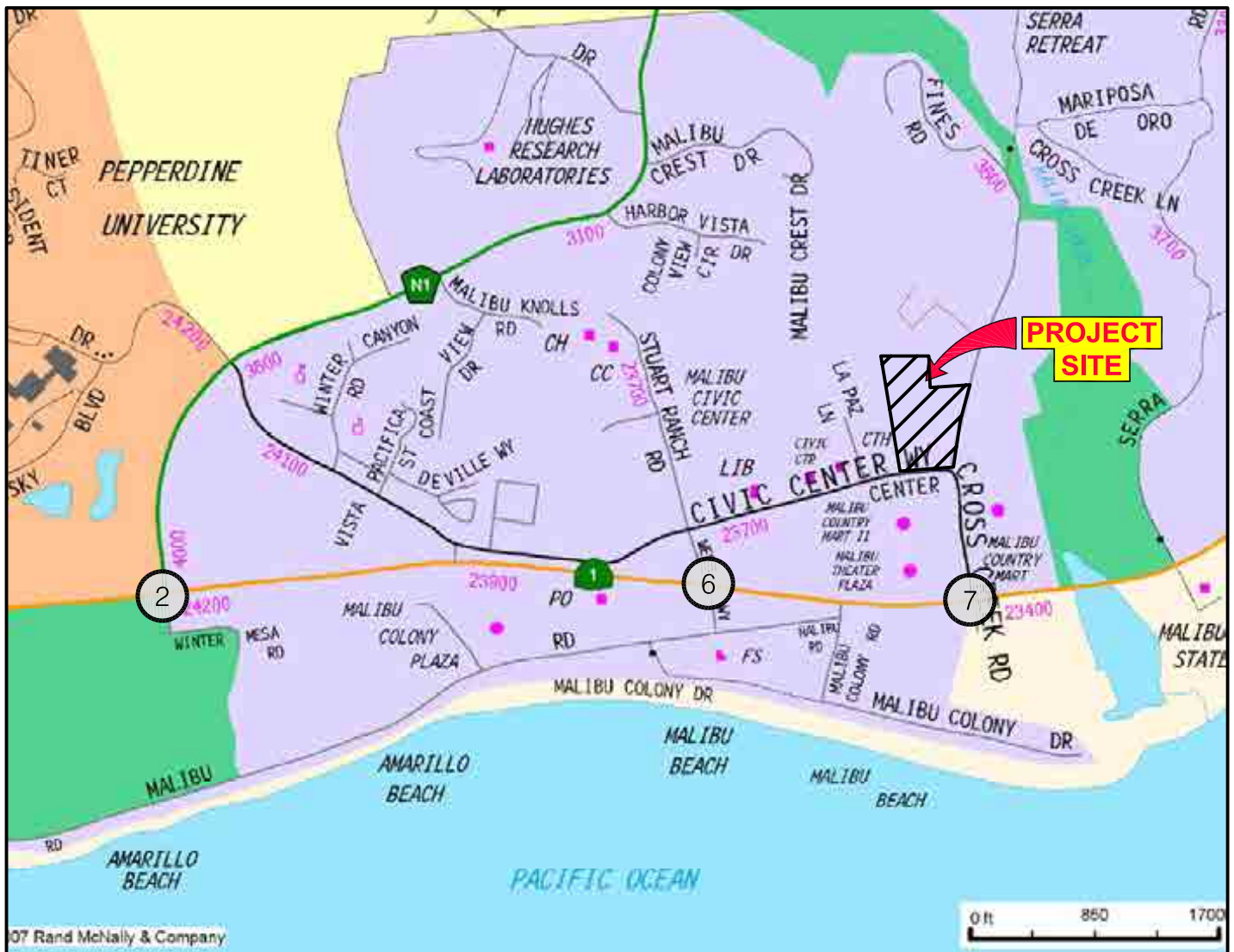


Table 14
Future (2030) Traffic Conditions With Project + Mitigation

<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Without Project</u>		<u>With Project + Mitigation</u>		
			<u>V/C</u>	<u>LOS</u>	<u>V/C</u>	<u>LOS</u>	<u>Impact</u>
2.	Malibu Canyon Rd. & Pacific Coast Hwy.	Weekday AM	0.781	C	0.787	C	+ 0.006
		Weekday PM	0.822	D	0.810	D	- 0.012
		Saturday Mid	0.946	E	0.940	E	- 0.006
6.	Webb Way & Pacific Coast Hwy.	Weekday AM	0.594	A	0.595	A	+ 0.001
		Weekday PM	0.821	D	0.783	C	- 0.038
		Saturday Mid	0.899	D	0.838	D	- 0.061
7.	Cross Creek Road & Pacific Coast Hwy.	Weekday AM	0.681	B	0.688	B	+ 0.007
		Weekday PM	0.985	E	0.895	D	- 0.090
		Saturday Mid	1.021	F	0.919	E	- 0.102



SIGNIFICANTLY IMPACTED INTERSECTIONS:

**#2 PACIFIC COAST HIGHWAY AND MALIBU CANYON ROAD
FUTURE 2015 AND 2030 - SATURDAY MID-DAY**

**#6 PACIFIC COAST HIGHWAY AND WEBB WAY
FUTURE 2015 AND 2030 - SATURDAY MIDDAY**

**#7 PACIFIC COAST HIGHWAY AND CROSS CREEK ROAD
EXISTING + PROJECT - WEEKDAY AFTERNOON AND SATURDAY MID -DAY
FUTURE 2015 AND 2030 - WEEKDAY AFTERNOON AND SATURDAY MIDDAY**

FIGURE 28

12/2012

SIGNIFICANTLY IMPACTED STUDY INTERSECTIONS



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MALIBU CANYON ROAD AND PACIFIC COAST HIGHWAY

FIGURE 29

1/2013

CONCEPTUAL TRAFFIC MITIGATION



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WEBB WAY AND PACIFIC COAST HIGHWAY

FIGURE 30

6/2013

CONCEPTUAL TRAFFIC MITIGATION



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PACIFIC COAST HIGHWAY AND CROSS CREEK ROAD

FIGURE 31

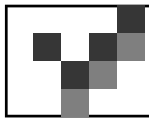
12 / 2012

CONCEPTUAL TRAFFIC MITIGATION



Overland Traffic Consultants, Inc.

24325 Mian Street, #202, Santa Clarita, CA 91321
(661)799-8423, OTC@overlandtraffic.com



Traffic Signal Review

The City of Malibu requires a traffic signal warrant analysis when the level of service of an un-signalized intersection exceeds the City's acceptable limits. Two intersections have been reviewed for a future traffic signal using the City of Malibu's un-signalized traffic impact criteria; Civic Center Way at its intersection with Stuart Ranch Road / Webb Way, and at Civic Center Way at its intersection with Cross Creek Road.

Criteria 1. - Degrades the Level of Service (LOS) at an un-signalized intersection to an unacceptable level of Service (LOS D or worse).

As shown below, criteria #1 is not satisfied: Intersection #4, Civic Center Way and Stuart Ranch Road / Webb Way degrades to an unacceptable LOS in the two future 2015 and 2030 conditions because of cumulative impacts even without the project not because of the project; Intersection #5, Civic Center Way and Cross Creek Road remains at LOS C or better under existing and both future cumulative conditions (2015 and 2030).

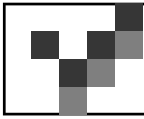
No.	Intersection	Existing						Future 2015						Future 2030					
		Without Project			With Project			Without Project			With Project			Without Project			With Project		
		LOS			LOS			LOS			LOS			LOS			LOS		
		AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
4	Civic Center Way and Stuart Ranch Rd. / Webb Way	B	C	A	B	C	B	B	E	B	B	E	B	B	F	B	B	F	B
5	Civic Center Way and Cross Creek Rd.	A	A	A	A	A	A	A	B	B	B	B	C	A	B	B	A	B	C

Criteria 2 - Increases delay at an un-signalized intersection operating at an unacceptable level by five or more seconds;

As shown below, criteria #2 is not satisfied: Notwithstanding the LOS criteria, the project does not add 5 seconds of vehicle delay to either study intersection during any time period.

No.	Intersection	Existing			Future 2015			Future 2030		
		With Project			With Project			With Project		
		LOS			LOS			LOS		
		AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
4	Civic Center Way and Stuart Ranch Road and WebbWay	0.06	0.93	0.55	0.17	1.75	1.14	0.18	1.68	1.2
5	Civic Center Way and Cross Creek Road	0.2	0.55	0.9	0.35	1.58	3.27	0.36	1.76	3.62

Note: vehicle seconds of delay



Criteria 3 - Results in satisfying the most recent California Manual on Uniform Traffic Control Devices (CAMUTCD, chapter 4) peak hour volume warrant or other warrants for traffic signal installation at the intersection.

Pursuant to this criterion, a traffic signal warrant analysis has been prepared pursuant to the guidelines established in the Manual on Uniform Traffic Control Devices (CAMUTCD) handbook to evaluate the need for a new traffic signal at Civic Center Way and Webb Way / Stuart Ranch Road and at Civic Center Way and Cross Creek Road.

Civic Center Way and Stuart Ranch Road / Webb Way

As shown by in Figure 32, the intersection of Civic Center Way and Stuart Ranch Road / Webb Way does have the necessary peak hour traffic volume in 2015 with the cumulative development to justify a traffic signal. Therefore a new traffic signal will be necessary in 2015 based on the cumulative development presented in this study. The peak hour traffic signal warrant is illustrated in Figure 32.

Civic Center Way and Cross Creek Road

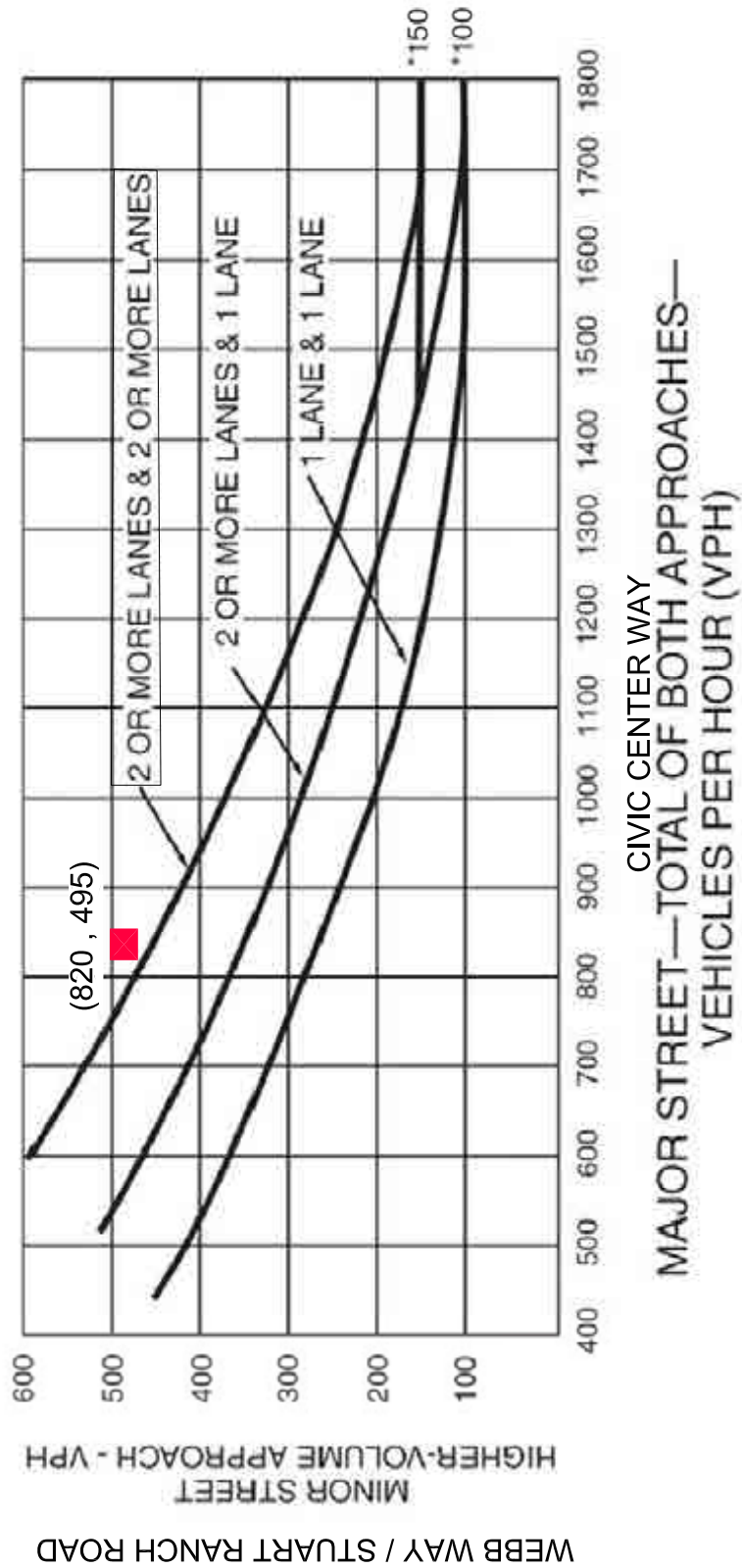
As shown by in Figure 33, the intersection of Civic Center Way and Cross Creek Road does not have the necessary peak hour traffic volume in 2030 with the cumulative development to justify a traffic signal. Therefore a new traffic signal will not be necessary in 2030 based on the cumulative development levels presented in this study. The peak hour traffic signal warrant is illustrated in Figure 33.

Traffic Mitigation Fair Share

Several applications for land developments have been recently filed with the City of Malibu and are expected to occur within a similar time frame with similar traffic impacts. Therefore, per City TIA Guidelines, the City may apply a mitigation funding mechanism through a fair share process to mitigate the cumulative traffic impacts created by a group of development project enabling the installation of larger traffic improvements.

Figure 4C-3. Warrant 3, Peak Hour

CIVIC CENTER WAY AND WEBB WAY / STUART RANCH ROAD
2015 + PROJECT



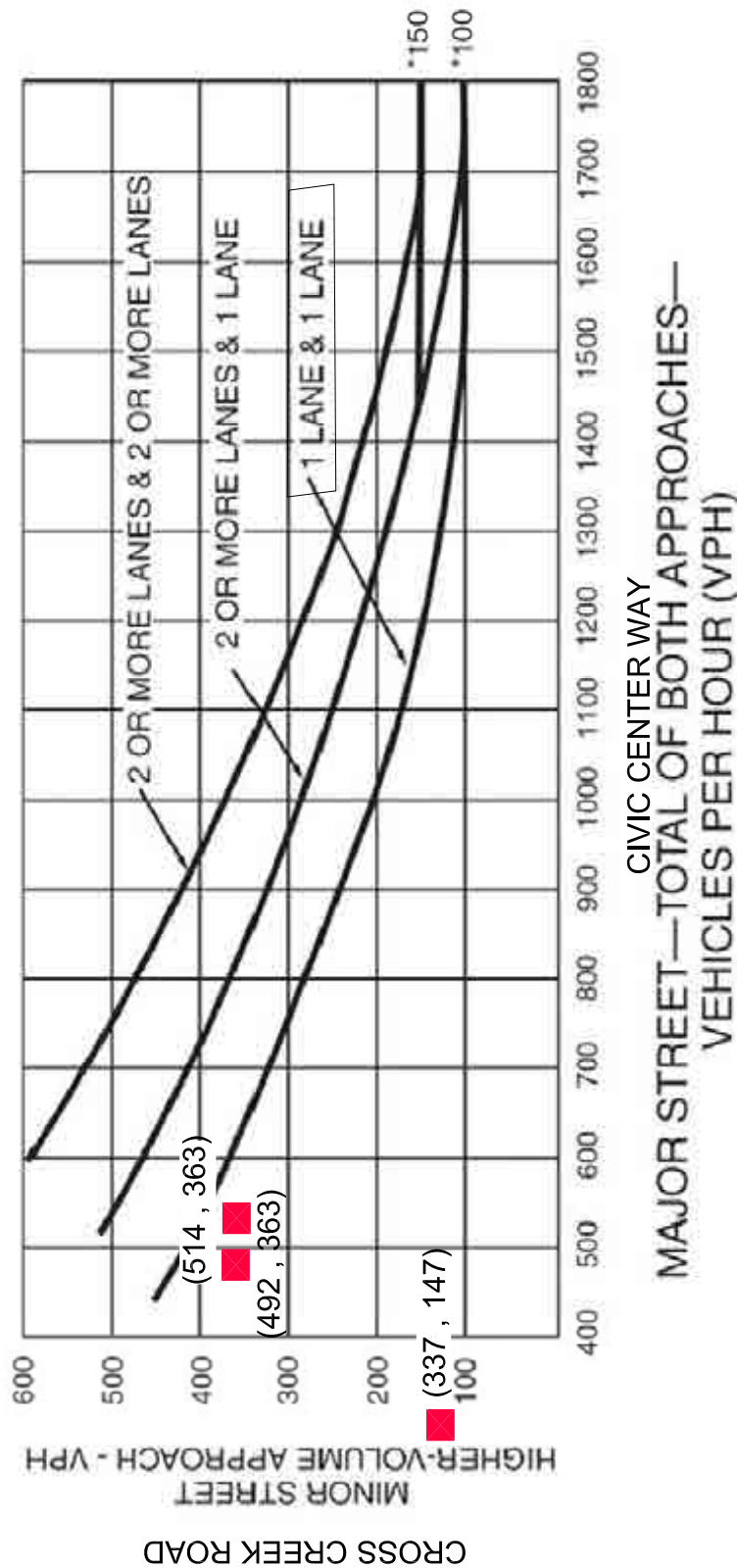
*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

■ WEEKDAY PM PEAK HOUR

FIGURE 32



Figure 4C-3. Warrant 3, Peak Hour
CIVIC CENTER WAY AND CROSS CREEK ROAD
2030 + PROJECT

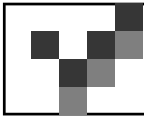


*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

■ PEAK HOUR VOLUME

FIGURE 33





CHAPTER 7

PARKING DEMAND

Urban Land Institute (ULI) Parking Requirement

The proposed project will provide 220 parking spaces as illustrated in Figure 3, Site Plan. The parking demand calculated for the neighborhood shopping center is 186 parking spaces using the ULI publication titled Parking Requirements for Shopping Centers, Summary Recommendations and Research Study Report, Second Edition.

Based on recommendations from the ULI study, the amount of parking needed for this neighborhood shopping center is primarily affected by the proportion of restaurant uses and size of the center. The peak parking demand estimated by this evaluation represents the total parking demand to serve the needs of customers and employees. Employees typically require up to 20% of the peak parking demand per ULI studies.

ULI recommends a single parking rate of 4 parking spaces per 1,000 square feet for small neighborhood centers with 10% or less of the gross leasable area (GLA) in restaurant uses. As shown in Table 15, the proposed 4,000 square feet of restaurant floor area represents approximately 10% of the 38,425 square foot shopping center.

Similar to the trip generation, it is important to note that the ULI parking studies and parking generation rates do not include unenclosed spaces such as the project's outdoor space. However, to present a more conservative parking analysis, the 4,800 square feet of outdoor seating area was added to the restaurant use percentage, increasing the use percentage to approximately 20%. Per the ULI standard, for each restaurant percent above 10% up to 20%, a linear increase of 0.03 spaces per 1,000 square feet should be added.

Using the higher percentage (20%), the base parking rate for the neighborhood shopping center is calculated at $4.0 + (0.03 \times 10) = 4.30$ parking spaces / 1000 square feet. Table 15 summarizes the ULI parking calculations using the increased parking rate of 4.3 parking spaces per 1,000 square feet including the outdoor seating area.

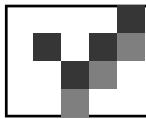


Table 15
ULI Parking Standards

Use	Total	Parking Ratio	Total Number of Spaces Required
Supermarket	24,549 s.f.	4.3 / 1,000 s.f.	106
Retail	9,876 s.f.	4.3 / 1,000 s.f.	42
Restaurant	4,000 s.f.	4.3 / 1,000 s.f.	17
Total	38,425 s.f.		165
Outdoor Seating	4,800 s.f.	4.3 / 1,000 s.f.	21
			186

Malibu Local Coastal Program (LCP) Local Implementation Plan (LIP) Parking Requirements

Pursuant to the Malibu Local Coastal Program (LCP) Local Implementation Plan (LIP) Section 3.12.3, "To qualify for the "shopping center criteria" (5/1000), a well balanced mixture of uses within the center must be demonstrated. Where there is an imbalance of high intensity uses, restaurants, theater, bowling alley, billiard parlors, beauty schools and other such uses and/or long-term parking uses, parking calculations will be based totally or in part on an individual basis." An individual use calculation assumes all individual uses generate peak parking demands at the same time during the day.

It is generally accepted that the parking demands of individual uses do not all peak at the same time. Therefore, simply adding the peak parking demand for each individual use assuming no variation in parking demand produces an overall parking demand value that is generally too high for mixed-use developments. The concept for shared parking is that a single parking space can be used to serve two or more individual uses without conflict. In other words, hourly parking demand differs between uses so that one space may provide parking for several uses during different times of the day. For these reasons, the shopping center parking standard shall be applied to this project.

The City of Malibu has determined that the project qualifies for the shopping center definition of the code as long as the square footage of the restaurant uses and outdoor seating area does not exceed the levels analyzed in this study.

Applying the shopping center parking standard (5/1,000), and for a more conservative analysis, including the 4,800 square feet of outdoor seating as a food court use, the resulting parking requirement is 217 spaces. The proposed 220 spaces is a surplus of 3 parking spaces. Table 16 shows the Malibu Local Coastal Program (LCP) Local Implementation Plan (LIP) parking calculation.

Table 16
Malibu Local Coastal Program (LCP) Local Implementation Plan (LIP) Parking Requirements

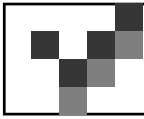
Use	Total	Parking Ratio	Total Number of Spaces Required	Notes
Shopping Center (with outdoor seating)	43,225 s.f.	1 / 200 s.f.	217	Excess 3 spaces
Shopping Center (without outdoor seating)	38,425 s.f.	1 / 200 s.f.	192	Excess 28 spaces
Calculation based on Shopping Center use (includes outdoor seating as food court shopping center floor area)				

In summary, the project has been designed to provide parking pursuant to the Malibu Local Coastal Program (LCP) Local Implementation Plan (LIP) requirements for a shopping center. Based on the Malibu Local Coastal Program (LCP) Local Implementation Plan (LIP) calculation of 217 parking spaces and the ULI parking calculation of 186 parking spaces, the project's parking supply of 220 parking spaces will accommodate the estimated parking demand at the shopping center. Including the added outdoor seating area provides for a conservative estimate of the number of required parking spaces.

On Street Parking Modifications

Nine (9) on-street parking spaces along the north side of Civic Center Way will be removed as part of the installation of the new driveways for the proposed project and the La Paz project. The nine parking spaces consist of: four parking spaces east of the Whole Foods Plaza driveway and 5 parking spaces west of the driveway.

It should be noted that the five (5) parking spaces west of the new driveway would be removed as part of the construction of the future La Paz project access and not as part



of the project. The installation of red curb east of the new Whole Foods Plaza driveway would remove 1 parking space with the 3 remaining spaces removed to facilitate traffic flow along Civic Center Way west of Cross Creek Road.

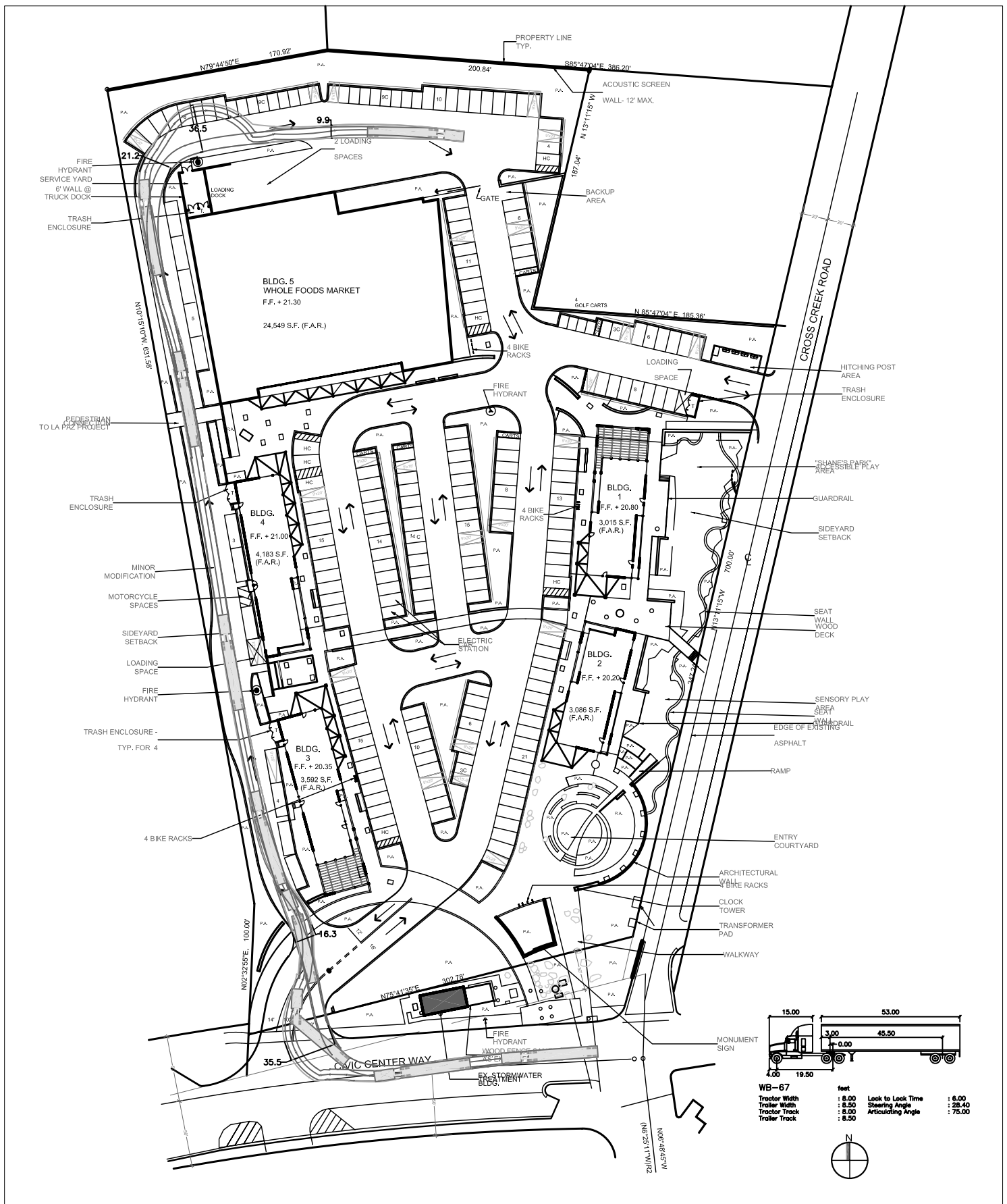
Loading Space Requirements

Pursuant to Section 3.12.6 of the Malibu Local Coastal Program (LCP) Local Implementation Plan (LIP), a total of 4 loading spaces are required.

Two loading spaces are provided at the Whole Foods loading dock area (2 spaces required for 15,001 square feet to 45,000 square feet).

And one space provided at each side of center for buildings 1 and 2 (6,101 sf) and buildings 3 and 4 (7,775 s.f.) calculated at 1 space for 3,000 square feet to 15,000 square feet.

APPENDIX A
INTERNAL CIRCULATION AND TRUCK ACCESS



7/16/2012

**Whole Foods Neighborhood Shopping Center
Semi - Trailer Truck Access
(WB-67 Standard Design Vehicle)**

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

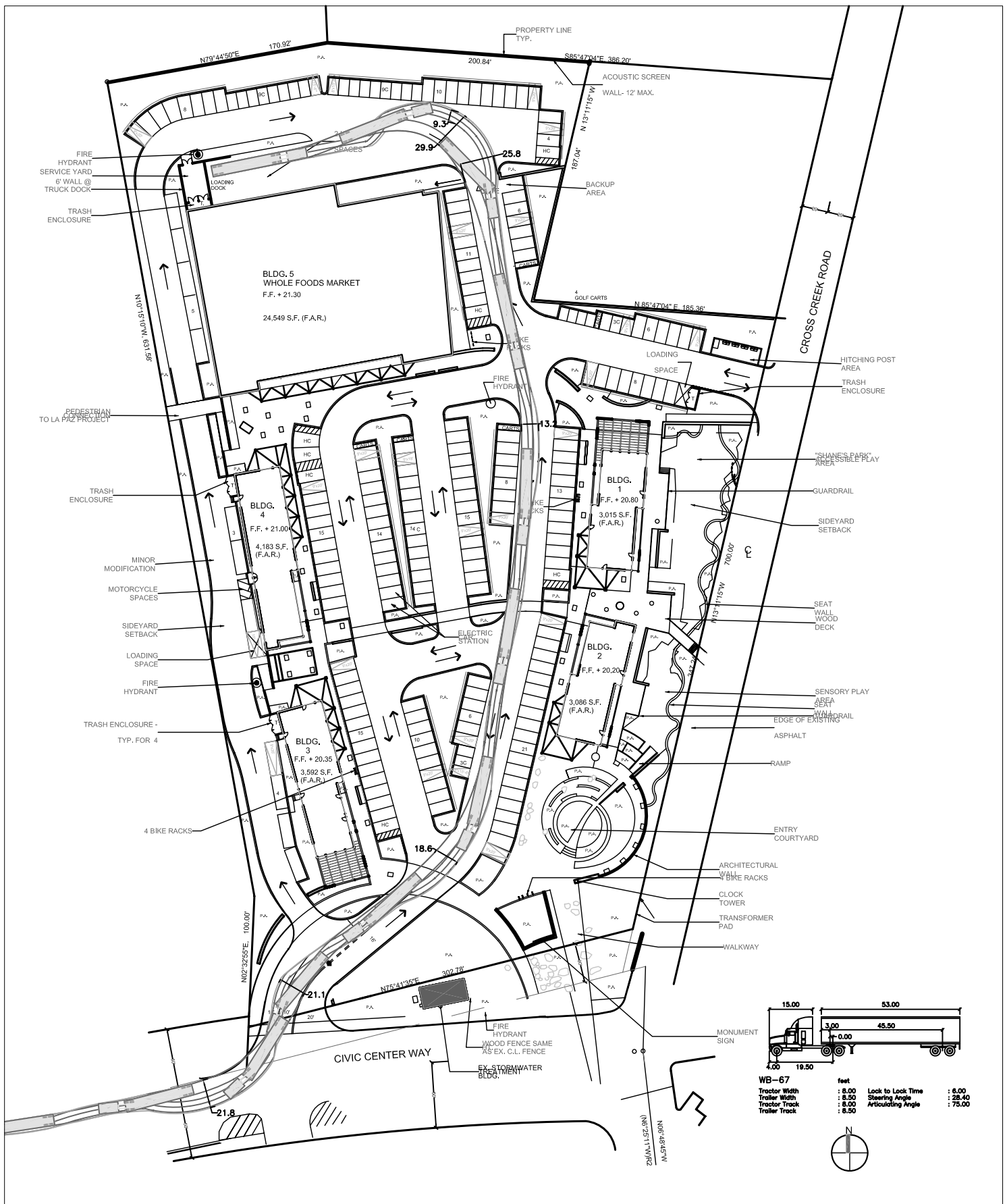


FIGURE 2

7/16/2012

Whole Foods Neighborhood Shopping Center
Semi - Trailer Truck Access
(WB-67 Standard Design Vehicle)



Overland Traffic Consultants, Inc.

24325 Main Street, #202, Santa Clarita, CA 91321
(661)799-8423, OTC@overlandtraffic.com

APPENDIX B
LAND USE MAPS

Local Coastal Program - City of Malibu Land Use Map 3: Dan Blocker to Malibu Pier

Land Use Designations

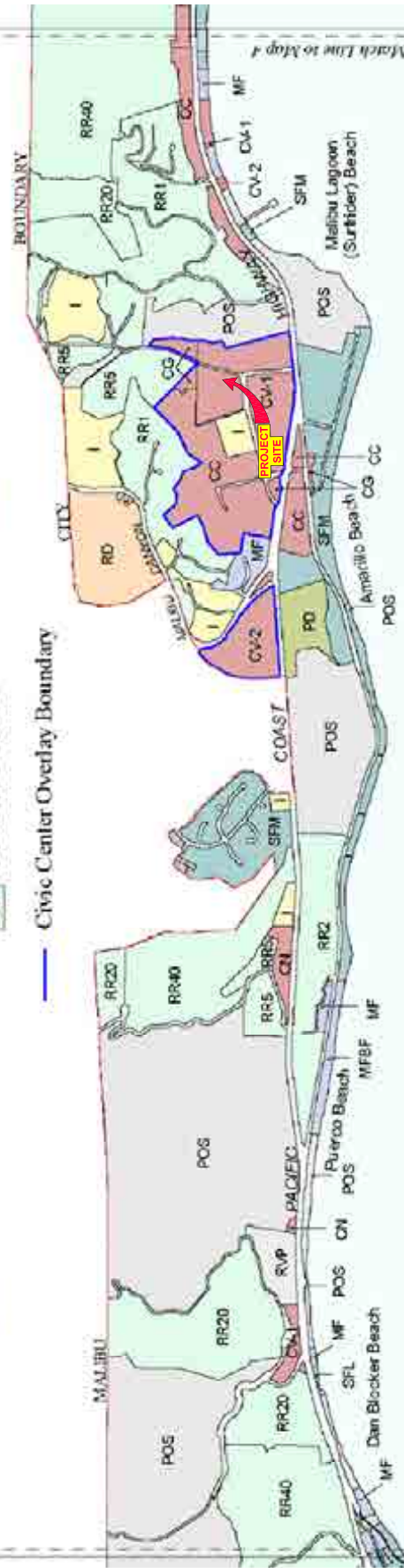
CC	Community Commercial
CG	Commercial General
CN	Commercial Neighborhood
CV1	Commercial Visitor Serving 1
CV2	Commercial Visitor Serving 2
I	Institutional

Planned Development

PD	Planned Development
MF	Multi-Family Residential - 6 du/acre
MFBF	Multi-Family Beach Front
POS	Public Open Space
RD	Industrial/R&D
RVP	Recreational Vehical Park
RR1	Rural Residential - 1 du/acre

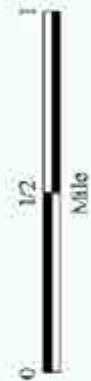
RR2	Rural Residential - 1 du/2 acres
RR5	Rural Residential - 1 du/5 acres
RR20	Rural Residential - 1 du/20 acres
RR40	Rural Residential - 1 du/40 acres
SFL	Single Family Low - 2 du/acre
SFM	Single Family Medium - 4 du/acre

Civic Center Overlay Boundary



P a c i f i c

O c e a n



California Coastal Commission
Technical Services Division

Sources: CCC Public Access Database, Malibu Santa Monica Mountains Area Plan, LA County Parks and Recreation, 1983.

CSM Revised BQ2

LAND USE MAP



Overland Traffic Consultants, Inc.

25876 The Old Road #307, Santa Clarita, CA 91381
(661)799-8423 v, (661)799-8456 f, OTCINC@attbi.com

APPENDIX C
INTERSECTION PHOTOS



**KANAN DUME ROAD AND
PACIFIC COAST HIGHWAY**



**MALIBU CANYON ROAD AND
PACIFIC COAST HIGHWAY**

1/2013

STUDY INTERSECTIONS 1 AND 2



Overland Traffic Consultants, Inc.

24325 Main Street #202, Santa Clarita, CA 91321
(661)799-8423, OTC@overlandtraffic.com



**MALIBU CANYON ROAD AND
CIVIC CENTER WAY**



**WEBB WAY / STUART RANCH ROAD AND
CIVIC CENTER WAY**

1/2013

STUDY INTERSECTIONS 3 AND 4



Overland Traffic Consultants, Inc.

24325 Main Street #202, Santa Clarita, CA 91321
(661)799-8423, OTC@overlandtraffic.com



**CIVIC CENTER WAY AND
CROSS CREEK ROAD**



**WEBB WAY AND
PACIFIC COAST HIGHWAY**

1/2013

STUDY INTERSECTIONS 5 AND 6



Overland Traffic Consultants, Inc.

24325 Main Street #202, Santa Clarita, CA 91321
(661)799-8423, OTC@overlandtraffic.com



**CROSS CREEK ROAD AND
PACIFIC COAST HIGHWAY**



**MALIBU PIER SIGNAL AND
PACIFIC COAST HIGHWAY**

1/2013

STUDY INTERSECTIONS 7 AND 8



Overland Traffic Consultants, Inc.

24325 Main Street #202, Santa Clarita, CA 91321
(661)799-8423, OTC@overlandtraffic.com



**CARBON CANYON ROAD AND
PACIFIC COAST HIGHWAY**



**LAS FLORES CANYON ROAD
AND PACIFIC COAST HIGHWAY**

1/2013

STUDY INTERSECTIONS 9 AND 10



Overland Traffic Consultants, Inc.

24325 Main Street #202, Santa Clarita, CA 91321
(661)799-8423, OTC@overlandtraffic.com

APPENDIX D
TRANSIT ROUTES

Monday through Friday

Effective Dec 16 2012

534

Eastbound (Approximate Times)

MALIBU			CASTELLAMMARE	SANTA MONICA	
Trancas Canyon & Pacific Coast Hwy	Cliffside & Dume	Malibu Canyon & Civic Center	Pacific Coast Hwy & Sunset	Ocean & Colorado	Washington/Fairfax Transit Hub 
6:00A	—	6:18A	6:37A	6:47A	7:17A
6:27	—	6:45	7:05	7:15	7:45
—	—	7:01	7:23	7:33	8:03
7:01	—	7:19	7:41	7:52	8:22
7:19	—	7:37	8:00	8:12	8:42
7:39	—	7:57	8:20	8:32	9:02
8:01	—	8:20	8:43	8:55	9:23
8:28	—	8:47	9:10	9:23	9:50
8:57	—	9:16	9:40	9:53	10:19
9:27	—	9:46	10:10	10:23	10:48
9:56	—	10:16	10:40	10:53	11:18
10:27	—	10:47	11:10	11:23	11:48
10:57	—	11:17	11:40	11:53	12:18P
11:27	—	11:47	12:10P	12:23P	12:48
11:56	—	12:17P	12:40	12:53	1:19
12:26P	—	12:47	1:10	1:23	1:50
12:56	—	1:17	1:40	1:53	2:23
1:20	—	1:43	2:06	2:19	2:51
—	—	2:04	2:28	2:42	3:17
1:59	—	2:22	2:46	3:00	3:38
—	—	2:38	3:02	3:16	3:55
2:30	—	2:53	3:17	3:31	4:14
—	—	3:08	3:32	3:46	4:33
3:01	—	3:24	3:47	4:01	4:51
—	3:18P	3:39	4:02	4:15	5:05
3:32	—	3:54	4:17	4:30	5:20
—	3:48	4:09	4:32	4:45	5:35
4:02	—	4:24	4:47	5:00	5:50
—	4:18	4:39	5:02	5:15	6:04
4:31	—	4:53	5:17	5:30	6:18
—	4:48	5:09	5:33	5:46	6:32
5:03	—	5:25	5:49	6:02	6:45
5:35	—	5:56	6:18	6:31	7:09
6:06	—	6:27	6:48	7:00	7:37
6:38	—	6:57	7:18	7:29	8:02
7:16	—	7:35	7:56	8:06	8:36
8:08	—	8:25	8:45	8:55	9:25
9:00	—	9:17	9:37	9:47	10:17

Monday through Friday

534

Westbound (Approximate Times)

	SANTA MONICA	CASTELLAMMARE	MALIBU		
Washington/Fairfax Transit Hub 	Ocean & Colorado	Pacific Coast Hwy & Sunset	Malibu Canyon & Civic Center	Cliffside & Dume	Trancas Canyon & Pacific Coast Hwy
4:35A	4:56A	5:05A	5:24A	—	5:42A
5:04	5:25	5:36	5:56	—	6:14
5:19	5:41	5:52	6:13	—	6:31
5:30	5:53	6:05	6:26	—	—
5:41	6:05	6:18	6:39	6:59A	7:09
5:53	6:17	6:30	6:52	—	—
6:05	6:29	6:42	7:04	—	7:23
6:16	6:40	6:53	7:15	7:36	7:47
6:27	6:51	7:04	7:26	—	—
6:37	7:02	7:16	7:38	—	—
6:48	7:14	7:28	7:50	—	8:10
7:00	7:26	7:40	8:02	8:23	8:34
7:12	7:39	7:52	8:14	—	—
7:22	7:51	8:05	8:27	—	8:47
7:34	8:04	8:18	8:40	—	—
7:46	8:17	8:31	8:53	—	9:12
8:01	8:32	8:46	9:08	—	—
8:20	8:51	9:05	9:27	—	9:46
8:41	9:11	9:25	9:47	—	10:06
9:13	9:41	9:55	10:17	—	10:35
9:44	10:11	10:25	10:47	—	11:05
10:16	10:41	10:55	11:17	—	11:35
10:45	11:10	11:25	11:47	—	12:05P
11:15	11:40	11:55	12:17P	—	12:35
11:46	12:10P	12:25P	12:47	—	1:05
12:15P	12:39	12:55	1:17	—	1:35
12:45	1:09	1:25	1:48	—	2:06
1:15	1:39	1:55	2:18	—	2:36
1:45	2:09	2:25	2:48	—	3:06
2:15	2:39	2:55	3:18	—	3:36
2:44	3:08	3:25	3:47	—	4:05
3:13	3:37	3:55	4:17	—	4:35
3:41	4:05	4:25	4:47	—	5:05
4:09	4:33	4:55	5:16	—	5:34
4:39	5:03	5:25	5:46	—	6:04
5:30	5:54	6:16	6:37	—	6:54
6:30	6:54	7:11	7:31	—	7:48
7:30	7:52	8:06	8:25	—	8:42

Eastbound (Approximate Times)

MALIBU			CASTELLAMARE	SANTA MONICA	
Trancas Canyon & Pacific Coast Hwy	Cliffside & Dume	Malibu Canyon & Civic Center	Pacific Coast Hwy & Sunset	Ocean & Colorado	Washington/Fairfax Transit Hub 
6:47A	—	7:05A	7:24A	7:33A	7:55A
7:22	—	7:40	7:59	8:08	8:30
7:57	—	8:15	8:34	8:43	9:05
8:27	—	8:45	9:04	9:14	9:38
8:57	—	9:15	9:34	9:44	10:08
9:25	—	9:45	10:04	10:14	10:38
9:55	—	10:15	10:34	10:46	11:10
10:24	—	10:44	11:04	11:16	11:40
10:53	—	11:13	11:34	11:46	12:11P
11:23	—	11:43	12:04P	12:16P	12:44
11:52	—	12:12P	12:34	12:46	1:16
12:21P	—	12:41	1:04	1:18	1:48
12:51	—	1:11	1:34	1:48	2:18
1:21	—	1:41	2:04	2:18	2:48
1:51	—	2:11	2:34	2:48	3:19
2:10	2:21P	2:41	3:04	3:18	3:50
2:51	—	3:11	3:34	3:48	4:20
3:21	—	3:41	4:04	4:18	4:50
3:41	3:52	—	4:12	4:34	5:20
4:22	—	4:42	5:04	5:18	5:50
4:52	—	5:12	5:34	5:48	6:20
5:11	5:22	5:42	6:04	6:18	6:50
5:53	—	6:13	6:34	6:47	7:19
6:33	—	6:53	7:14	7:25	7:57
7:15	—	7:34	7:55	8:05	8:35
8:00	—	8:17	8:37	8:46	9:16
9:00	—	9:17	9:37	9:46	10:16

Westbound (Approximate Times)

	SANTA MONICA	CASTELLAMARE	MALIBU		
Washington/Fairfax Transit Hub 	Ocean & Colorado	Pacific Coast Hwy & Sunset	Malibu Canyon & Civic Center	Cliffside & Dume	Trancas Canyon & Pacific Coast Hwy
5:15A	5:35A	5:44A	6:01A	—	6:19A
5:38	5:58	6:07	6:25	—	6:43
5:58	6:18	6:27	6:45	—	7:03
6:14	6:34	6:44	7:02	—	7:20
6:31	6:51	7:01	7:20	—	7:38
6:48	7:08	7:18	7:37	—	7:55
7:07	7:27	7:38	7:58	—	8:16
7:27	7:47	7:58	8:18	—	8:36
7:47	8:07	8:18	8:38	8:58A	9:08
8:06	8:26	8:38	8:58	—	9:16
8:30	8:50	9:02	9:23	9:43	9:53
8:53	9:14	9:26	9:47	—	10:05
9:15	9:37	9:50	10:12	10:32	10:42
9:42	10:05	10:18	10:40	—	10:58
10:09	10:33	10:48	11:11	—	11:29
10:37	11:03	11:18	11:42	—	12:00P
11:06	11:33	11:48	12:12P	—	12:30
11:35	12:02P	12:18P	12:42	—	1:00
12:05P	12:32	12:48	1:12	—	1:30
12:35	1:02	1:18	1:42	—	2:00
1:05	1:32	1:48	2:12	—	2:30
1:35	2:02	2:18	2:42	—	3:00
2:05	2:32	2:48	3:12	—	3:30
2:35	3:02	3:18	3:42	—	4:00
3:05	3:32	3:48	4:12	—	4:30
3:37	4:04	4:20	4:43	—	5:01
4:15	4:40	4:56	5:18	—	5:36
4:54	5:16	5:32	5:52	—	6:10
5:35	5:57	6:12	6:32	—	6:49
6:29	6:51	7:06	7:26	—	7:43
7:30	7:52	8:06	8:25	—	8:42

Eastbound (Approximate Times)

MALIBU			CASTELLAMARE	SANTA MONICA	
Trancas Canyon & Pacific Coast Hwy	Cliffside & Dume	Malibu Canyon & Civic Center	Pacific Coast Hwy & Sunset	Ocean & Colorado	Washington/Fairfax Transit Hub 
7:00A	—	7:18A	7:37A	7:47A	8:10A
7:58	—	8:16	8:35	8:46	9:09
8:53	—	9:11	9:30	9:41	10:06
9:36	—	9:55	10:15	10:26	10:52
10:18	—	10:38	11:00	11:12	11:38
11:03	—	11:23	11:45	11:57	12:23P
11:53	—	12:13P	12:35P	12:49P	1:17
12:53P	—	1:13	1:35	1:49	2:17
1:38	—	1:58	2:20	2:34	3:02
2:23	—	2:43	3:05	3:19	3:50
3:08	—	3:28	3:50	4:04	4:35
3:42	3:53P	4:13	4:35	4:49	5:20
4:28	—	4:48	5:10	5:24	5:55
4:54	5:05	5:25	5:47	6:01	6:32
5:46	—	6:06	6:27	6:40	7:11
6:15	6:26	6:46	7:07	7:18	7:48
7:07	—	7:26	7:47	7:58	8:28
8:00	—	8:17	8:37	8:46	9:16
9:00	—	9:17	9:37	9:46	10:16

Westbound (Approximate Times)

	SANTA MONICA	CASTELLAMARE	MALIBU		
Washington/Fairfax Transit Hub 	Ocean & Colorado	Pacific Coast Hwy & Sunset	Malibu Canyon & Civic Center	Cliffside & Dume	Trancas Canyon & Pacific Coast Hwy
5:40A	6:00A	6:09A	6:27A	—	6:45A
6:12	6:32	6:41	6:59	—	7:17
6:37	6:57	7:07	7:26	—	7:44
7:03	7:23	7:33	7:52	—	8:10
7:30	7:50	8:01	8:21	8:41A	8:51
8:08	8:28	8:39	8:58	—	9:16
8:43	9:04	9:17	9:39	—	9:57
9:20	9:42	9:55	10:17	10:37	10:47
10:17	10:39	10:55	11:18	—	11:36
11:09	11:33	11:48	12:12P	12:32P	12:42P
12:01	12:25P	12:41P	1:04	—	1:22
12:46P	1:10	1:26	1:49	—	2:07
1:31	1:55	2:11	2:34	—	2:52
2:11	2:35	2:51	3:14	—	3:32
2:46	3:10	3:26	3:49	—	4:07
3:21	3:45	4:01	4:24	—	4:42
4:03	4:25	4:41	5:04	—	5:22
4:45	5:07	5:23	5:44	—	6:02
5:35	5:57	6:12	6:32	—	6:49
6:30	6:52	7:07	7:27	—	7:44
7:30	7:52	8:06	8:25	—	8:42

Sunday & Holiday Schedules

Sunday & Holiday schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de domingo y días feriados

Horarios de domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

Special Notes

-  Passengers going to Downtown Los Angeles may transfer to local service on Lines 35, 37 and 38 at Washington & Fairfax Transit Hub. For connection times and exact route information please obtain timetables for these lines.
-  Passengers may board local service in Downtown Los Angeles on Lines 35, 37 and 38 to Washington & Fairfax Transit Hub. For connection times and exact route information please obtain timetables for these lines.

ACTUAL TIMES MAY VARY DRASTICALLY DURING INCLEMENT WEATHER OR ACTS OF NATURE THAT AFFECT TRAVEL ON PACIFIC COAST HIGHWAY. CALL METRO INFORMATION FOR ANY UPDATES.

Avisos especiales

-  Pasajeros con destino al centro de Los Angeles pueden transbordar al servicio local de Líneas 35, 37 ó 38 en Washington & Fairfax Transit Hub.
-  Los pasajeros pueden abordar el servicio local en Downtown Los Angeles en las Líneas 35, 37 ó 38 hacia Washington & Fairfax Transit Hub. Para horarios de conexión y ruta exacta favor de obtener el horario de estas líneas.

Horarios actuales pueden variar drásticamente dependiendo del clima y actos naturales que puedan afectar el viaje sobre Pacific Coast Highway.

LEGEND

-  Route of Line 534
-  Alternate route via Pt Dume
-  Timepoint
-  Metro Rail
-  Metro Rail Station
-  Transit Center
-  Map Notes
-  Connecting Lines
-  Rapid Connecting Lines
-  Culver CityBus
-  LADOT Commuter Express
-  Santa Monica's Big Blue Bus

MAP NOTES

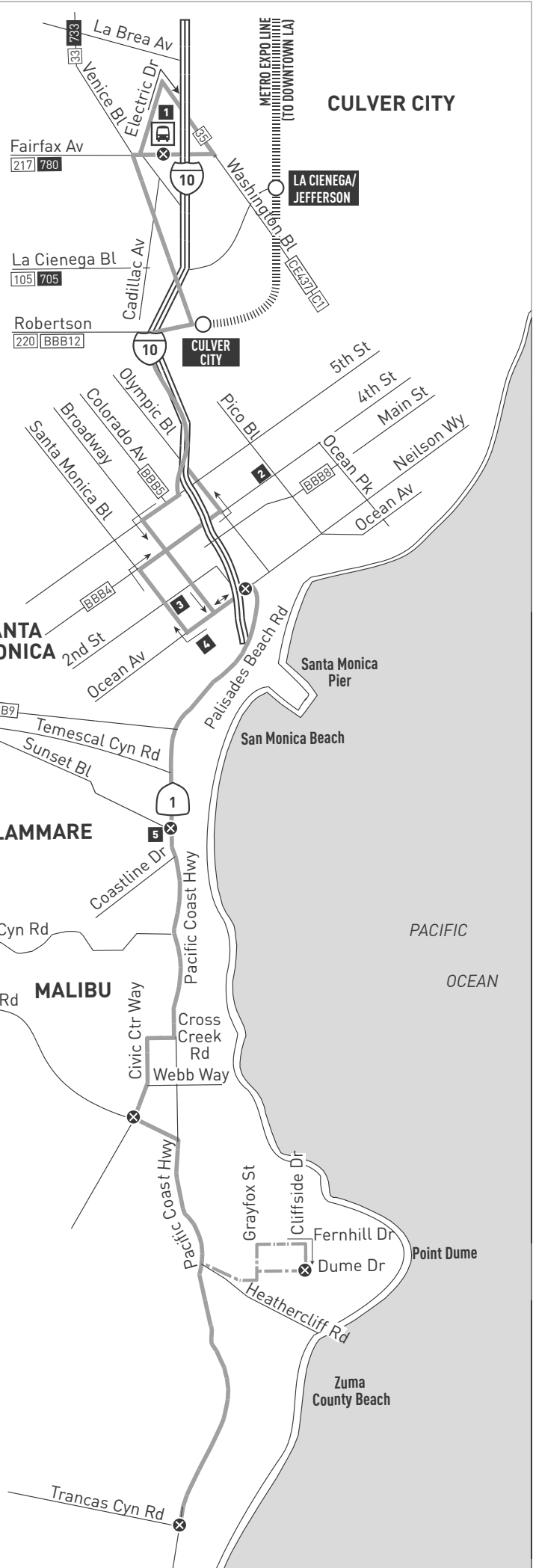
- 1 Washington/Fairfax Transit Hub**
Metro 35, 37, 38, 105, 217, 705, 780;
C1, 4; CE437
- 2 4th St & Pico Bl**
BBB2, 3, 9
- 3 Santa Monica Bl & 2nd St**
Metro 4, 704; BBB1, BBB7, 10, Rapid 7
- 4 Ocean Av & Santa Monica Bl**
Metro 20 Owl, 33 Owl, 534, 704,
720, 733; BBB1, 7, Rapid 7
- 5 Sunset Bl & Pacific Coast Hwy**
Metro 2, 302

PACIFIC PALISADES

CASTELLAMMARE

MALIBU

CULVER CITY



APPENDIX E
TRAFFIC COUNT DATA

ITM Peak Hour Summary

Prepared by:



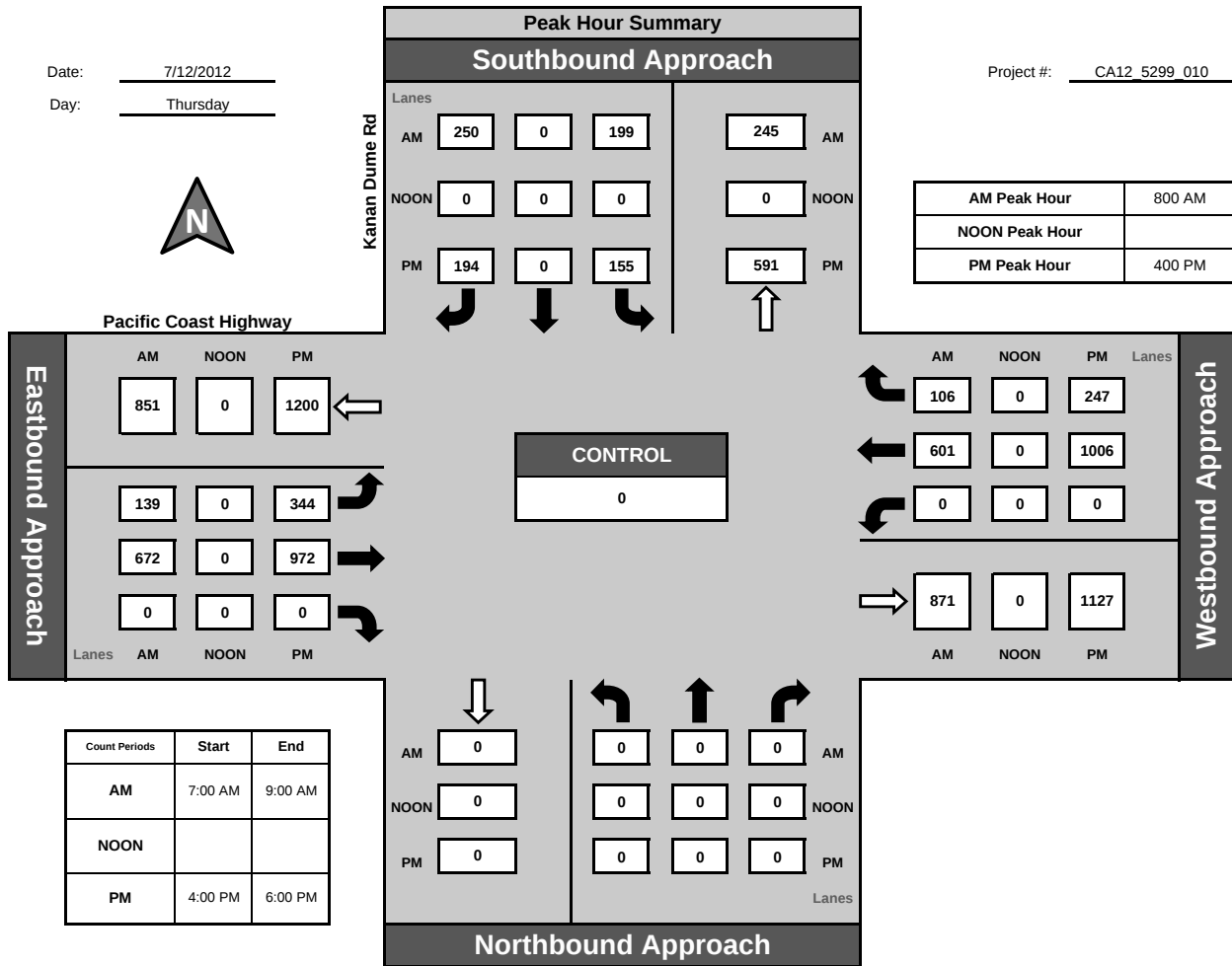
National Data & Surveying Services

Kanan Dume Rd and Pacific Coast Highway, City of Malibu

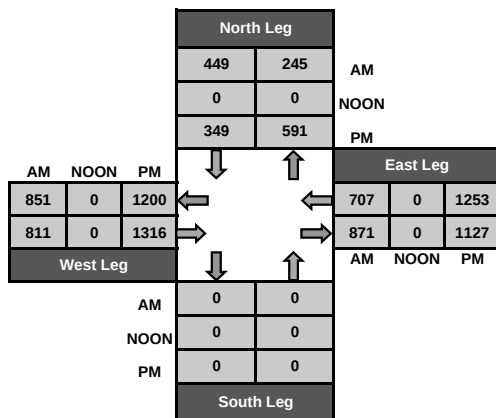
Date: 7/12/2012

Day: Thursday

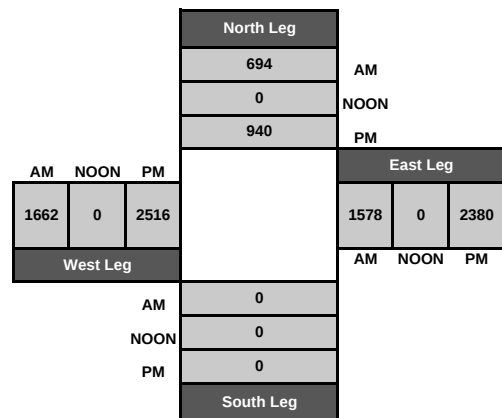
Project #: CA12 5299 010



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_010

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM

NS/EW Streets:		Kanan Dume Rd			Kanan Dume Rd			Pacific Coast Highway			Pacific Coast Highway			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM					38		45	23	125			107	11	349
7:15 AM					44		25	13	154			102	19	357
7:30 AM					67		60	26	160			106	19	438
7:45 AM					61		72	30	183			131	22	499
8:00 AM					59		51	23	164			134	23	454
8:15 AM					41		60	34	154			152	28	469
8:30 AM					56		68	39	173			138	28	502
8:45 AM					43		71	43	181			177	27	542
TOTAL VOLUMES :		NL 0	NT 0	NR 0	SL 409	ST 0	SR 452	EL 231	ET 1294	ER 0	WL 0	WT 1047	WR 177	TOTAL 3610
APPROACH %'s :		#DIV/0!	#DIV/0!	#DIV/0!	47.50%	0.00%	52.50%	15.15%	84.85%	0.00%	0.00%	85.54%	14.46%	
PEAK HR START TIME :		800 AM												TOTAL
PEAK HR VOL :		0	0	0	199	0	250	139	672	0	0	601	106	1967
PEAK HR FACTOR :		0.000			0.905			0.905			0.866			0.907

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_010

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM

NS/EW Streets:		Kanan Dume Rd			Kanan Dume Rd			Pacific Coast Highway			Pacific Coast Highway			
NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM					41		63	95	240			236	58	733
4:15 PM					38		54	85	247			261	58	743
4:30 PM					40		36	97	256			253	61	743
4:45 PM					36		41	67	229			256	70	699
5:00 PM					37		47	77	217			243	66	687
5:15 PM					47		54	59	245			258	72	735
5:30 PM					29		53	82	206			245	83	698
5:45 PM					43		51	56	200			198	60	608
TOTAL VOLUMES :		NL 0	NT 0	NR 0	SL 311	ST 0	SR 399	EL 618	ET 1840	ER 0	WL 0	WT 1950	WR 528	TOTAL 5646
APPROACH %'s :		#DIV/0!	#DIV/0!	#DIV/0!	43.80%	0.00%	56.20%	25.14%	74.86%	0.00%	0.00%	78.69%	21.31%	
PEAK HR START TIME :		400 PM												TOTAL
PEAK HR VOL :		0	0	0	155	0	194	344	972	0	0	1006	247	2918
PEAK HR FACTOR :		0.000			0.839			0.932			0.961			0.982

CONTROL :

ITM Peak Hour Summary

Prepared by:



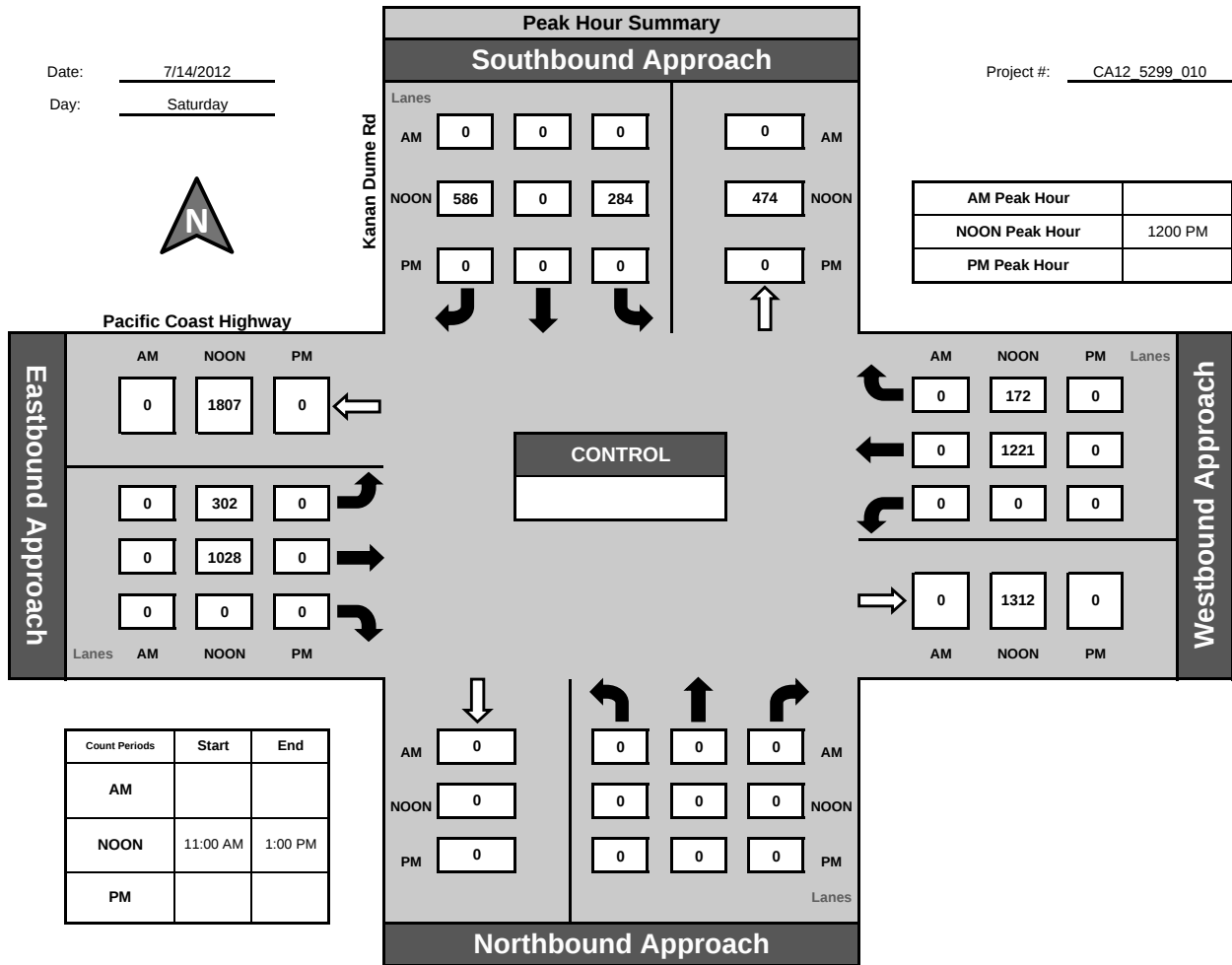
National Data & Surveying Services

Kanan Dume Rd and Pacific Coast Highway , City of Malibu

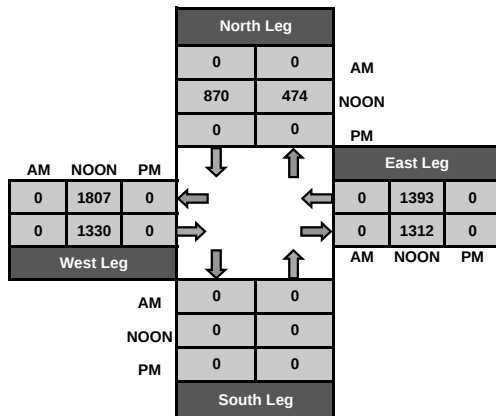
Date: 7/14/2012

Day: Saturday

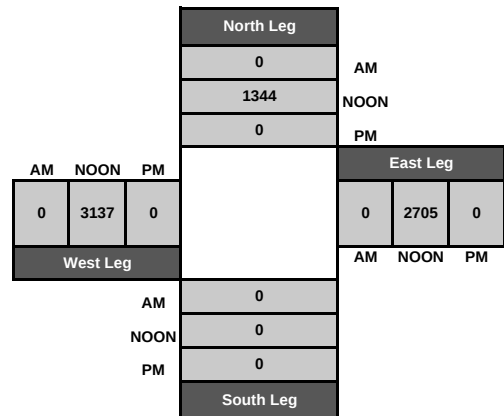
Project #: CA12 5299 010



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_010

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

NS/EW Streets:		Kanan Dume Rd			Kanan Dume Rd			Pacific Coast Highway			Pacific Coast Highway			
NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
11:00 AM					40		111	51	219			304	40	765
11:15 AM					51		126	56	181			291	53	758
11:30 AM					49		133	72	251			288	42	835
11:45 AM					62		147	58	220			326	37	850
12:00 PM					64		144	90	252			298	26	874
12:15 PM					66		166	73	223			271	45	844
12:30 PM					77		142	81	315			333	52	1000
12:45 PM					77		134	58	238			319	49	875
TOTAL VOLUMES :		NL 0	NT 0	NR 0	SL 486	ST 0	SR 1103	EL 539	ET 1899	ER 0	WL 0	WT 2430	WR 344	TOTAL 6801
APPROACH %'s :		#DIV/0!	#DIV/0!	#DIV/0!	30.59%	0.00%	69.41%	22.11%	77.89%	0.00%	0.00%	87.60%	12.40%	
PEAK HR START TIME :		1200 PM												TOTAL
PEAK HR VOL :		0	0	0	284	0	586	302	1028	0	0	1221	172	3593
PEAK HR FACTOR :		0.000			0.938			0.840			0.905			0.898

CONTROL :

ITM Peak Hour Summary

Prepared by:



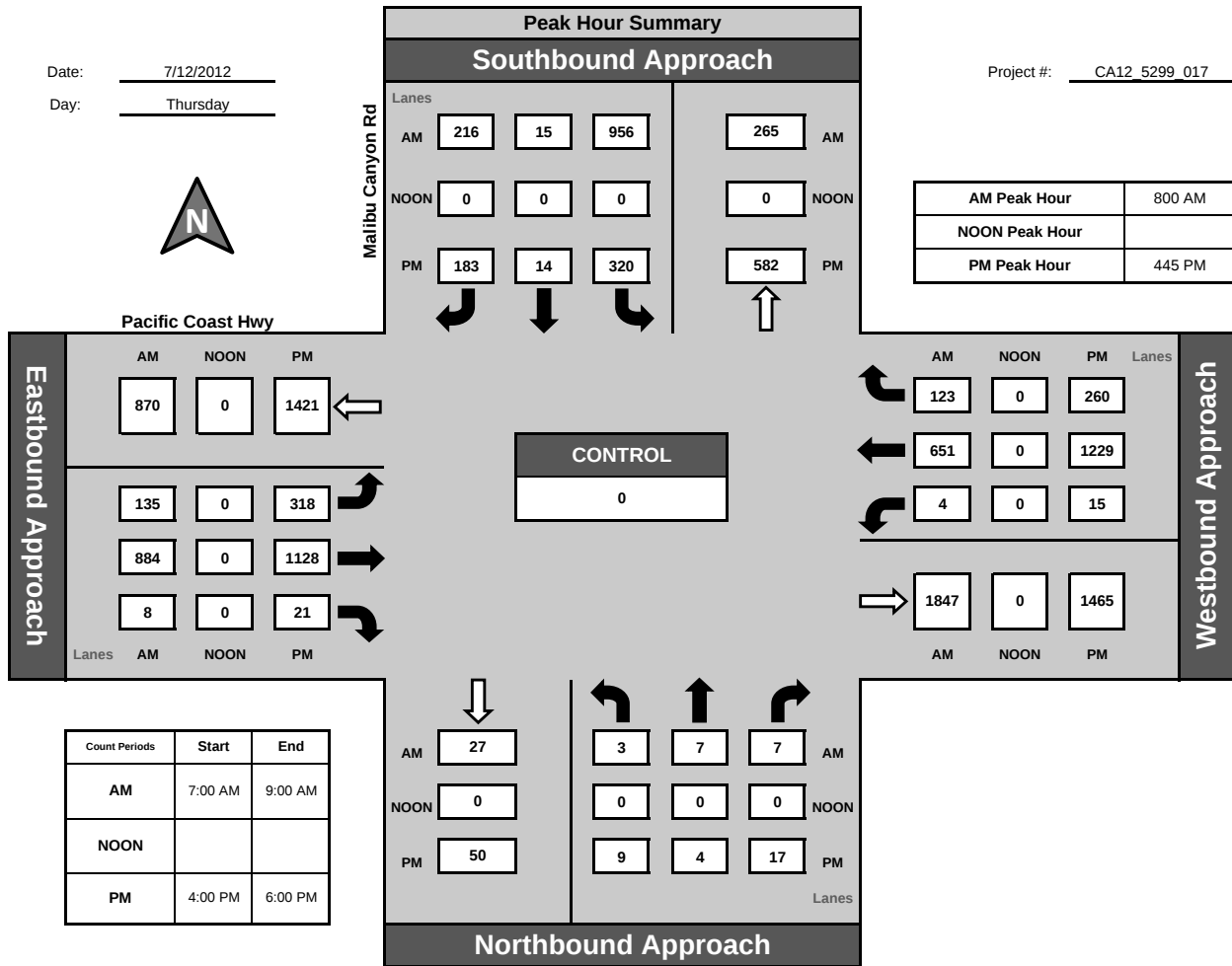
National Data & Surveying Services

Malibu Canyon Rd and Pacific Coast Hwy, City of Malibu

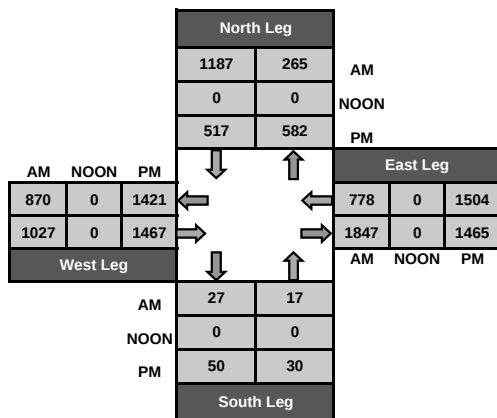
Date: 7/12/2012

Day: Thursday

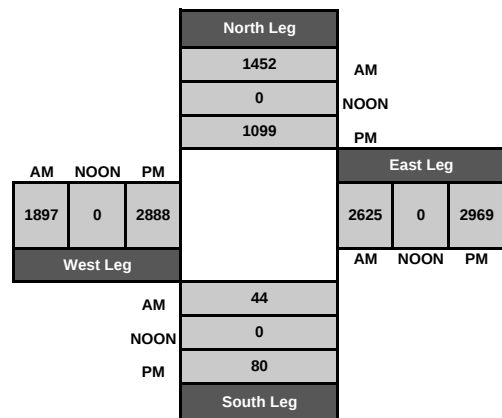
Project #: CA12 5299 017



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_017

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM

NS/EW Streets:		Malibu Canyon Rd			Malibu Canyon Rd			Pacific Coast Hwy			Pacific Coast Hwy			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM		0	0	1	248	3	47	13	192	0	1	130	14	649
7:15 AM		0	3	2	215	2	39	18	178	1	2	120	20	600
7:30 AM		0	1	1	224	1	53	29	227	3	1	154	32	726
7:45 AM		0	0	2	203	2	55	22	194	0	2	178	37	695
8:00 AM		1	2	1	270	7	49	38	238	1	1	150	28	786
8:15 AM		0	1	3	200	3	35	20	198	2	2	178	32	674
8:30 AM		1	1	3	276	3	65	35	212	2	0	138	22	758
8:45 AM		1	3	0	210	2	67	42	236	3	1	185	41	791
TOTAL VOLUMES :		NL 3	NT 11	NR 13	SL 1846	ST 23	SR 410	EL 217	ET 1675	ER 12	WL 10	WT 1233	WR 226	TOTAL 5679
APPROACH %'s :		11.11%	40.74%	48.15%	81.00%	1.01%	17.99%	11.40%	87.97%	0.63%	0.68%	83.93%	15.38%	
PEAK HR START TIME :		800 AM												TOTAL
PEAK HR VOL :		3	7	7	956	15	216	135	884	8	4	651	123	3009
PEAK HR FACTOR :		0.850			0.863			0.914			0.857			0.951

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_017

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM

NS/EW Streets:		Malibu Canyon Rd			Malibu Canyon Rd			Pacific Coast Hwy			Pacific Coast Hwy			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM		3	1	2	74	1	46	78	291	4	2	281	57	840
4:15 PM		4	0	4	52	2	52	83	312	1	6	266	64	846
4:30 PM		3	6	8	57	1	50	85	264	8	3	287	52	824
4:45 PM		2	2	3	67	2	40	94	307	4	2	314	63	900
5:00 PM		3	1	0	61	3	48	82	294	1	1	313	70	877
5:15 PM		1	0	1	112	6	51	67	264	8	7	288	60	865
5:30 PM		3	1	13	80	3	44	75	263	8	5	314	67	876
5:45 PM		1	4	7	88	1	30	53	242	5	9	256	75	771
TOTAL VOLUMES :		NL 20	NT 15	NR 38	SL 591	ST 19	SR 361	EL 617	ET 2237	ER 39	WL 35	WT 2319	WR 508	TOTAL 6799
APPROACH %'s :		27.40%	20.55%	52.05%	60.87%	1.96%	37.18%	21.33%	77.32%	1.35%	1.22%	81.03%	17.75%	
PEAK HR START TIME :		445 PM												TOTAL
PEAK HR VOL :		9	4	17	320	14	183	318	1128	21	15	1229	260	3518
PEAK HR FACTOR :		0.441			0.765			0.906			0.974			0.977

CONTROL :

ITM Peak Hour Summary

Prepared by:



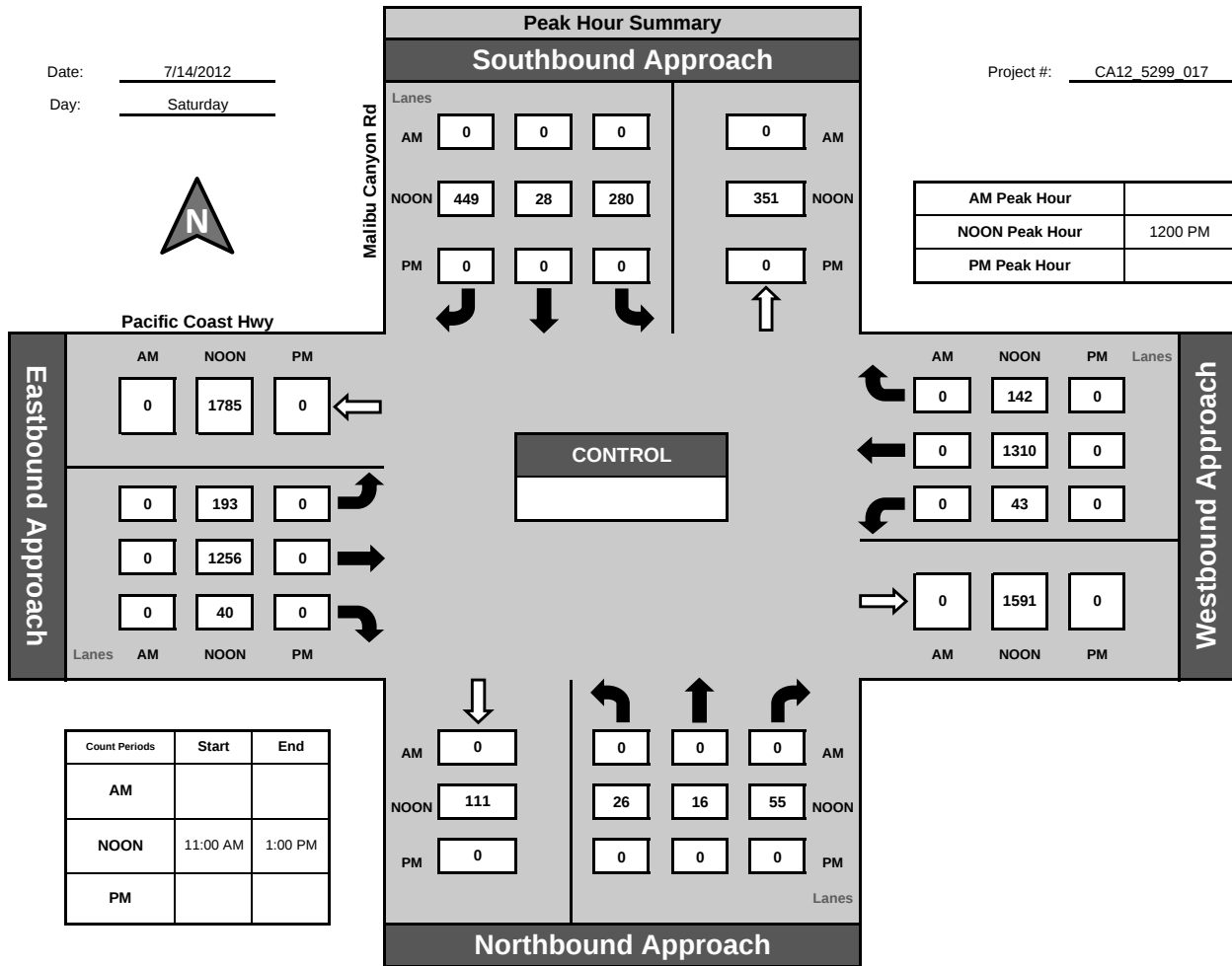
National Data & Surveying Services

Malibu Canyon Rd and Pacific Coast Hwy , City of Malibu

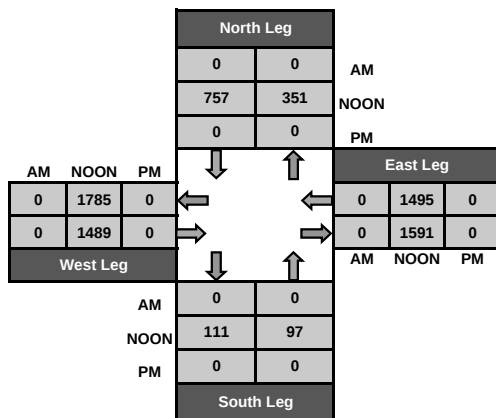
Date: 7/14/2012

Day: Saturday

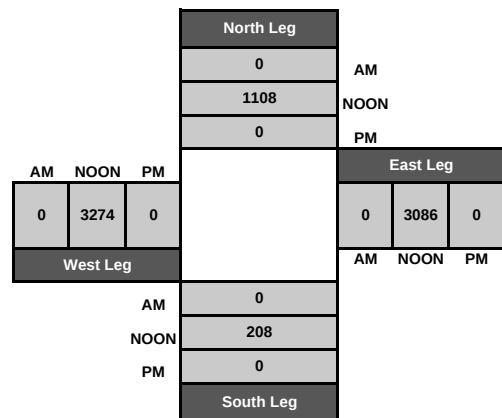
Project #: CA12 5299 017



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_017

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

NS/EW Streets:		Malibu Canyon Rd			Malibu Canyon Rd			Pacific Coast Hwy			Pacific Coast Hwy			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
11:00 AM		2	4	10	66	6	90	33	248	13	4	321	47	844
11:15 AM		2	4	15	63	8	90	40	265	6	8	278	24	803
11:30 AM		2	2	11	81	6	111	44	244	11	11	326	57	906
11:45 AM		1	3	6	88	3	113	47	287	6	9	316	32	911
12:00 PM		5	1	12	72	9	100	50	275	9	12	305	21	871
12:15 PM		3	4	12	71	3	123	53	291	14	15	290	48	927
12:30 PM		6	7	21	79	7	117	50	317	8	9	355	37	1013
12:45 PM		12	4	10	58	9	109	40	373	9	7	360	36	1027
TOTAL VOLUMES :		NL 33	NT 29	NR 97	SL 578	ST 51	SR 853	EL 357	ET 2300	ER 76	WL 75	WT 2551	WR 302	TOTAL 7302
APPROACH %'s :		20.75%	18.24%	61.01%	39.00%	3.44%	57.56%	13.06%	84.16%	2.78%	2.56%	87.12%	10.31%	
PEAK HR START TIME :		1200 PM												TOTAL
PEAK HR VOL :		26	16	55	280	28	449	193	1256	40	43	1310	142	3838
PEAK HR FACTOR :		0.713			0.932			0.882			0.927			0.934

CONTROL :

ITM Peak Hour Summary

Prepared by:



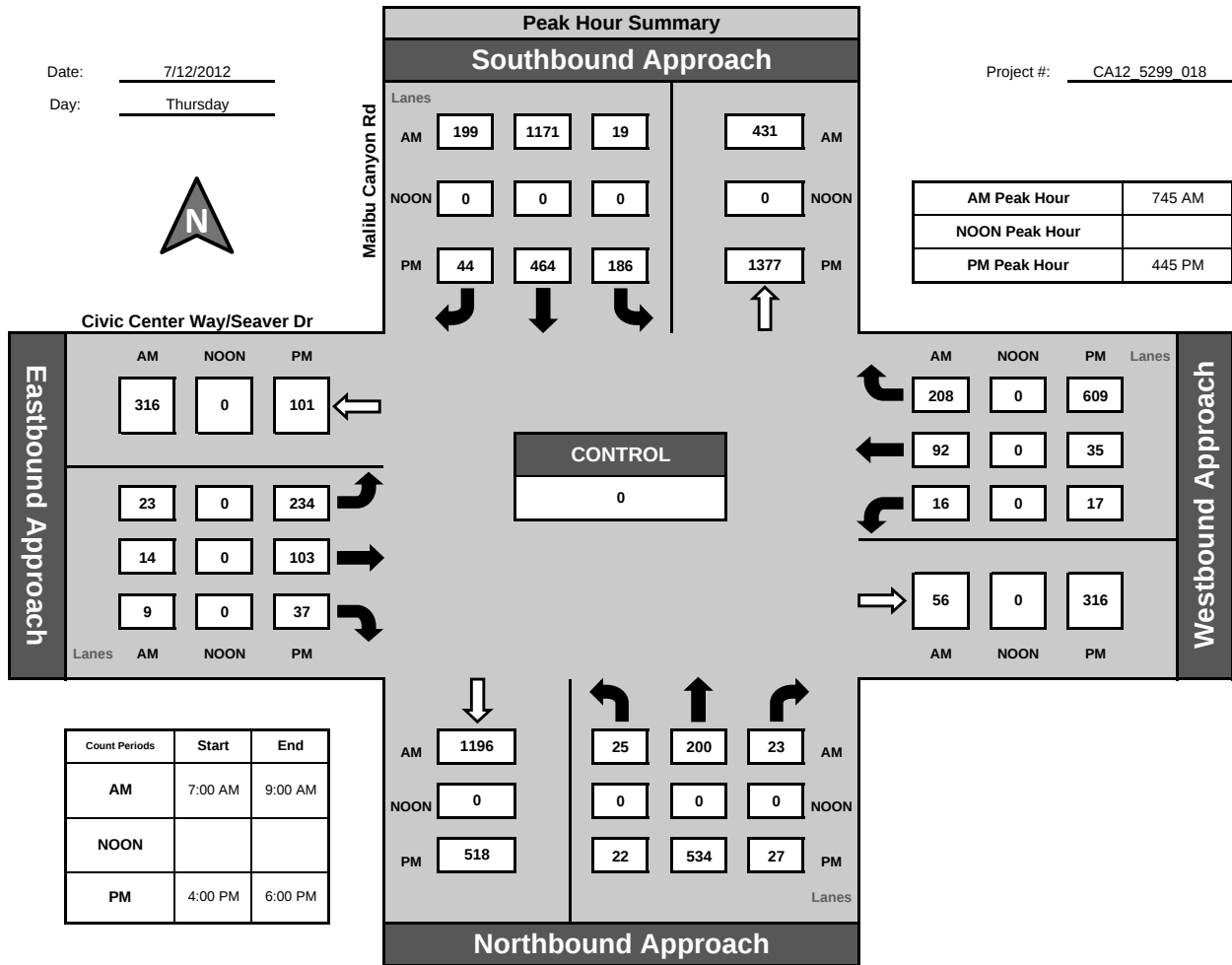
National Data & Surveying Services

Malibu Canyon Rd and Civic Center Way/Seaver Dr , City of Malibu

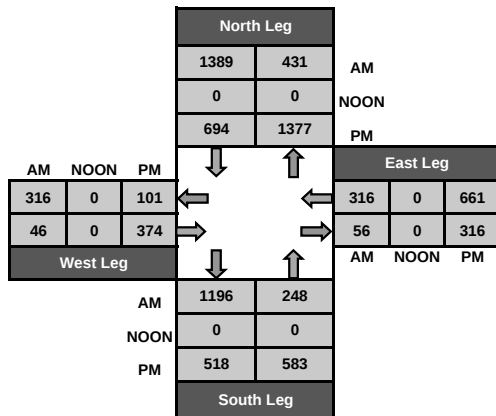
Date: 7/12/2012

Day: Thursday

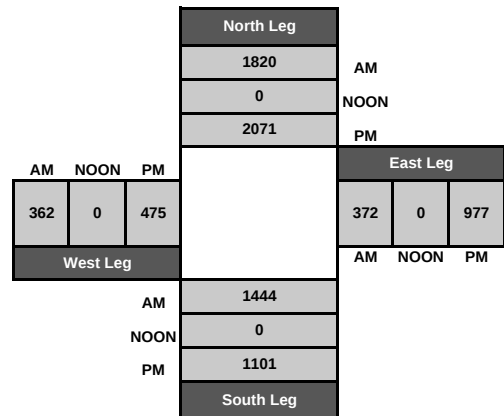
Project #: CA12 5299 018



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_018

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM

NS/EW Streets:		Malibu Canyon Rd			Malibu Canyon Rd			Civic Center Way/Seaver Dr			Civic Center Way/Seaver Dr			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM		1	28	1	1	309	17	4	6	0	2	8	25	402
7:15 AM		5	30	6	2	233	19	2	2	1	2	7	32	341
7:30 AM		6	43	12	7	294	40	5	2	0	6	18	45	478
7:45 AM		12	39	6	2	263	61	6	6	2	3	43	40	483
8:00 AM		6	61	9	4	314	59	4	1	3	2	22	50	535
8:15 AM		5	45	4	4	261	48	8	3	2	3	11	65	459
8:30 AM		2	55	4	9	333	31	5	4	2	8	16	53	522
8:45 AM		3	74	5	12	253	30	4	10	6	4	15	53	469
TOTAL VOLUMES :		NL 40	NT 375	NR 47	SL 41	ST 2260	SR 305	EL 38	ET 34	ER 16	WL 30	WT 140	WR 363	TOTAL 3689
APPROACH %'s :		8.66%	81.17%	10.17%	1.57%	86.72%	11.70%	43.18%	38.64%	18.18%	5.63%	26.27%	68.11%	
PEAK HR START TIME :		745 AM												TOTAL
PEAK HR VOL :		25	200	23	19	1171	199	23	14	9	16	92	208	1999
PEAK HR FACTOR :		0.816			0.921			0.821			0.919			0.934

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_018

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM

NS/EW Streets:		Malibu Canyon Rd			Malibu Canyon Rd			Civic Center Way/Seaver Dr			Civic Center Way/Seaver Dr			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM		3	120	9	37	99	5	25	13	10	4	18	131	474
4:15 PM		10	133	6	40	122	9	15	7	8	7	13	124	494
4:30 PM		4	117	3	37	93	6	20	11	7	4	5	146	453
4:45 PM		6	160	10	52	102	9	42	17	6	2	7	144	557
5:00 PM		6	131	7	45	115	8	91	43	9	9	8	173	645
5:15 PM		8	116	4	46	129	9	50	30	10	4	8	143	557
5:30 PM		2	127	6	43	118	18	51	13	12	2	12	149	553
5:45 PM		8	124	6	64	104	18	29	14	6	4	10	144	531
TOTAL VOLUMES :		NL 47	NT 1028	NR 51	SL 364	ST 882	SR 82	EL 323	ET 148	ER 68	WL 36	WT 81	WR 1154	TOTAL 4264
APPROACH %'s :		4.17%	91.30%	4.53%	27.41%	66.42%	6.17%	59.93%	27.46%	12.62%	2.83%	6.37%	90.79%	
PEAK HR START TIME :		445 PM												TOTAL
PEAK HR VOL :		22	534	27	186	464	44	234	103	37	17	35	609	2312
PEAK HR FACTOR :		0.828			0.943			0.654			0.870			0.896

CONTROL :

ITM Peak Hour Summary

Prepared by:



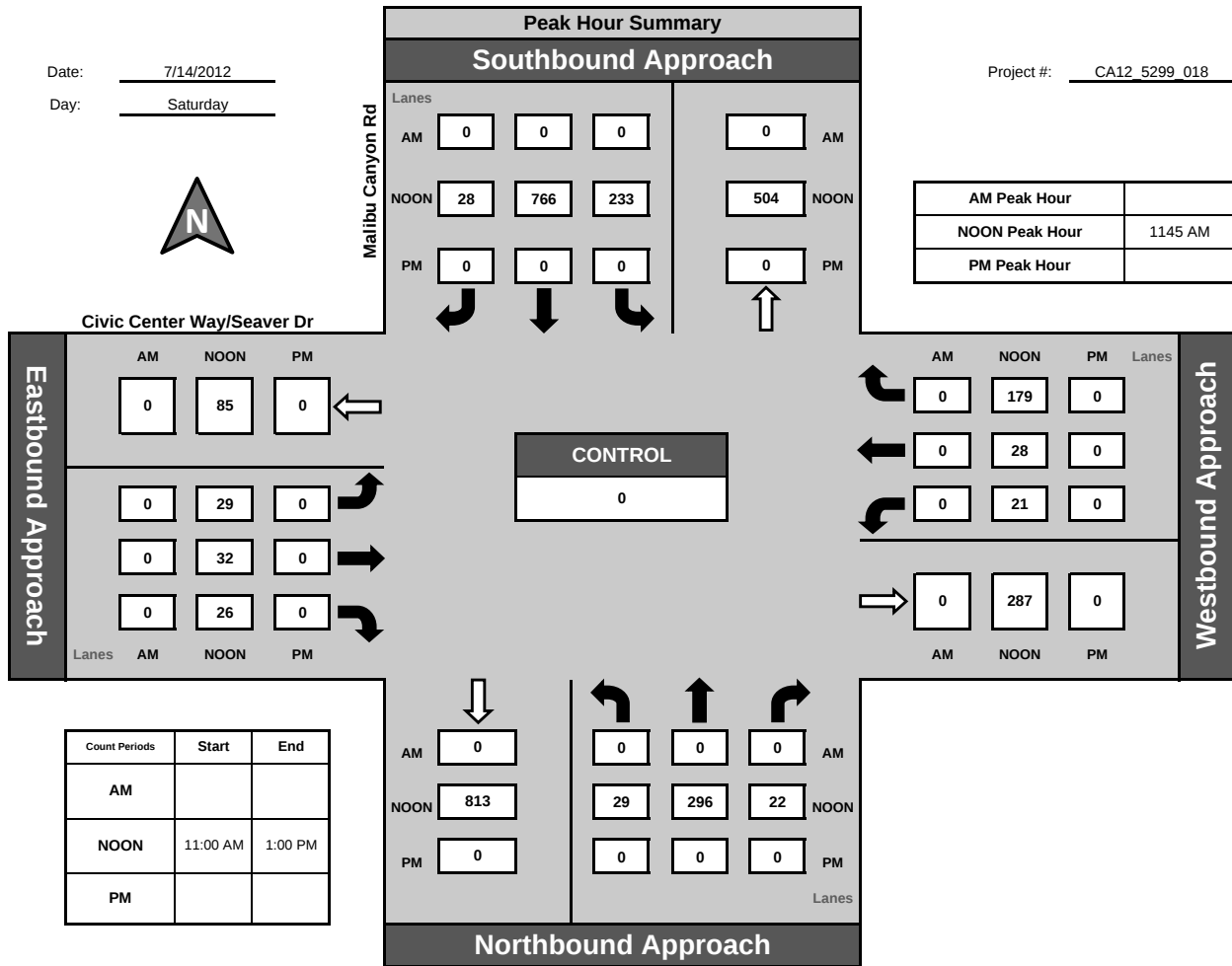
National Data & Surveying Services

Malibu Canyon Rd and Civic Center Way/Seaver Dr , City of Malibu

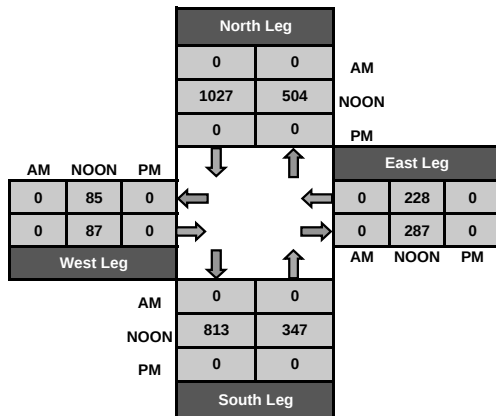
Date: 7/14/2012

Day: Saturday

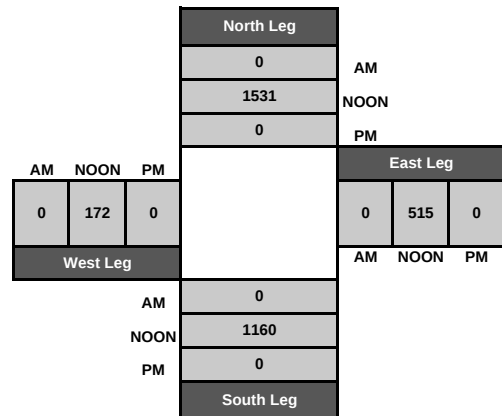
Project #: CA12 5299 018



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_018

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

NS/EW Streets:	Malibu Canyon Rd			Malibu Canyon Rd			Civic Center Way/Seaver Dr			Civic Center Way/Seaver Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
11:00 AM	5	71	6	58	165	10	6	1	6	7	7	40	382
11:15 AM	4	69	4	39	179	4	6	6	3	4	6	41	365
11:30 AM	3	94	5	59	185	6	3	1	1	3	6	37	403
11:45 AM	6	69	7	52	195	8	8	7	4	10	4	40	410
12:00 PM	4	70	4	61	172	5	11	15	11	1	9	53	416
12:15 PM	10	84	4	58	209	10	8	4	4	5	6	37	439
12:30 PM	9	73	7	62	190	5	2	6	7	5	9	49	424
12:45 PM	8	79	3	48	184	12	6	7	9	4	7	33	400
TOTAL VOLUMES :	NL 49	NT 609	NR 40	SL 437	ST 1479	SR 60	EL 50	ET 47	ER 45	WL 39	WT 54	WR 330	TOTAL 3239
APPROACH %'s :	7.02%	87.25%	5.73%	22.12%	74.85%	3.04%	35.21%	33.10%	31.69%	9.22%	12.77%	78.01%	
PEAK HR START TIME :	1145 AM												TOTAL
PEAK HR VOL :	29	296	22	233	766	28	29	32	26	21	28	179	1689
PEAK HR FACTOR :	0.885			0.927			0.588			0.905			0.962

CONTROL :

ITM Peak Hour Summary

Prepared by:



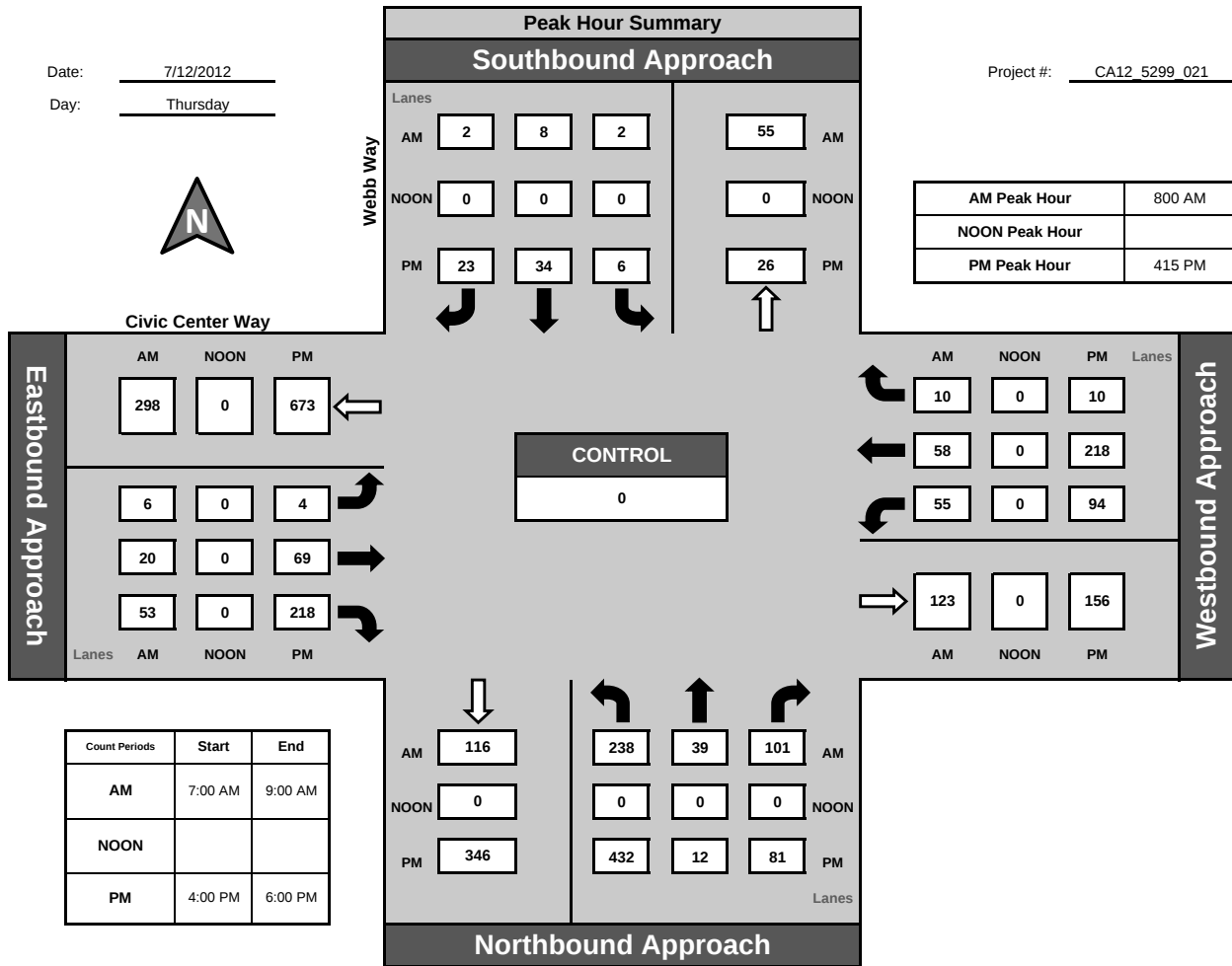
National Data & Surveying Services

Webb Way and Civic Center Way, City of Malibu

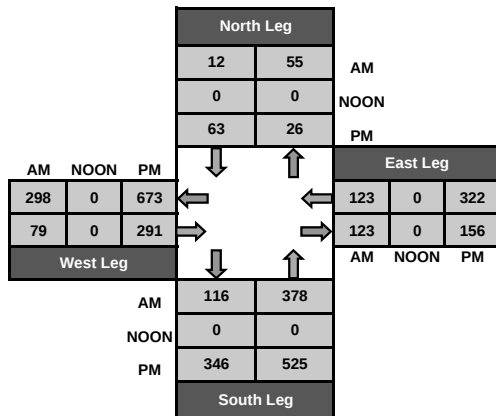
Date: 7/12/2012

Day: Thursday

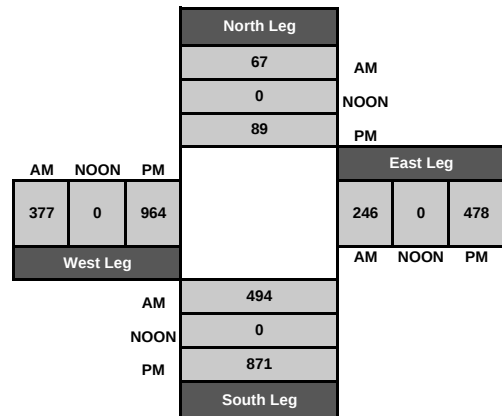
Project #: CA12 5299 021



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_021

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM

NS/EW Streets:		Webb Way			Webb Way			Civic Center Way			Civic Center Way			TOTAL
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM		35	8	14	1	0	0	0	4	5	4	12	0	83
7:15 AM		42	11	19	0	1	0	1	5	9	10	4	0	102
7:30 AM		58	19	17	0	0	0	4	9	11	7	15	3	143
7:45 AM		71	13	27	1	0	0	1	5	7	4	13	1	143
8:00 AM		63	10	17	0	1	0	1	6	12	16	13	3	142
8:15 AM		64	10	30	0	1	2	2	5	12	9	19	2	156
8:30 AM		52	8	25	1	4	0	2	5	13	12	14	2	138
8:45 AM		59	11	29	1	2	0	1	4	16	18	12	3	156
TOTAL VOLUMES :		NL 444	NT 90	NR 178	SL 4	ST 9	SR 2	EL 12	ET 43	ER 85	WL 80	WT 102	WR 14	TOTAL 1063
APPROACH %'s :		62.36%	12.64%	25.00%	26.67%	60.00%	13.33%	8.57%	30.71%	60.71%	40.82%	52.04%	7.14%	
PEAK HR START TIME :		800 AM												TOTAL
PEAK HR VOL :		238	39	101	2	8	2	6	20	53	55	58	10	592
PEAK HR FACTOR :		0.909			0.600			0.940			0.932			0.949

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_021

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM													
NS/EW Streets:	Webb Way			Webb Way			Civic Center Way			Civic Center Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	90	5	22	1	9	4	3	16	40	25	53	2	270
4:15 PM	112	5	25	3	10	5	0	14	43	29	41	3	290
4:30 PM	95	1	21	1	9	6	0	12	49	20	58	3	275
4:45 PM	106	4	17	0	7	7	3	17	61	27	52	2	303
5:00 PM	119	2	18	2	8	5	1	26	65	18	67	2	333
5:15 PM	103	2	9	2	8	5	1	14	73	15	43	1	276
5:30 PM	112	1	8	2	10	4	1	15	54	16	54	2	279
5:45 PM	109	3	15	0	10	4	0	24	65	13	46	0	289
TOTAL VOLUMES :	NL 846	NT 23	NR 135	SL 11	ST 71	SR 40	EL 9	ET 138	ER 450	WL 163	WT 414	WR 15	TOTAL 2315
APPROACH %'s :	84.26%	2.29%	13.45%	9.02%	58.20%	32.79%	1.51%	23.12%	75.38%	27.53%	69.93%	2.53%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	432	12	81	6	34	23	4	69	218	94	218	10	1201
PEAK HR FACTOR :	0.924			0.875			0.791			0.925			0.902

CONTROL :

ITM Peak Hour Summary

Prepared by:



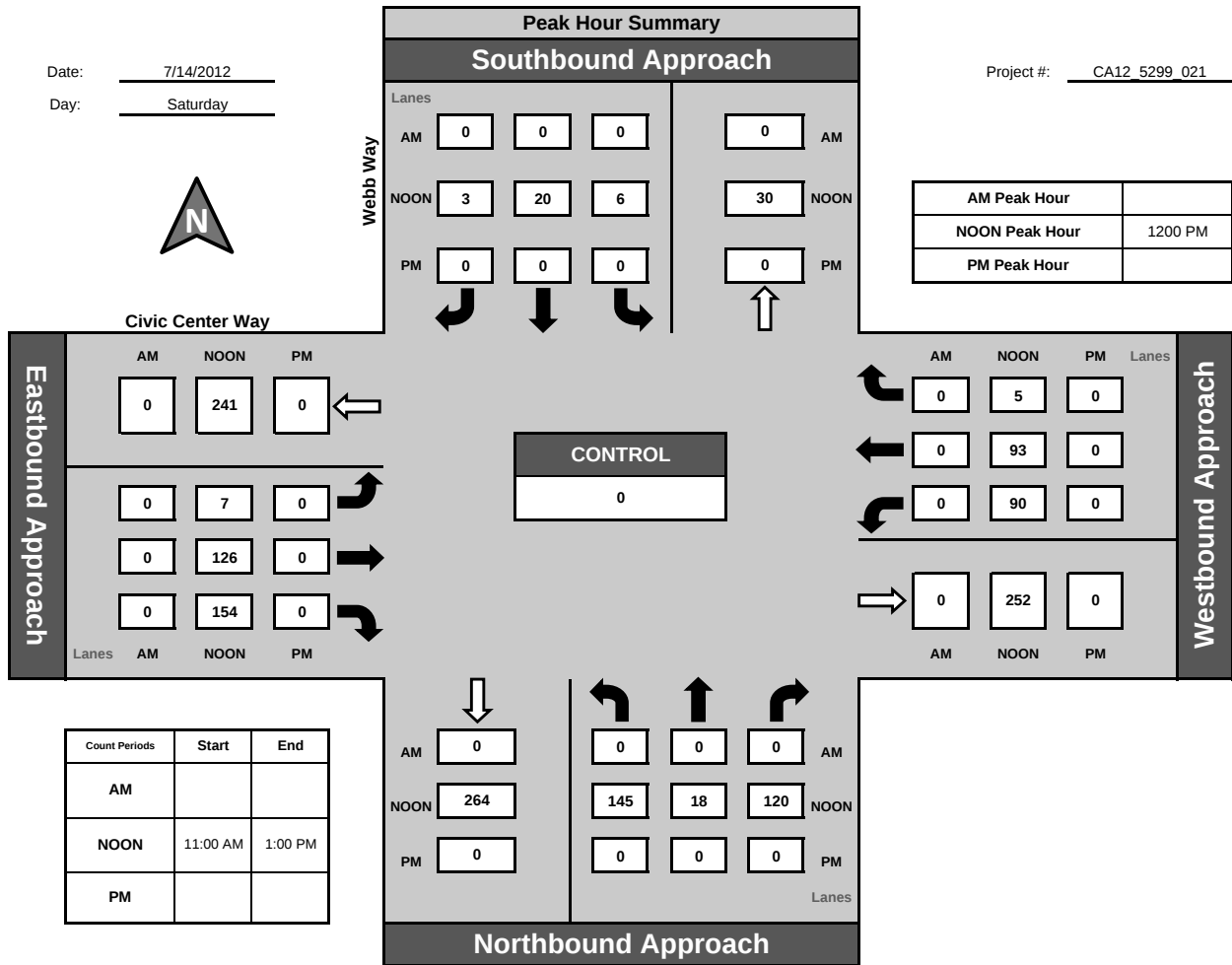
National Data & Surveying Services

Webb Way and Civic Center Way, City of Malibu

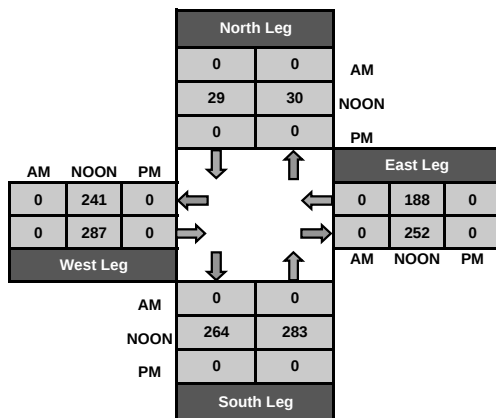
Date: 7/14/2012

Day: Saturday

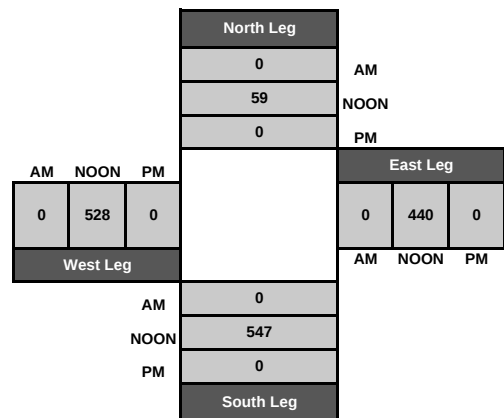
Project #: CA12 5299 021



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_021

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

NS/EW Streets:	Webb Way			Webb Way			Civic Center Way			Civic Center Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
11:00 AM	30	4	15	0	8	4	0	31	35	25	20	4	176
11:15 AM	38	8	27	1	1	1	0	22	30	17	14	0	159
11:30 AM	34	2	20	1	6	1	2	27	33	26	18	1	171
11:45 AM	34	6	35	0	8	0	1	27	33	18	17	0	179
12:00 PM	42	4	29	2	9	1	3	34	43	21	21	1	210
12:15 PM	30	4	27	3	2	1	3	30	39	23	21	2	185
12:30 PM	33	3	34	0	4	0	0	37	36	17	27	1	192
12:45 PM	40	7	30	1	5	1	1	25	36	29	24	1	200
TOTAL VOLUMES :	NL 281	NT 38	NR 217	SL 8	ST 43	SR 9	EL 10	ET 233	ER 285	WL 176	WT 162	WR 10	TOTAL 1472
APPROACH %'s :	52.43%	7.09%	40.49%	13.33%	71.67%	15.00%	1.89%	44.13%	53.98%	50.57%	46.55%	2.87%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	145	18	120	6	20	3	7	126	154	90	93	5	787
PEAK HR FACTOR :	0.919			0.604			0.897			0.870			0.937

CONTROL :

ITM Peak Hour Summary

Prepared by:



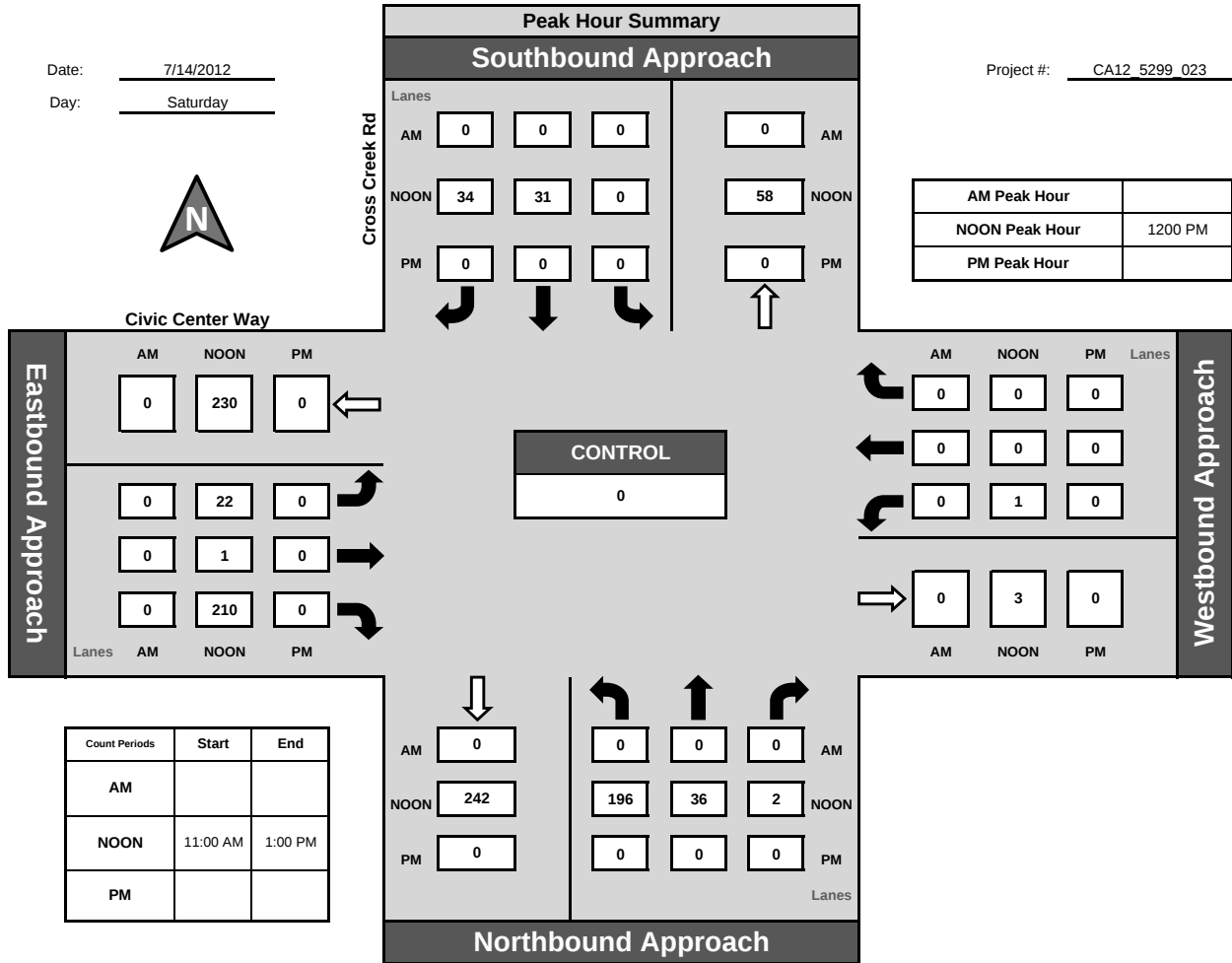
National Data & Surveying Services

Cross Creek Rd and Civic Center Way, City of Malibu

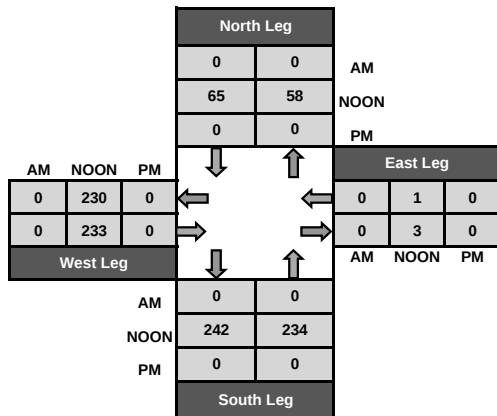
Date: 7/14/2012

Day: Saturday

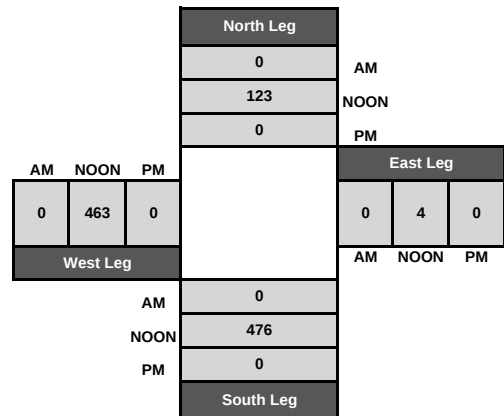
Project #: CA12 5299 023



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_023

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM

NS/EW Streets:		Cross Creek Rd			Cross Creek Rd			Civic Center Way			Civic Center Way			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM		10	14	0		5	7	6	0	8	1	1		52
7:15 AM		17	7	0		10	6	4	0	6	0	0		50
7:30 AM		24	15	0		6	3	8	0	13	0	0		69
7:45 AM		17	14	3		14	5	12	1	12	0	0		78
8:00 AM		21	11	0		10	6	8	0	8	1	0		65
8:15 AM		22	10	0		6	7	9	0	11	0	0		65
8:30 AM		20	10	1		8	10	7	0	11	0	0		67
8:45 AM		26	7	1		8	9	16	0	14	0	2		83
TOTAL VOLUMES :		NL 157	NT 88	NR 5	SL 0	ST 67	SR 53	EL 70	ET 1	ER 83	WL 2	WT 3	WR 0	TOTAL 529
APPROACH %'s :		62.80%	35.20%	2.00%	0.00%	55.83%	44.17%	45.45%	0.65%	53.90%	40.00%	60.00%	0.00%	
PEAK HR START TIME :		800 AM												TOTAL
PEAK HR VOL :		89	38	2	0	32	32	40	0	44	1	2	0	280
PEAK HR FACTOR :		0.949			0.889			0.700			0.375			0.843

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_023

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM													
NS/EW Streets:	Cross Creek Rd			Cross Creek Rd			Civic Center Way			Civic Center Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	59	10	0	0	12	8	12	0	32	0	0	0	133
4:15 PM	52	16	0	0	13	8	8	0	29	0	0	0	126
4:30 PM	50	13	0	0	13	11	9	0	36	0	0	0	132
4:45 PM	51	8	0	0	17	18	7	1	25	0	0	0	127
5:00 PM	55	10	1	0	16	10	3	0	45	2	2	0	144
5:15 PM	46	7	0	1	12	9	6	1	31	1	3	0	117
5:30 PM	51	8	0	0	6	14	7	1	29	0	1	1	118
5:45 PM	39	9	0	0	8	11	6	0	30	0	0	0	103
TOTAL VOLUMES :	NL 403	NT 81	NR 1	SL 1	ST 97	SR 89	EL 58	ET 3	ER 257	WL 3	WT 6	WR 1	TOTAL 1000
APPROACH %'s :	83.09%	16.70%	0.21%	0.53%	51.87%	47.59%	18.24%	0.94%	80.82%	30.00%	60.00%	10.00%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	208	47	1	0	59	47	27	1	135	2	2	0	529
PEAK HR FACTOR :	0.941			0.757			0.849			0.250			0.918

CONTROL :

ITM Peak Hour Summary

Prepared by:



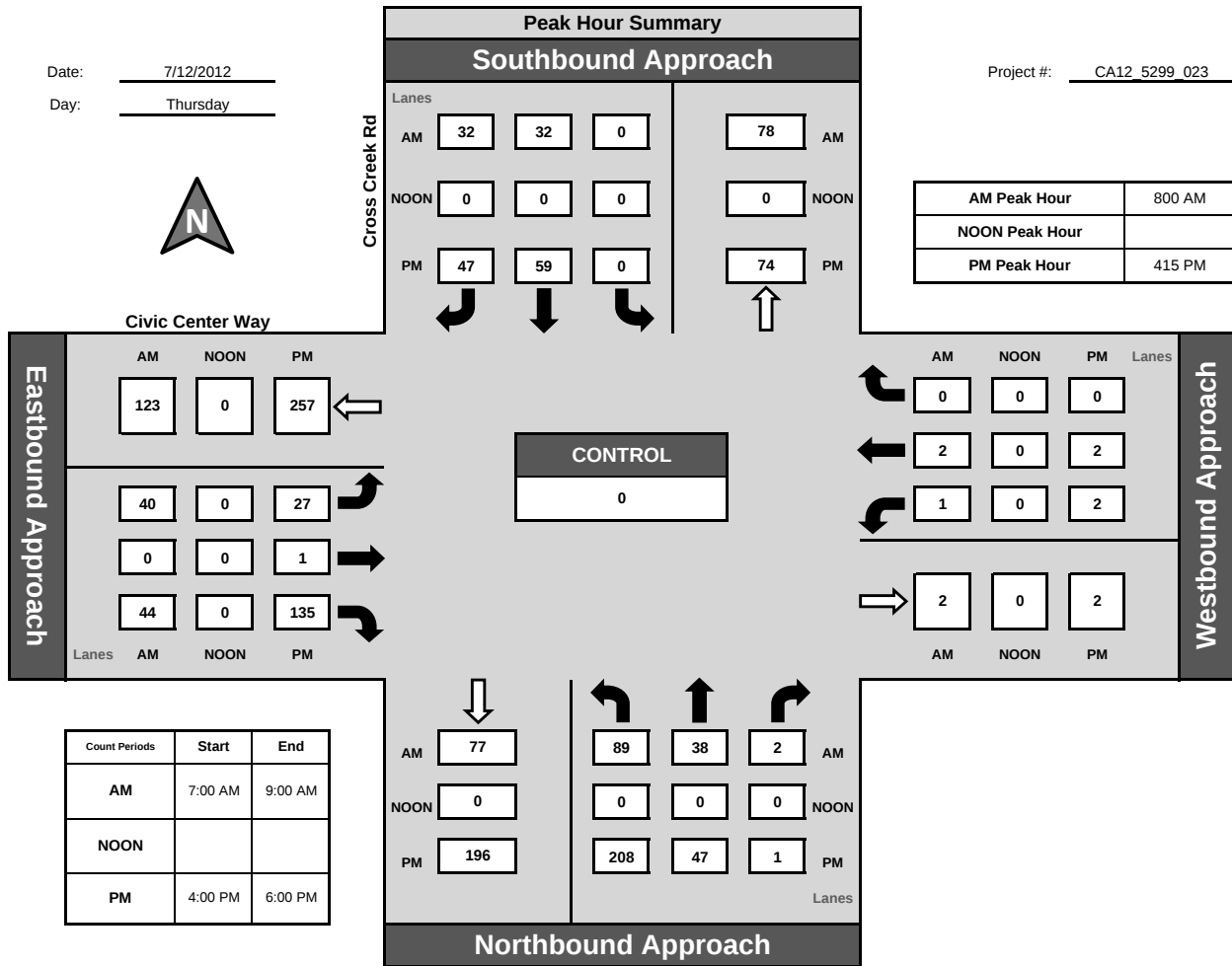
National Data & Surveying Services

Cross Creek Rd and Civic Center Way, City of Malibu

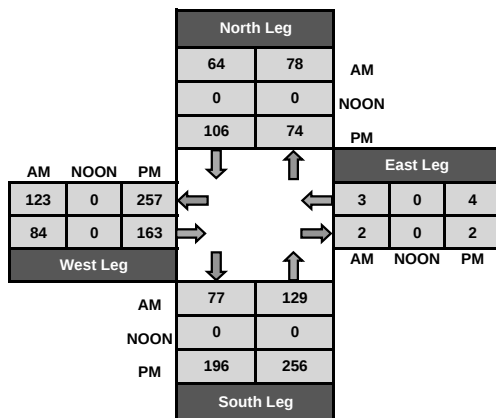
Date: 7/12/2012

Day: Thursday

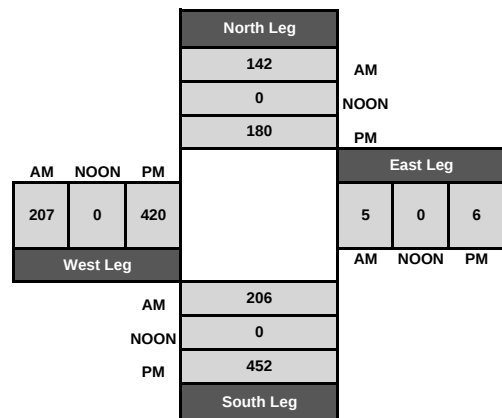
Project #: CA12 5299 023



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_023

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

NS/EW Streets:	Cross Creek Rd			Cross Creek Rd			Civic Center Way			Civic Center Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
11:00 AM	38	13	0		6	16	6	0	29	0			108
11:15 AM	22	11	0		4	9	6	0	32	1			85
11:30 AM	44	9	0		13	12	9	0	40	0			127
11:45 AM	34	4	0		8	8	8	0	35	0			97
12:00 PM	41	8	0		3	8	3	0	56	0			119
12:15 PM	51	6	0		9	7	6	1	51	0			131
12:30 PM	55	15	0		9	10	8	0	57	1			155
12:45 PM	49	7	2		10	9	5	0	46	0			128
TOTAL VOLUMES :	334	73	2	0	62	79	51	1	346	2	0	0	950
APPROACH %'s :	81.66%	17.85%	0.49%	0.00%	43.97%	56.03%	12.81%	0.25%	86.93%	100.00%	0.00%	0.00%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	196	36	2	0	31	34	22	1	210	1	0	0	533
PEAK HR FACTOR :	0.836			0.855			0.896			0.250			0.860

CONTROL :

ITM Peak Hour Summary

Prepared by:



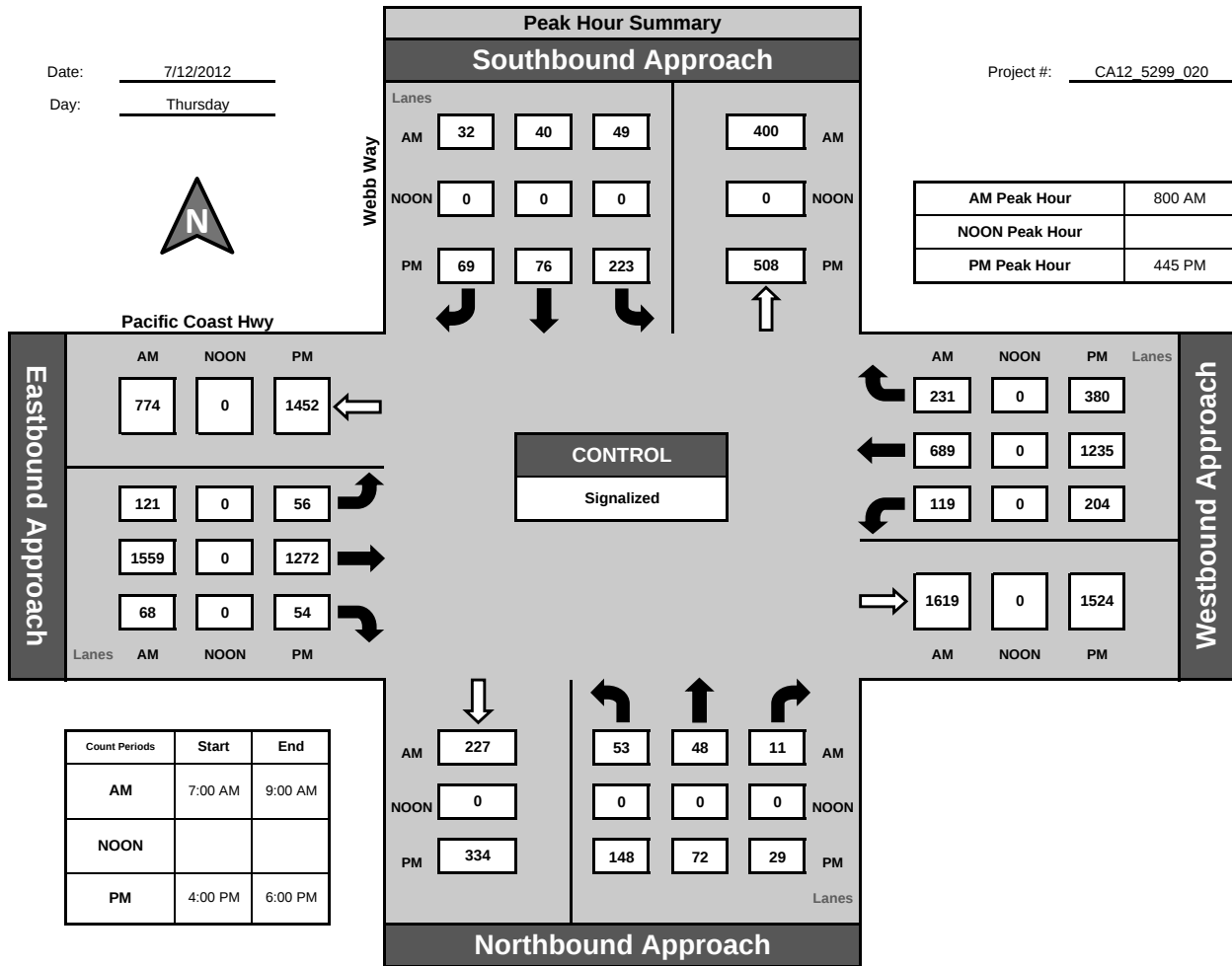
National Data & Surveying Services

Webb Way and Pacific Coast Hwy , City of Malibu

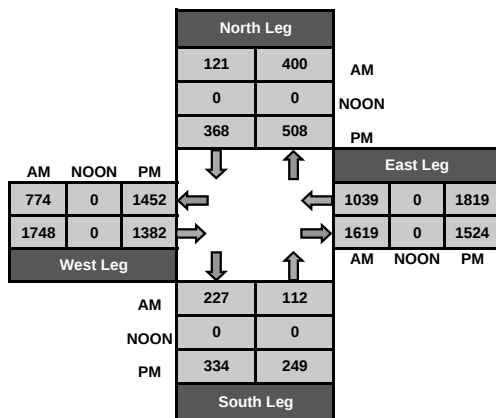
Date: 7/12/2012

Day: Thursday

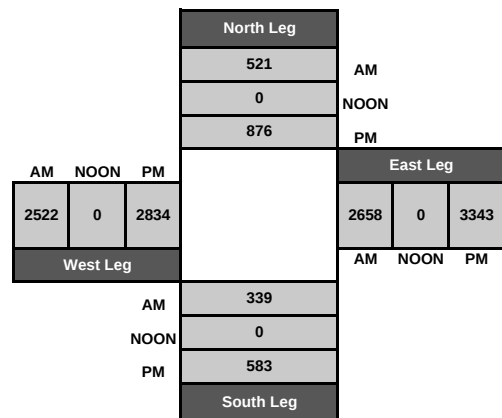
Project #: CA12 5299 020



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_020

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM													
NS/EW Streets:	Webb Way			Webb Way			Pacific Coast Hwy			Pacific Coast Hwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	7	7	2	4	0	4	23	419	26	18	128	29	667
7:15 AM	4	5	2	7	7	3	28	331	12	23	125	39	586
7:30 AM	12	9	5	10	5	6	30	405	11	21	162	54	730
7:45 AM	16	13	5	8	2	3	29	354	21	36	195	72	754
8:00 AM	10	9	2	12	11	7	23	404	10	26	160	61	735
8:15 AM	11	16	4	13	2	7	30	372	13	30	199	62	759
8:30 AM	17	10	2	11	11	7	31	411	26	34	135	46	741
8:45 AM	15	13	3	13	16	11	37	372	19	29	195	62	785
TOTAL VOLUMES :	NL 92	NT 82	NR 25	SL 78	ST 54	SR 48	EL 231	ET 3068	ER 138	WL 217	WT 1299	WR 425	TOTAL 5757
APPROACH %'s :	46.23%	41.21%	12.56%	43.33%	30.00%	26.67%	6.72%	89.26%	4.02%	11.18%	66.92%	21.90%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	53	48	11	49	40	32	121	1559	68	119	689	231	3020
PEAK HR FACTOR :	0.903			0.756			0.934			0.893			0.962

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_020

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM													
NS/EW Streets:	Webb Way			Webb Way			Pacific Coast Hwy			Pacific Coast Hwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	38	22	10	40	20	19	18	306	20	54	260	82	889
4:15 PM	33	12	7	36	24	19	27	336	14	43	292	101	944
4:30 PM	34	21	7	45	22	13	10	291	11	47	298	85	884
4:45 PM	40	21	4	58	24	13	14	329	10	63	306	97	979
5:00 PM	40	25	7	56	21	18	17	314	14	52	314	91	969
5:15 PM	36	11	11	63	15	20	15	328	18	48	319	91	975
5:30 PM	32	15	7	46	16	18	10	301	12	41	296	101	895
5:45 PM	32	17	14	66	17	10	15	300	13	39	290	93	906
TOTAL VOLUMES :	NL 285	NT 144	NR 67	SL 410	ST 159	SR 130	EL 126	ET 2505	ER 112	WL 387	WT 2375	WR 741	TOTAL 7441
APPROACH %'s :	57.46%	29.03%	13.51%	58.66%	22.75%	18.60%	4.59%	91.32%	4.08%	11.05%	67.80%	21.15%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	148	72	29	223	76	69	56	1272	54	204	1235	380	3818
PEAK HR FACTOR :	0.865			0.939			0.957			0.976			0.975

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



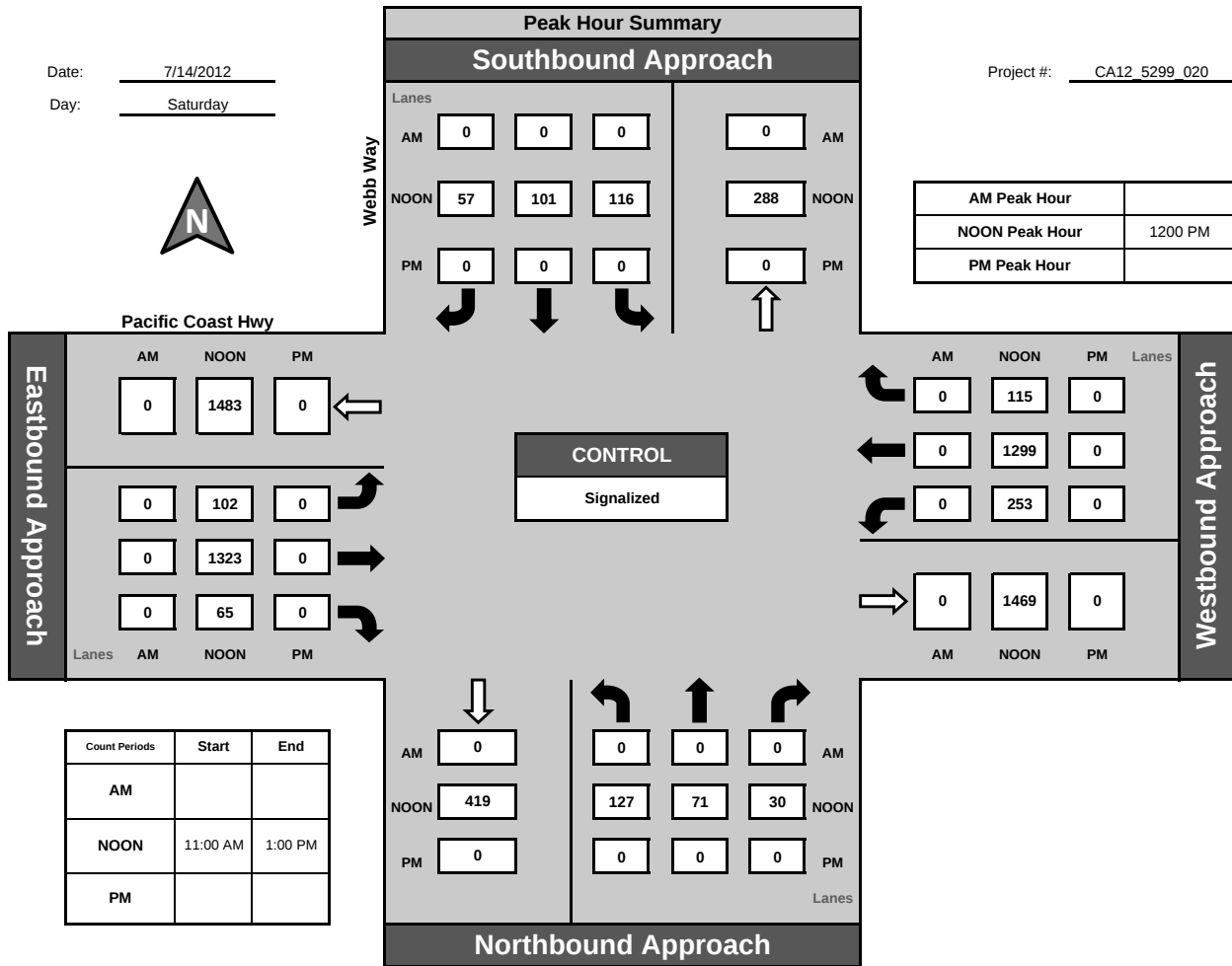
National Data & Surveying Services

Webb Way and Pacific Coast Hwy , City of Malibu

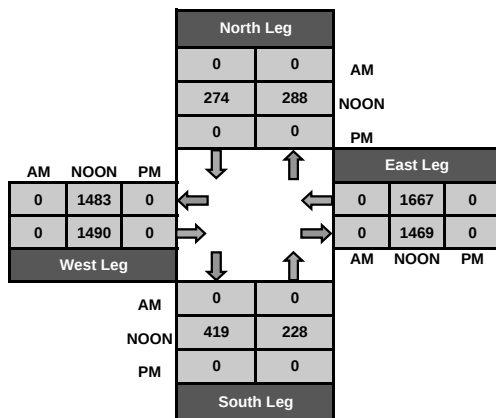
Date: 7/14/2012

Day: Saturday

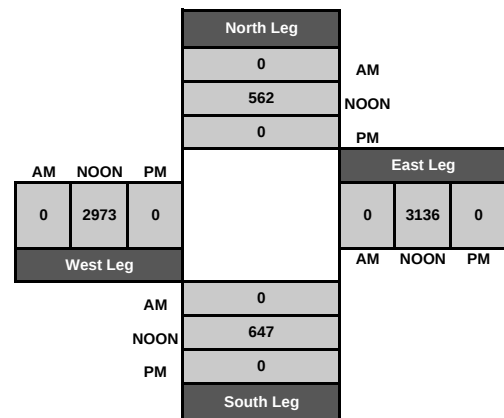
Project #: CA12 5299 020



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_020

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

NS/EW Streets:	Webb Way			Webb Way			Pacific Coast Hwy			Pacific Coast Hwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
11:00 AM	35	7	8	29	23	15	16	266	26	39	316	27	807
11:15 AM	42	22	3	24	18	4	21	261	23	54	265	27	764
11:30 AM	37	23	5	35	22	15	11	273	17	56	344	25	863
11:45 AM	30	21	10	30	19	8	32	289	18	54	290	24	825
12:00 PM	31	18	3	32	36	12	23	299	15	55	302	34	860
12:15 PM	25	16	9	30	14	16	25	329	18	66	336	21	905
12:30 PM	36	20	8	28	19	13	32	349	10	71	299	22	907
12:45 PM	35	17	10	26	32	16	22	346	22	61	362	38	987
TOTAL VOLUMES :	NL 271	NT 144	NR 56	SL 234	ST 183	SR 99	EL 182	ET 2412	ER 149	WL 456	WT 2514	WR 218	TOTAL 6918
APPROACH %'s :	57.54%	30.57%	11.89%	45.35%	35.47%	19.19%	6.64%	87.93%	5.43%	14.30%	78.86%	6.84%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	127	71	30	116	101	57	102	1323	65	253	1299	115	3659
PEAK HR FACTOR :	0.891			0.856			0.953			0.904			0.927

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



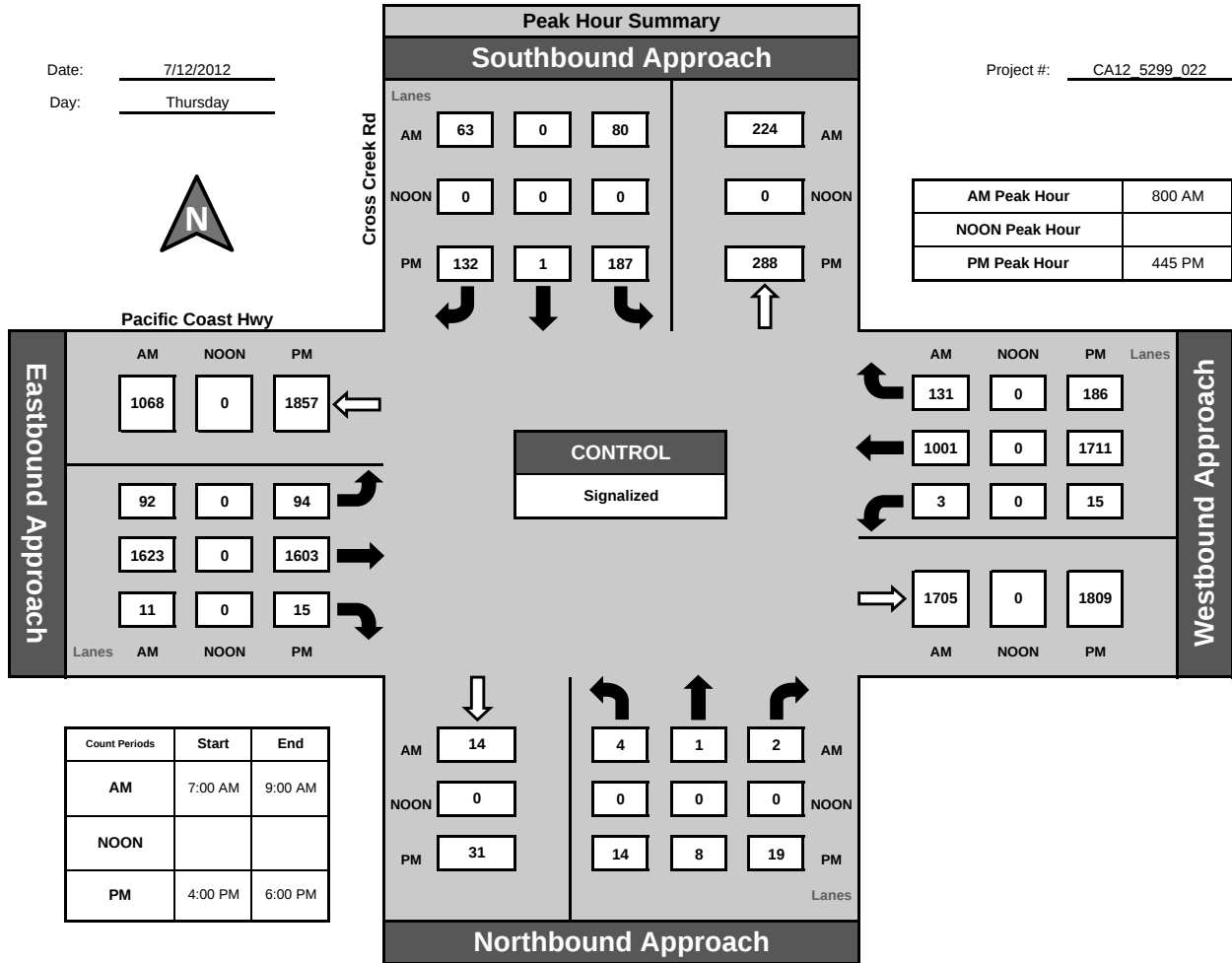
National Data & Surveying Services

Cross Creek Rd and Pacific Coast Hwy , City of Malibu

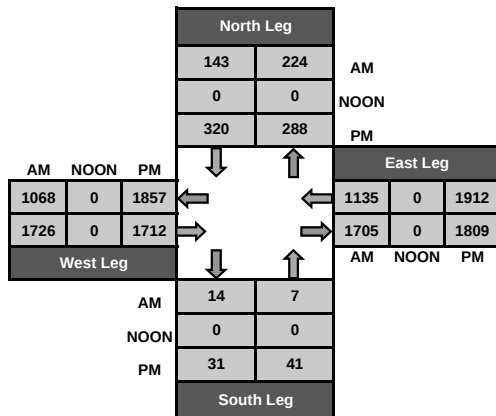
Date: 7/12/2012

Day: Thursday

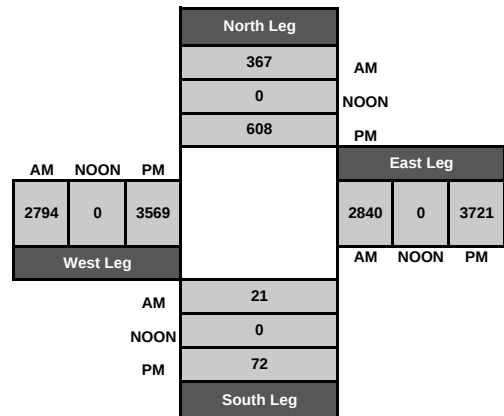
Project #: CA12 5299 022



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_022

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM

NS/EW Streets:		Cross Creek Rd			Cross Creek Rd			Pacific Coast Hwy			Pacific Coast Hwy			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM		2	1	1	19	1	9	21	401	2	0	154	17	628
7:15 AM		1	0	2	10	0	10	11	343	2	2	193	24	598
7:30 AM		1	0	0	17	0	8	19	419	1	0	225	35	725
7:45 AM		0	0	0	25	0	18	16	369	0	0	305	37	770
8:00 AM		0	0	1	23	0	15	32	412	2	2	239	32	758
8:15 AM		2	0	0	19	0	9	23	396	3	0	273	30	755
8:30 AM		1	0	1	24	0	18	16	424	2	1	212	28	727
8:45 AM		1	1	0	14	0	21	21	391	4	0	277	41	771
TOTAL VOLUMES :		NL 8	NT 2	NR 5	SL 151	ST 1	SR 108	EL 159	ET 3155	ER 16	WL 5	WT 1878	WR 244	TOTAL 5732
APPROACH %'s :		53.33%	13.33%	33.33%	58.08%	0.38%	41.54%	4.77%	94.74%	0.48%	0.24%	88.29%	11.47%	
PEAK HR START TIME :		800 AM												TOTAL
PEAK HR VOL :		4	1	2	80	0	63	92	1623	11	3	1001	131	3011
PEAK HR FACTOR :		0.875			0.851			0.967			0.892			0.976

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_022

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM													
NS/EW Streets:	Cross Creek Rd			Cross Creek Rd			Pacific Coast Hwy			Pacific Coast Hwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	3	1	5	45	1	37	35	400	2	6	407	38	980
4:15 PM	3	1	2	32	0	26	21	412	3	0	410	47	957
4:30 PM	4	0	2	56	1	30	21	350	2	3	383	48	900
4:45 PM	3	3	8	44	1	33	26	389	7	6	453	51	1024
5:00 PM	3	2	2	54	0	37	21	419	2	3	447	47	1037
5:15 PM	5	2	6	53	0	34	26	405	3	3	416	37	990
5:30 PM	3	1	3	36	0	28	21	390	3	3	395	51	934
5:45 PM	1	2	1	34	1	30	25	378	2	1	424	34	933
TOTAL VOLUMES :	NL 25	NT 12	NR 29	SL 354	ST 4	SR 255	EL 196	ET 3143	ER 24	WL 25	WT 3335	WR 353	TOTAL 7755
APPROACH %'s :	37.88%	18.18%	43.94%	57.75%	0.65%	41.60%	5.83%	93.46%	0.71%	0.67%	89.82%	9.51%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	14	8	19	187	1	132	94	1603	15	15	1711	186	3985
PEAK HR FACTOR :	0.732			0.879			0.968			0.937			0.961

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



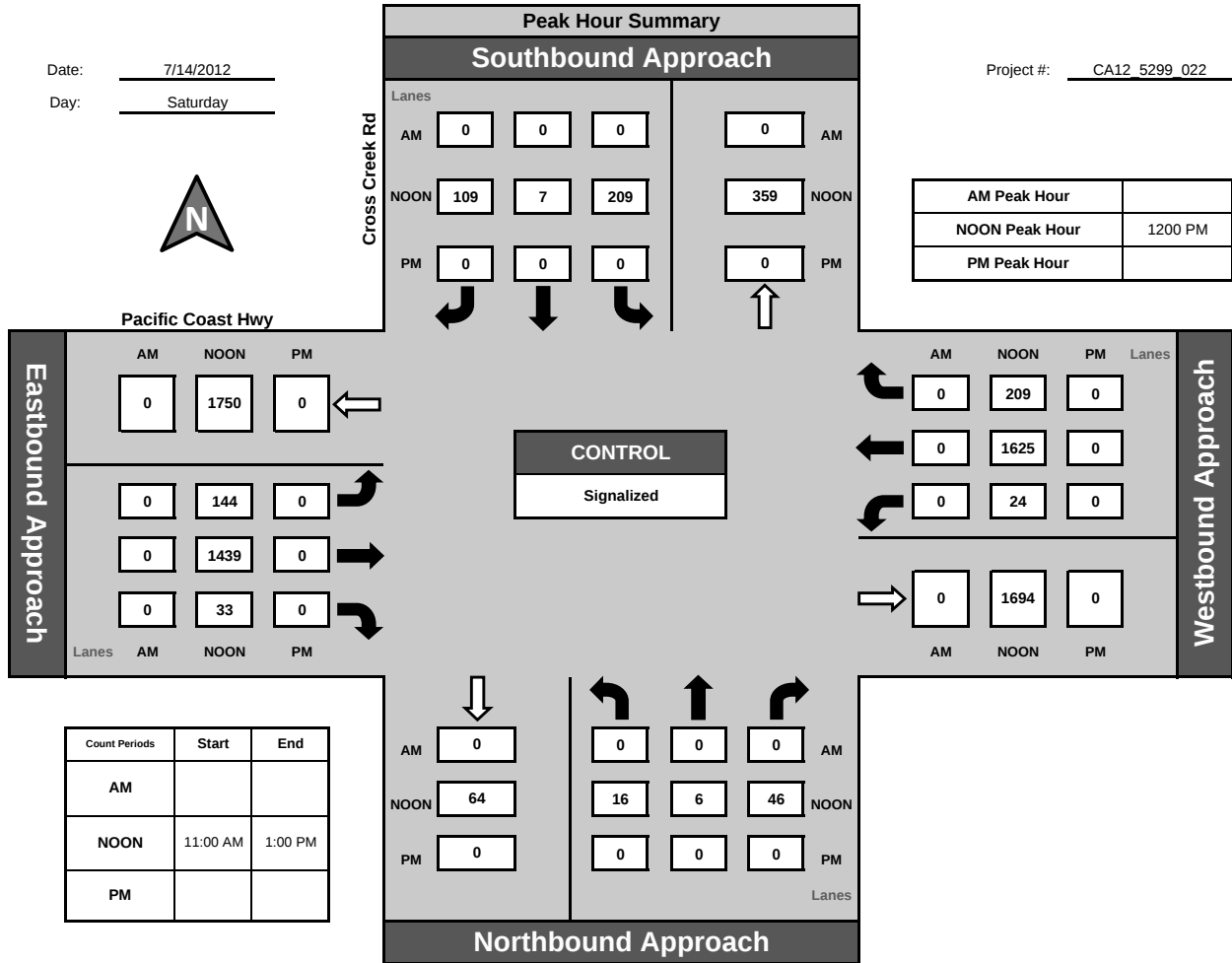
National Data & Surveying Services

Cross Creek Rd and Pacific Coast Hwy , City of Malibu

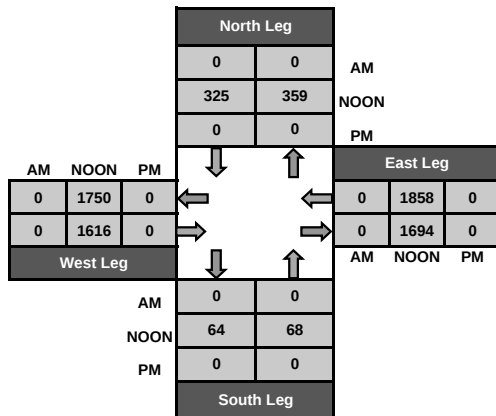
Date: 7/14/2012

Day: Saturday

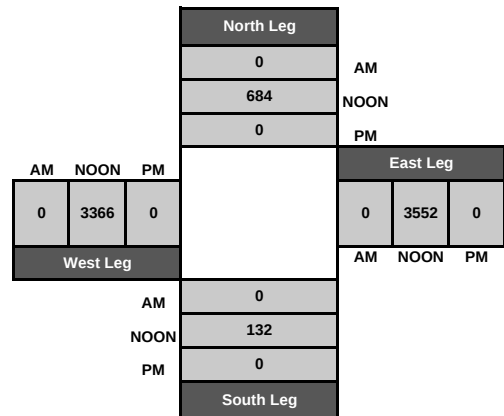
Project #: CA12 5299 022



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_022

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

NS/EW Streets:		Cross Creek Rd			Cross Creek Rd			Pacific Coast Hwy			Pacific Coast Hwy			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
11:00 AM		2	3	5	35	0	27	37	318	4	7	370	40	848
11:15 AM		3	0	5	31	0	24	30	316	3	4	360	43	819
11:30 AM		0	1	13	44	2	24	36	312	8	8	371	52	871
11:45 AM		4	1	5	53	1	27	42	342	5	7	324	35	846
12:00 PM		3	1	8	59	1	28	33	329	13	2	397	50	924
12:15 PM		7	2	13	40	1	26	35	354	8	7	399	59	951
12:30 PM		5	3	11	58	5	29	44	369	6	1	391	57	979
12:45 PM		1	0	14	52	0	26	32	387	6	14	438	43	1013
TOTAL VOLUMES :		NL 25	NT 11	NR 74	SL 372	ST 10	SR 211	EL 289	ET 2727	ER 53	WL 50	WT 3050	WR 379	TOTAL 7251
APPROACH %'s :		22.73%	10.00%	67.27%	62.73%	1.69%	35.58%	9.42%	88.86%	1.73%	1.44%	87.67%	10.89%	
PEAK HR START TIME :		1200 PM												TOTAL
PEAK HR VOL :		16	6	46	209	7	109	144	1439	33	24	1625	209	3867
PEAK HR FACTOR :		0.773			0.883			0.951			0.938			0.954

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



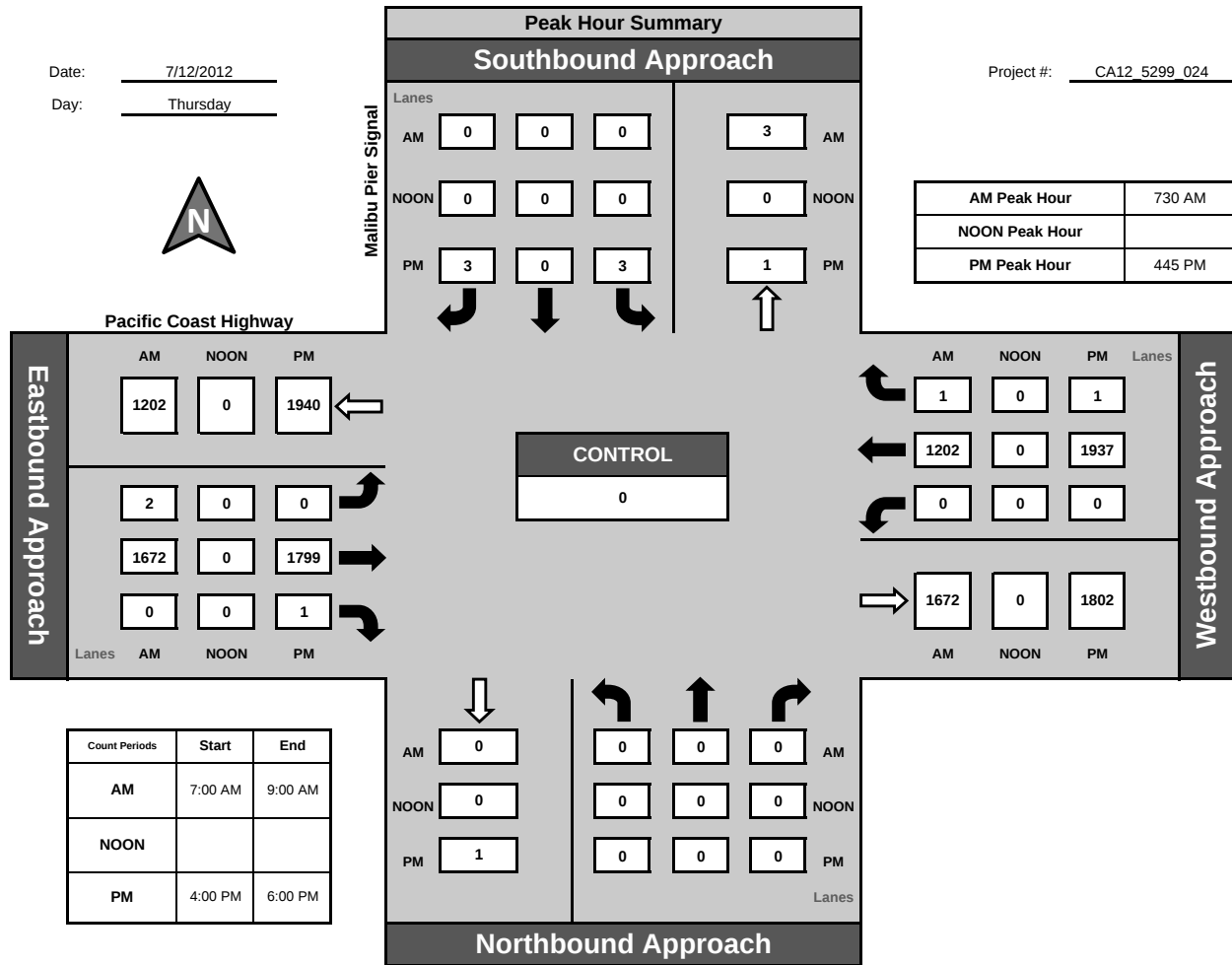
National Data & Surveying Services

Malibu Pier Signal and Pacific Coast Highway, City of Malibu

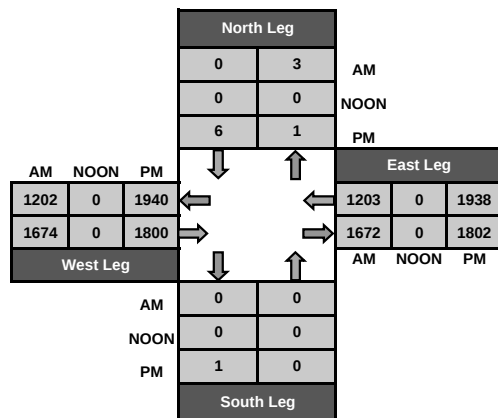
Date: 7/12/2012

Day: Thursday

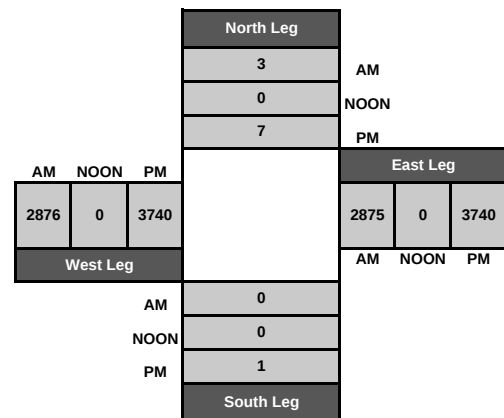
Project #: CA12 5299 024



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_024

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM

NS/EW Streets:		Malibu Pier Signal			Malibu Pier Signal			Pacific Coast Highway			Pacific Coast Highway			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM								0	414			190	0	604
7:15 AM								0	356			242	0	598
7:30 AM								0	432			279	0	711
7:45 AM								0	376			338	1	715
8:00 AM								0	451			277	0	728
8:15 AM								2	413			308	0	723
8:30 AM								0	428			274	0	702
8:45 AM								1	388			299	0	688
TOTAL VOLUMES :		NL 0	NT 0	NR 0	SL 0	ST 0	SR 0	EL 3	ET 3258	ER 0	WL 0	WT 2207	WR 1	TOTAL 5469
APPROACH %'s :		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.09%	99.91%	0.00%	0.00%	99.95%	0.05%	
PEAK HR START TIME :		730 AM												TOTAL
PEAK HR VOL :		0	0	0	0	0	0	2	1672	0	0	1202	1	2877
PEAK HR FACTOR :		0.000			0.000			0.928			0.887			0.988

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_024

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM													
NS/EW Streets:	Malibu Pier Signal			Malibu Pier Signal			Pacific Coast Highway			Pacific Coast Highway			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM				0		4	0	444	0		418	0	866
4:15 PM				0		1	0	423	0		453	0	877
4:30 PM				0		1	0	406	0		467	0	874
4:45 PM				1		1	0	420	0		518	0	940
5:00 PM				0		0	0	466	0		484	0	950
5:15 PM				2		1	0	482	1		464	0	950
5:30 PM				0		1	0	431	0		471	1	904
5:45 PM				0		1	1	404	0		421	1	828
TOTAL VOLUMES :	NL 0	NT 0	NR 0	SL 3	ST 0	SR 10	EL 1	ET 3476	ER 1	WL 0	WT 3696	WR 2	TOTAL 7189
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	23.08%	0.00%	76.92%	0.03%	99.94%	0.03%	0.00%	99.95%	0.05%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	0	0	3	0	3	0	1799	1	0	1937	1	3744
PEAK HR FACTOR :	0.000			0.500			0.932			0.935			0.985

CONTROL :

ITM Peak Hour Summary

Prepared by:



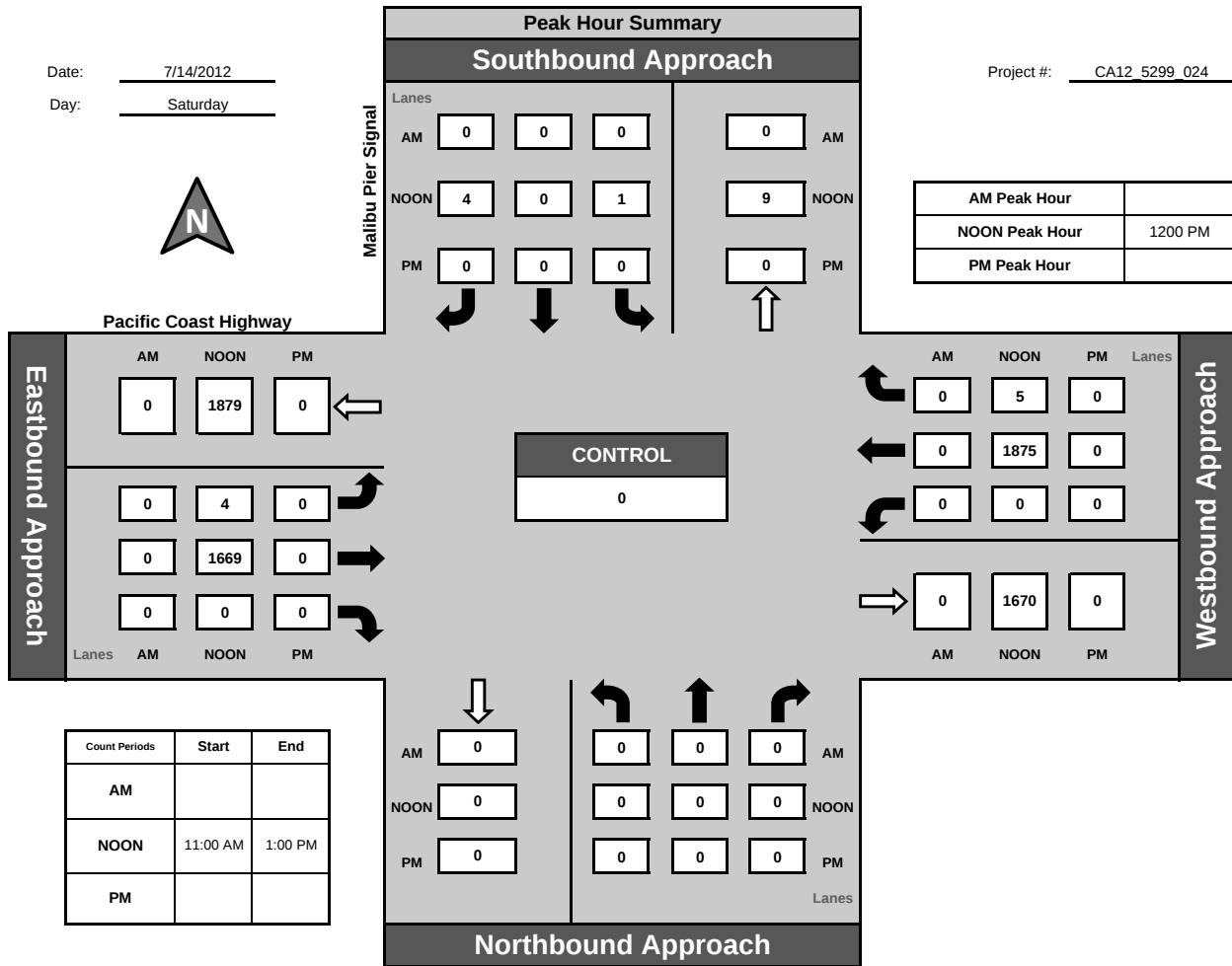
National Data & Surveying Services

Malibu Pier Signal and Pacific Coast Highway , City of Malibu

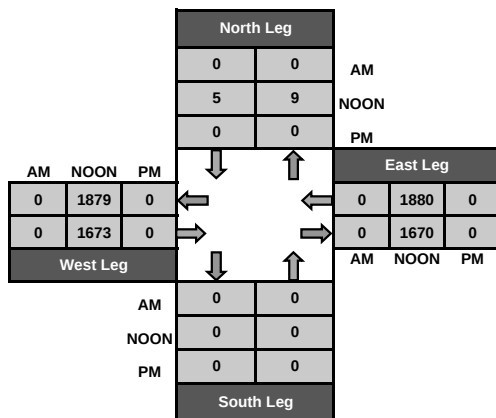
Date: 7/14/2012

Day: Saturday

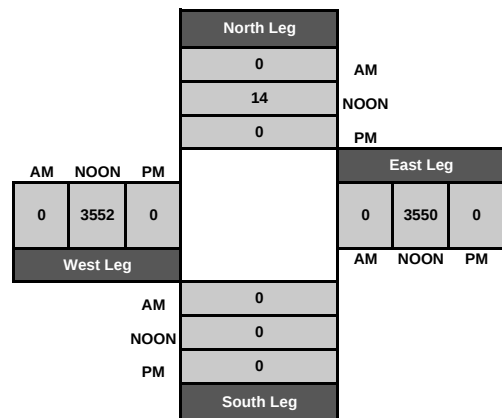
Project #: CA12 5299 024



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_024

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

NS/EW Streets:		Malibu Pier Signal			Malibu Pier Signal			Pacific Coast Highway			Pacific Coast Highway			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
11:00 AM					0		0	0	343			453	1	797
11:15 AM					0		0	7	351			408	11	777
11:30 AM					1		0	2	313			447	5	768
11:45 AM					2		0	3	408			438	0	851
12:00 PM					0		2	1	370			435	2	810
12:15 PM					1		1	2	417			471	1	893
12:30 PM					0		0	0	416			486	2	904
12:45 PM					0		1	1	466			483	0	951
TOTAL VOLUMES :		NL 0	NT 0	NR 0	SL 4	ST 0	SR 4	EL 16	ET 3084	ER 0	WL 0	WT 3621	WR 22	TOTAL 6751
APPROACH %'s :		#DIV/0!	#DIV/0!	#DIV/0!	50.00%	0.00%	50.00%	0.52%	99.48%	0.00%	0.00%	99.40%	0.60%	
PEAK HR START TIME :		1200 PM												TOTAL
PEAK HR VOL :		0	0	0	1	0	4	4	1669	0	0	1875	5	3558
PEAK HR FACTOR :		0.000			0.625			0.896			0.963			0.935

CONTROL :

ITM Peak Hour Summary

Prepared by:



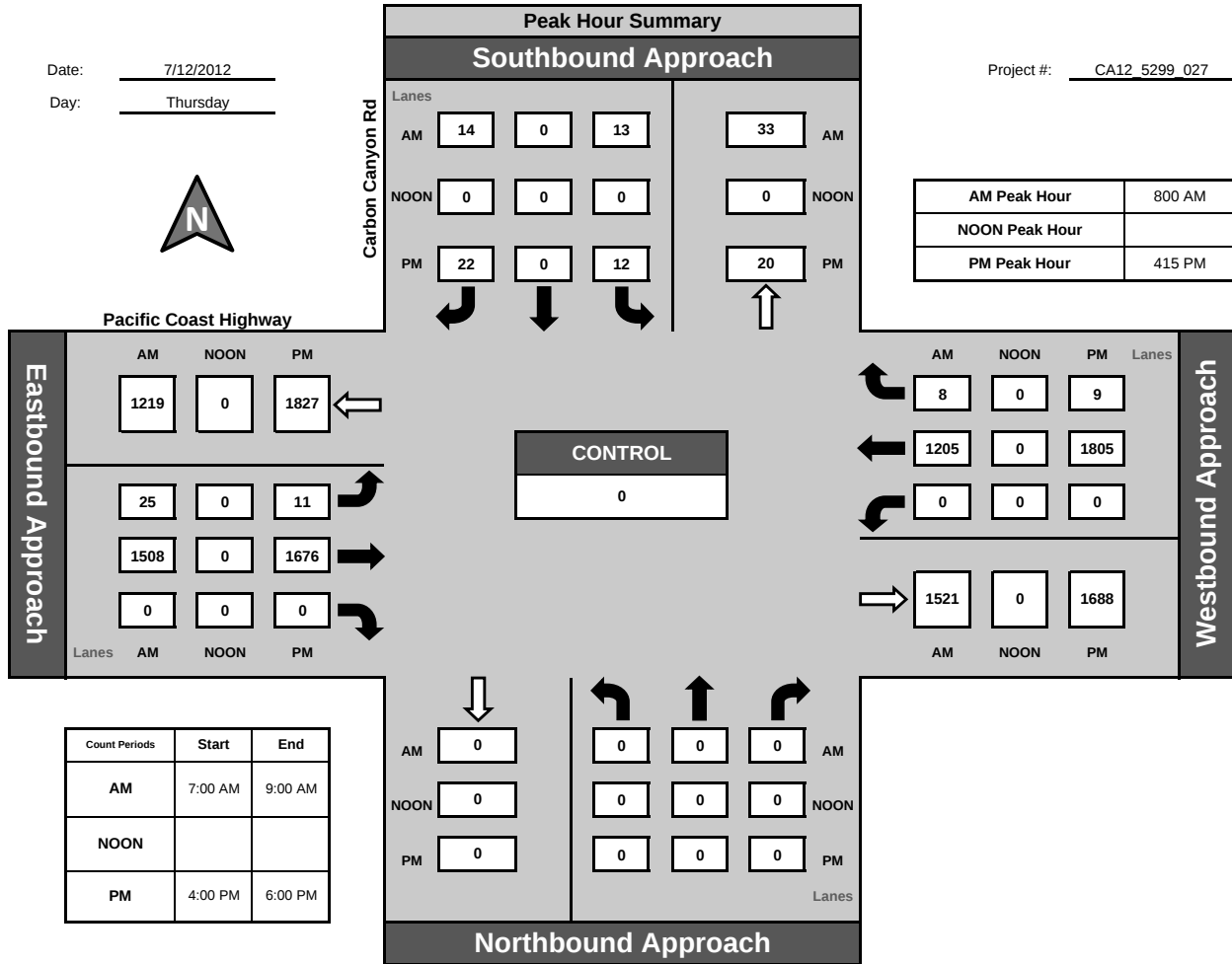
National Data & Surveying Services

Carbon Canyon Rd and Pacific Coast Highway, City of Malibu

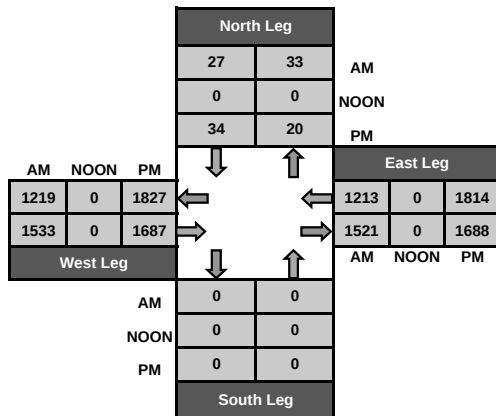
Date: 7/12/2012

Day: Thursday

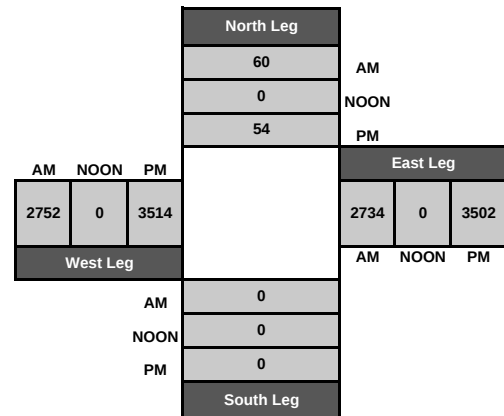
Project #: CA12 5299 027



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_027

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM													
NS/EW Streets:	Carbon Canyon Rd			Carbon Canyon Rd			Pacific Coast Highway			Pacific Coast Highway			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM				3		1	7	364		223	2		600
7:15 AM				2		1	3	353		219	1		579
7:30 AM				3		1	4	391		286	6		691
7:45 AM				1		5	4	361		332	3		706
8:00 AM				2		3	6	391		304	3		709
8:15 AM				4		2	7	348		286	3		650
8:30 AM				5		7	5	379		306	0		702
8:45 AM				2		2	7	390		309	2		712
TOTAL VOLUMES :	NL 0	NT 0	NR 0	SL 22	ST 0	SR 22	EL 43	ET 2977	ER 0	WL 0	WT 2265	WR 20	TOTAL 5349
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	50.00%	0.00%	50.00%	1.42%	98.58%	0.00%	0.00%	99.12%	0.88%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	13	0	14	25	1508	0	0	1205	8	2773
PEAK HR FACTOR :	0.000			0.563			0.965			0.975			0.974

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_027

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM

NS/EW Streets:		Carbon Canyon Rd			Carbon Canyon Rd			Pacific Coast Highway			Pacific Coast Highway			
NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM					4		2	2	447			394	2	851
4:15 PM					2		7	3	433			419	3	867
4:30 PM					4		5	3	399			487	3	901
4:45 PM					6		7	0	414			419	1	847
5:00 PM					0		3	5	430			480	2	920
5:15 PM					2		3	3	453			374	0	835
5:30 PM					3		2	1	467			450	6	929
5:45 PM					0		4	2	406			397	2	811
TOTAL VOLUMES :		NL 0	NT 0	NR 0	SL 21	ST 0	SR 33	EL 19	ET 3449	ER 0	WL 0	WT 3420	WR 19	TOTAL 6961
APPROACH %'s :		#DIV/0!	#DIV/0!	#DIV/0!	38.89%	0.00%	61.11%	0.55%	99.45%	0.00%	0.00%	99.45%	0.55%	
PEAK HR START TIME :		415 PM												TOTAL
PEAK HR VOL :		0	0	0	12	0	22	11	1676	0	0	1805	9	3535
PEAK HR FACTOR :		0.000			0.654			0.967			0.926			0.961

CONTROL :

ITM Peak Hour Summary

Prepared by:



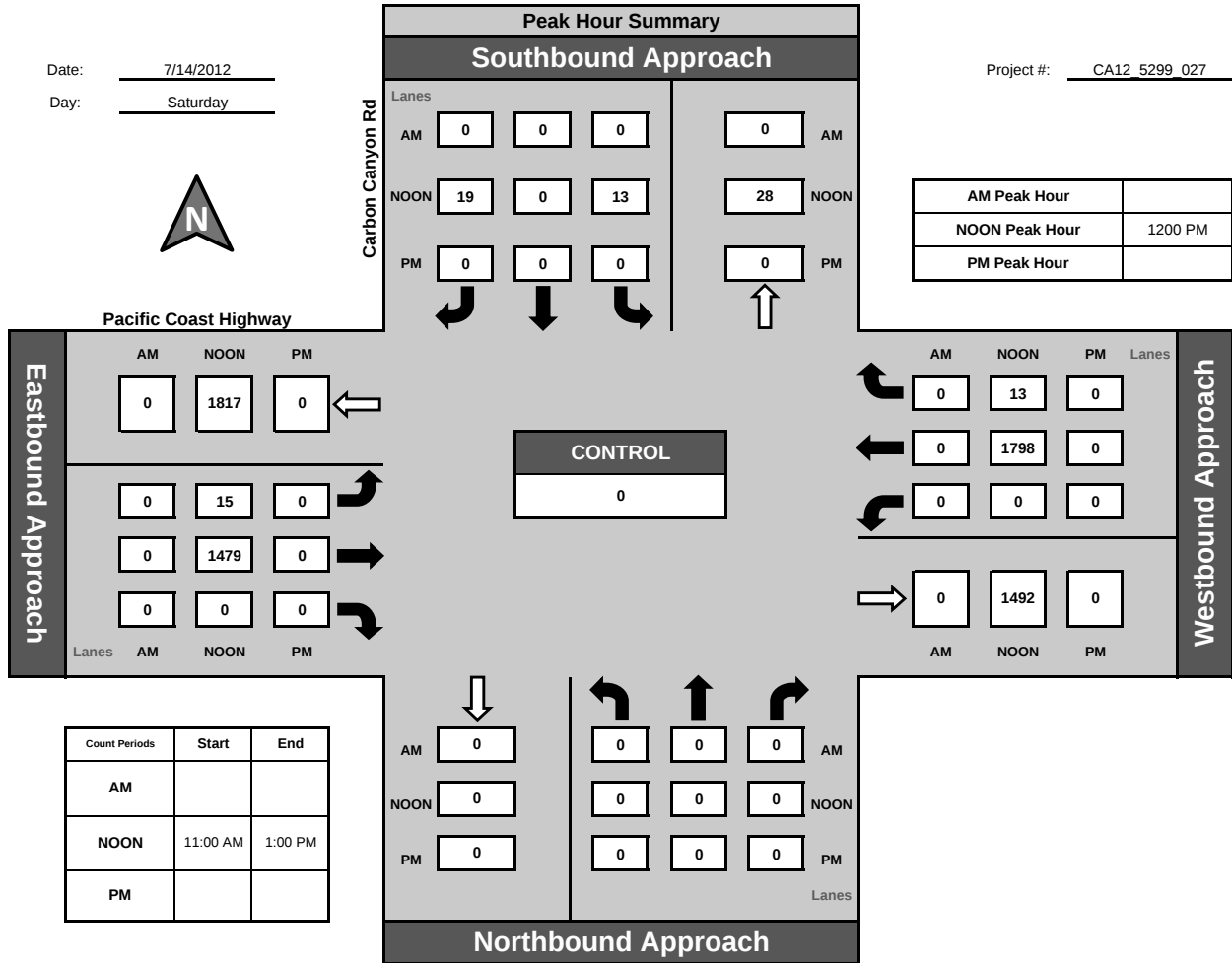
National Data & Surveying Services

Carbon Canyon Rd and Pacific Coast Highway, City of Malibu

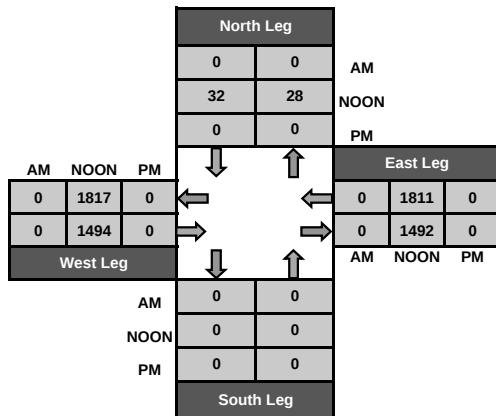
Date: 7/14/2012

Day: Saturday

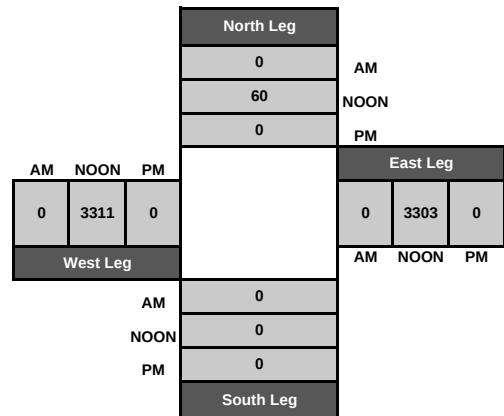
Project #: CA12 5299 027



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_027

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

NS/EW Streets:	Carbon Canyon Rd			Carbon Canyon Rd			Pacific Coast Highway			Pacific Coast Highway			
NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
11:00 AM				6		3	0	314			432	5	760
11:15 AM				1		2	3	322			421	2	751
11:30 AM				2		1	0	342			393	3	741
11:45 AM				2		2	2	334			428	4	772
12:00 PM				3		5	4	375			452	2	841
12:15 PM				2		5	5	356			434	4	806
12:30 PM				4		4	3	352			454	4	821
12:45 PM				4		5	3	396			458	3	869
TOTAL VOLUMES :	NL 0	NT 0	NR 0	SL 24	ST 0	SR 27	EL 20	ET 2791	ER 0	WL 0	WT 3472	WR 27	TOTAL 6361
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	47.06%	0.00%	52.94%	0.71%	99.29%	0.00%	0.00%	99.23%	0.77%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	0	0	0	13	0	19	15	1479	0	0	1798	13	3337
PEAK HR FACTOR :	0.000			0.889			0.936			0.982			0.960

CONTROL :

ITM Peak Hour Summary

Prepared by:



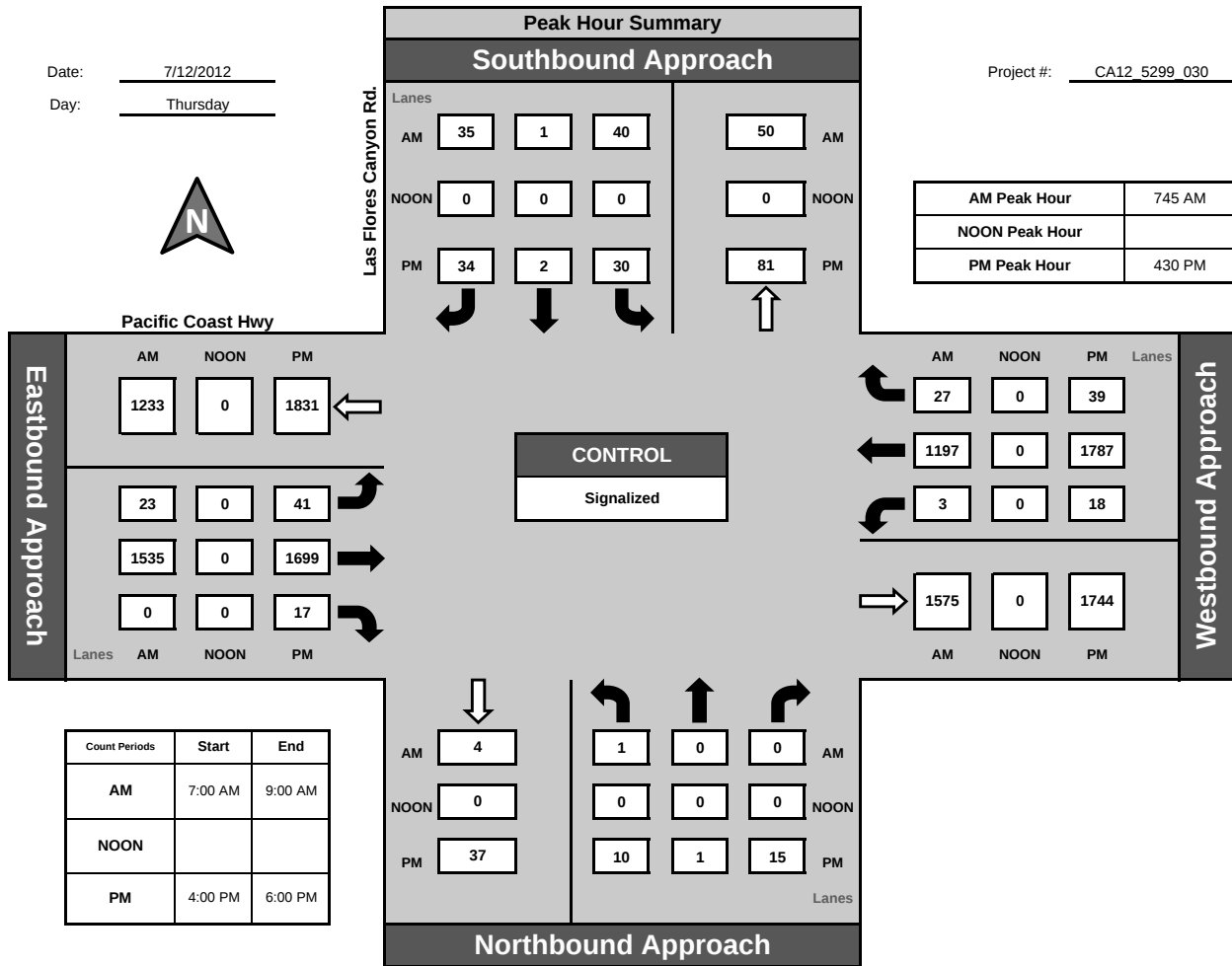
National Data & Surveying Services

Las Flores Canyon Rd. and Pacific Coast Hwy, City of Malibu

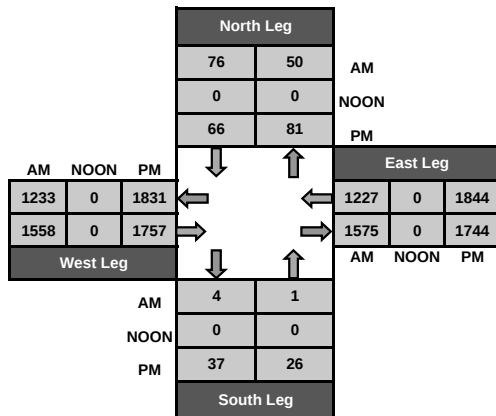
Date: 7/12/2012

Day: Thursday

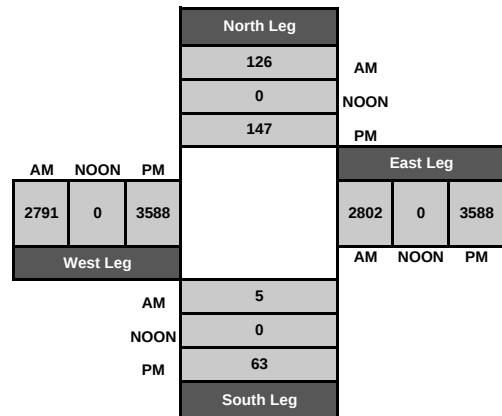
Project #: CA12 5299 030



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_030

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

AM

NS/EW Streets:	Las Flores Canyon Rd.			Las Flores Canyon Rd.			Pacific Coast Hwy			Pacific Coast Hwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	0	0	1	16	0	3	2	372	0	0	206	8	608
7:15 AM	1	0	0	9	0	7	5	362	0	0	259	8	651
7:30 AM	1	0	0	13	0	4	6	380	0	2	257	8	671
7:45 AM	1	0	0	15	0	12	4	407	0	0	323	7	769
8:00 AM	0	0	0	6	0	9	7	375	0	0	286	6	689
8:15 AM	0	0	0	6	1	7	6	380	0	1	270	7	678
8:30 AM	0	0	0	13	0	7	6	373	0	2	318	7	726
8:45 AM	3	1	2	5	0	12	4	364	3	2	307	7	710
TOTAL VOLUMES :	NL 6	NT 1	NR 3	SL 83	ST 1	SR 61	EL 40	ET 3013	ER 3	WL 7	WT 2226	WR 58	TOTAL 5502
APPROACH %'s :	60.00%	10.00%	30.00%	57.24%	0.69%	42.07%	1.31%	98.59%	0.10%	0.31%	97.16%	2.53%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	1	0	0	40	1	35	23	1535	0	3	1197	27	2862
PEAK HR FACTOR :	0.250			0.704			0.948			0.930			0.930

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_030

Day: THURSDAY

City: City of Malibu

Date: 7/12/2012

PM													
NS/EW Streets:	Las Flores Canyon Rd.			Las Flores Canyon Rd.			Pacific Coast Hwy			Pacific Coast Hwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	1	0	2	9	0	9	10	466	2	3	396	7	905
4:15 PM	3	1	6	10	0	9	7	397	6	3	399	5	846
4:30 PM	4	0	4	7	1	10	6	438	5	1	511	12	999
4:45 PM	0	0	4	5	1	9	9	399	3	5	420	10	865
5:00 PM	2	0	7	9	0	8	14	402	2	8	452	8	912
5:15 PM	4	1	0	9	0	7	12	460	7	4	404	9	917
5:30 PM	4	1	4	1	0	13	9	474	8	4	416	10	944
5:45 PM	1	0	2	8	0	8	12	393	6	2	370	15	817
TOTAL VOLUMES :	NL 19	NT 3	NR 29	SL 58	ST 2	SR 73	EL 79	ET 3429	ER 39	WL 30	WT 3368	WR 76	TOTAL 7205
APPROACH %'s :	37.25%	5.88%	56.86%	43.61%	1.50%	54.89%	2.23%	96.67%	1.10%	0.86%	96.95%	2.19%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	10	1	15	30	2	34	41	1699	17	18	1787	39	3693
PEAK HR FACTOR :	0.722			0.917			0.917			0.880			0.924

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:



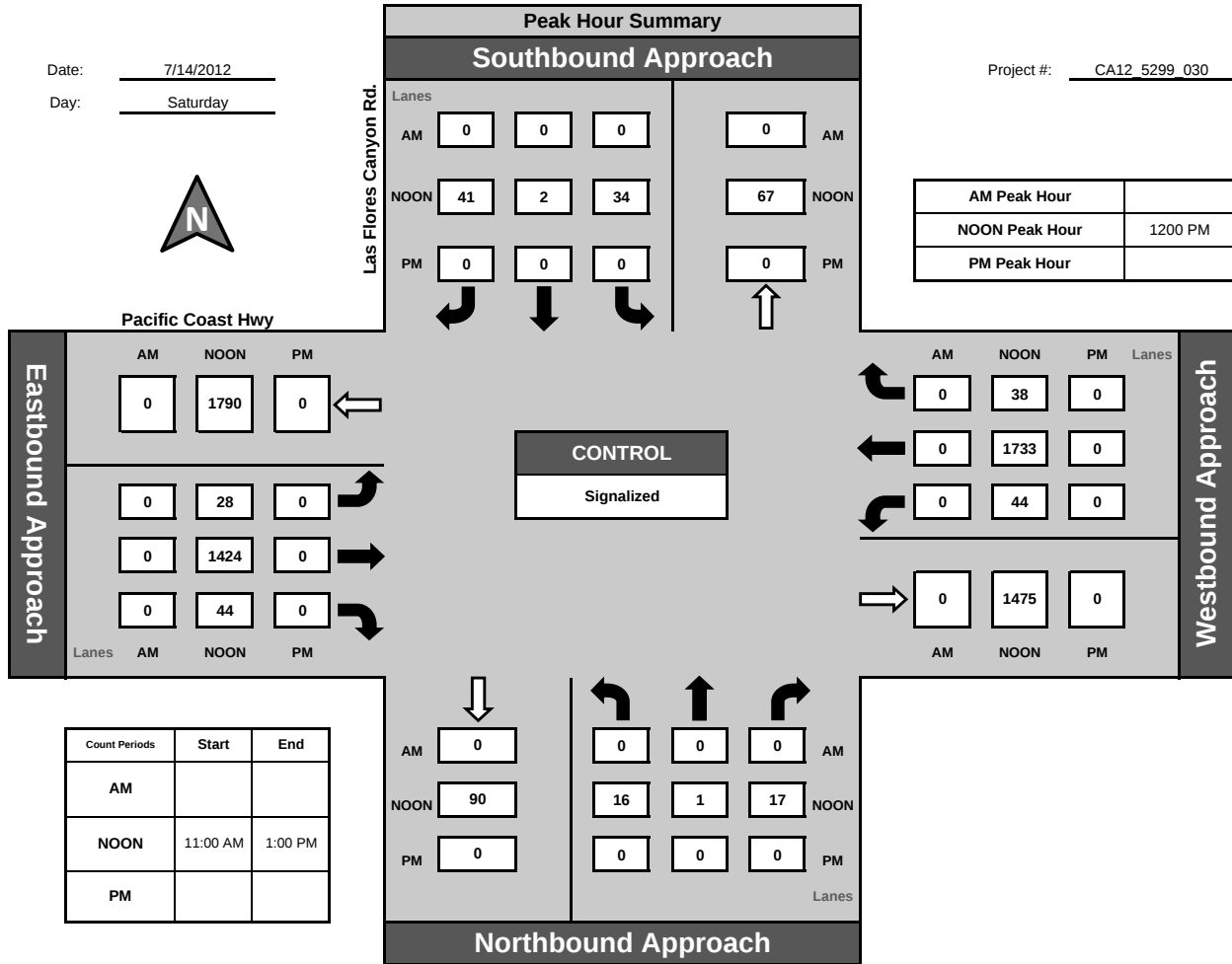
National Data & Surveying Services

Las Flores Canyon Rd. and Pacific Coast Hwy, City of Malibu

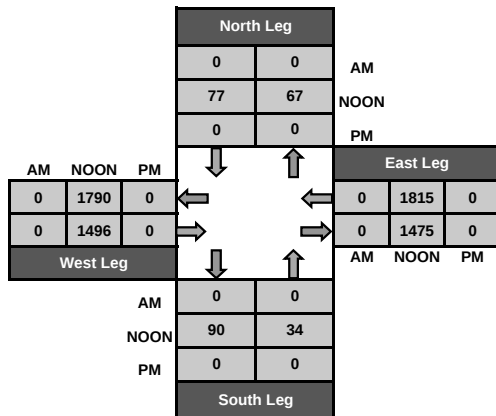
Date: 7/14/2012

Day: Saturday

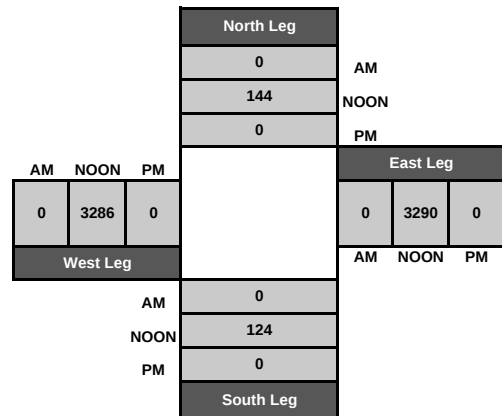
Project #: CA12 5299 030



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5299_030

Day: SATURDAY

City: City of Malibu

Date: 07/14/2012

NOON

NS/EW Streets:	Las Flores Canyon Rd.			Las Flores Canyon Rd.			Pacific Coast Hwy			Pacific Coast Hwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
11:00 AM	2	0	3	7	12	3	10	305	15	3	434	9	803
11:15 AM	1	0	2	14	0	10	6	294	5	7	406	9	754
11:30 AM	2	0	2	6	1	15	6	338	7	4	402	6	789
11:45 AM	2	0	2	6	0	16	8	321	8	15	419	4	801
12:00 PM	1	0	1	12	2	11	7	373	10	5	451	15	888
12:15 PM	1	0	3	7	0	13	9	341	10	9	422	5	820
12:30 PM	9	1	5	9	0	7	7	325	12	11	434	9	829
12:45 PM	5	0	8	6	0	10	5	385	12	19	426	9	885
TOTAL VOLUMES :	NL 23	NT 1	NR 26	SL 67	ST 15	SR 85	EL 58	ET 2682	ER 79	WL 73	WT 3394	WR 66	TOTAL 6569
APPROACH %'s :	46.00%	2.00%	52.00%	40.12%	8.98%	50.90%	2.06%	95.14%	2.80%	2.07%	96.07%	1.87%	
PEAK HR START TIME :	1200 PM												TOTAL
PEAK HR VOL :	16	1	17	34	2	41	28	1424	44	44	1733	38	3422
PEAK HR FACTOR :	0.567			0.770			0.930			0.963			0.963

CONTROL : Signalized

APPENDIX F
DRIVEWAY TRAFFIC VOLUME
AND DRIVEWAY CAPACITY WORKSHEETS

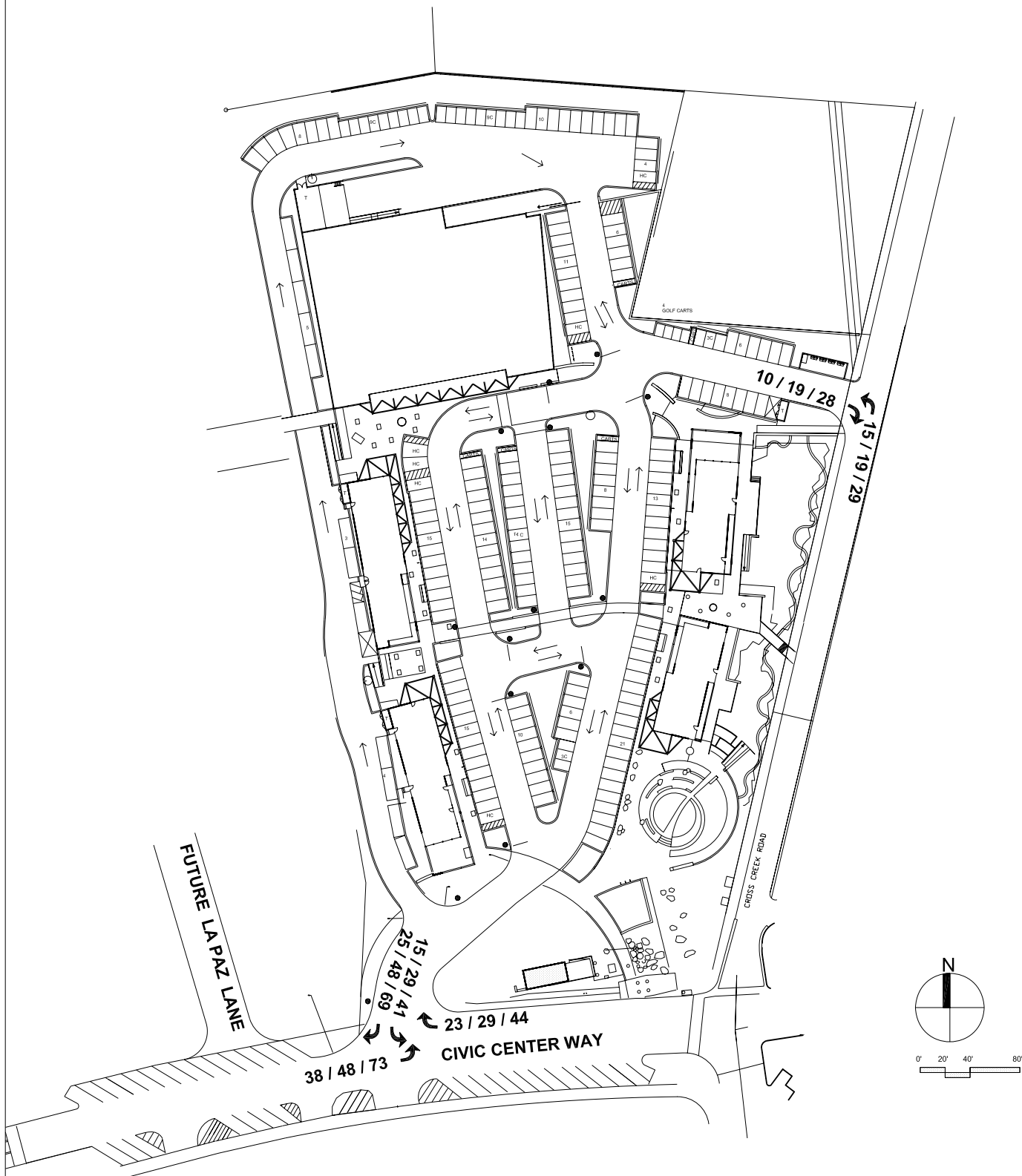


EXHIBIT F

12/2012

WHOLE FOODS PLAZA
PEAK HOUR DRIVEWAY VOLUME
AM / PM / MID - DAY



Overland Traffic Consultants, Inc.

24325 Main Street, #202, Santa Clarita, CA 91321
(661) 799 - 8423, OTC@overlandtraffic.com

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JTO
Agency/Co.	OTC INC
Date Performed	11/2012
Analysis Time Period	AM PEAK HOUR

Site Information

Intersection	PLAZA DRIVEWAY & CIVIC CENTER
Jurisdiction	MALIBU
Analysis Year	2012

Project Description *EXISTING + PROJECT*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *PLAZA DRIVEWAY*

Intersection Orientation: *East-West*

Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	38	84			123	23
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	38	84	0	0	123	23
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	1	0	0	1	1
Configuration	L	T			T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				15		25
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	15	0	25
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	38					15		25
C (m) (veh/h)	1448					715		933
v/c	0.03					0.02		0.03
95% queue length	0.08					0.06		0.08
Control Delay (s/veh)	7.6					10.1		9.0
LOS	A					B		A
Approach Delay (s/veh)	--	--				9.4		
Approach LOS	--	--				A		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JTO
Agency/Co.	OTC INC
Date Performed	11/2012
Analysis Time Period	AM PEAK HOUR

Site Information

Intersection	PLAZA DRIVEWAY & CIVIC CENTER
Jurisdiction	MALIBU
Analysis Year	2015

Project Description 2015 + PROJECT

East/West Street: CIVIC CENTER WAY

North/South Street: PLAZA DRIVEWAY

Intersection Orientation: East-West

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	38	143			255	23
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	38	143	0	0	255	23
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	1	0	0	1	1
Configuration	L	T			T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				15		25
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	15	0	25
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	38					15		25
C (m) (veh/h)	1296					608		789
v/c	0.03					0.02		0.03
95% queue length	0.09					0.08		0.10
Control Delay (s/veh)	7.9					11.1		9.7
LOS	A					B		A
Approach Delay (s/veh)	--	--				10.2		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JTO
Agency/Co.	OTC INC
Date Performed	11/2012
Analysis Time Period	AM PEAK HOUR

Site Information

Intersection	PLAZA DRIVEWAY & CIVIC CENTER
Jurisdiction	MALIBU
Analysis Year	2030

Project Description 2030 + PROJECT

East/West Street: CIVIC CENTER WAY

North/South Street: PLAZA DRIVEWAY

Intersection Orientation: East-West

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	38	147			261	23
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	38	147	0	0	261	23
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	1	0	0	1	1
Configuration	L	T			T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				15		25
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	15	0	25
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	38					15		25
C (m) (veh/h)	1290					602		783
v/c	0.03					0.02		0.03
95% queue length	0.09					0.08		0.10
Control Delay (s/veh)	7.9					11.1		9.7
LOS	A					B		A
Approach Delay (s/veh)	--	--				10.3		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JTO
Agency/Co.	OTC INC
Date Performed	11/2012
Analysis Time Period	PM PEAK HOUR

Site Information

Intersection	PLAZA DRIVEWAY & CIVIC CENTER
Jurisdiction	MALIBU
Analysis Year	2012

Project Description *EXISTING + PROJECT*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *PLAZA DRIVEWAY*

Intersection Orientation: *East-West*

Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	48	163			257	29
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	48	163	0	0	257	29
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	1	0	0	1	1
Configuration	L	T			T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				29		48
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	29	0	48
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	48					29		48
C (m) (veh/h)	1288					584		787
v/c	0.04					0.05		0.06
95% queue length	0.12					0.16		0.19
Control Delay (s/veh)	7.9					11.5		9.9
LOS	A					B		A
Approach Delay (s/veh)	--	--				10.5		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JTO
Agency/Co.	OTC INC
Date Performed	11/2012
Analysis Time Period	PM PEAK HOUR

Site Information

Intersection	PLAZA DRIVEWAY & CIVIC CENTER
Jurisdiction	MALIBU
Analysis Year	2015

Project Description 2015 + PROJECT

East/West Street: CIVIC CENTER WAY

North/South Street: PLAZA DRIVEWAY

Intersection Orientation: East-West

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	48	356			389	29
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	48	356	0	0	389	29
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	1	0	0	1	1
Configuration	L	T			T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				29		48
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	29	0	48
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	48					29		48
C (m) (veh/h)	1152					444		664
v/c	0.04					0.07		0.07
95% queue length	0.13					0.21		0.23
Control Delay (s/veh)	8.3					13.7		10.8
LOS	A					B		B
Approach Delay (s/veh)	--	--				11.9		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JTO
Agency/Co.	OTC INC
Date Performed	11/2012
Analysis Time Period	PM PEAK HOUR

Site Information

Intersection	PLAZA DRIVEWAY & CIVIC CENTER
Jurisdiction	MALIBU
Analysis Year	2030

Project Description 2030 + PROJECT

East/West Street: CIVIC CENTER WAY

North/South Street: PLAZA DRIVEWAY

Intersection Orientation: East-West

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	48	263			400	29
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	48	263	0	0	400	29
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	1	0	0	1	1
Configuration	L	T			T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				29		48
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	29	0	48
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	48					29		48
C (m) (veh/h)	1141					476		654
v/c	0.04					0.06		0.07
95% queue length	0.13					0.19		0.24
Control Delay (s/veh)	8.3					13.1		10.9
LOS	A					B		B
Approach Delay (s/veh)	--	--				11.7		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JTO
Agency/Co.	OTC INC
Date Performed	9/2010
Analysis Time Period	SAT MID-DAY PEAK HOUR

Site Information

Intersection	PLAZA DRIVEWAY & CIVIC CENTER
Jurisdiction	MALIBU
Analysis Year	2012

Project Description *EXISTING + PROJECT*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *PLAZA DRIVEWAY*

Intersection Orientation: *East-West*

Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	73	233			257	44
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	73	233	0	0	257	44
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	1	0	0	1	1
Configuration	L	T			T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				41		69
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	41	0	69
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	73					41		69
C (m) (veh/h)	1272					515		787
v/c	0.06					0.08		0.09
95% queue length	0.18					0.26		0.29
Control Delay (s/veh)	8.0					12.6		10.0
LOS	A					B		B
Approach Delay (s/veh)	--	--				11.0		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JTO
Agency/Co.	OTC INC
Date Performed	11/2012
Analysis Time Period	SAT MID-DAY PEAK HOUR

Site Information

Intersection	PLAZA DRIVEWAY & CIVIC CENTER
Jurisdiction	MALIBU
Analysis Year	2015

Project Description 2015 + PROJECT

East/West Street: CIVIC CENTER WAY

North/South Street: PLAZA DRIVEWAY

Intersection Orientation: East-West

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	73	398			407	44
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	73	398	0	0	407	44
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	1	0	0	1	1
Configuration	L	T			T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				41		69
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	41	0	69
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	73					41		69
C (m) (veh/h)	1120					398		648
v/c	0.07					0.10		0.11
95% queue length	0.21					0.34		0.36
Control Delay (s/veh)	8.4					15.1		11.2
LOS	A					C		B
Approach Delay (s/veh)	--	--				12.7		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JTO
Agency/Co.	OTC INC
Date Performed	11/2012
Analysis Time Period	SAT MID-DAY PEAK HOUR

Site Information

Intersection	PLAZA DRIVEWAY & CIVIC CENTER
Jurisdiction	MALIBU
Analysis Year	2030

Project Description 2030 + PROJECT

East/West Street: CIVIC CENTER WAY

North/South Street: PLAZA DRIVEWAY

Intersection Orientation: East-West

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	73	433			417	44
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	73	433	0	0	417	44
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Two Way Left Turn Lane					
RT Channelized			0			0
Lanes	1	1	0	0	1	1
Configuration	L	T			T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				41		69
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	41	0	69
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	73					41		69
C (m) (veh/h)	1111					383		640
v/c	0.07					0.11		0.11
95% queue length	0.21					0.36		0.36
Control Delay (s/veh)	8.5					15.5		11.3
LOS	A					C		B
Approach Delay (s/veh)	--	--				12.9		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JTO
Agency/Co.	OTC INC
Date Performed	9/2010
Analysis Time Period	AM PEAK HOUR

Site Information

Intersection	PLAZA DRIVEWAY & CROSS CREEK
Jurisdiction	MALIBU
Analysis Year	2012

Project Description *EXISTING + PROJECT*

East/West Street: *PLAZA DRIVEWAY*

North/South Street: *CROSS CREEK ROAD*

Intersection Orientation: *North-South*

Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	15	78			64	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	15	78	0	0	64	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	<i>LT</i>					<i>TR</i>
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0		10			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	10	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LT</i>						<i>LR</i>	
v (veh/h)	15						10	
C (m) (veh/h)	1551						1006	
v/c	0.01						0.01	
95% queue length	0.03						0.03	
Control Delay (s/veh)	7.3						8.6	
LOS	A						A	
Approach Delay (s/veh)	--	--				8.6		
Approach LOS	--	--				A		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JTO
Agency/Co.	OTC INC
Date Performed	11/2012
Analysis Time Period	AM PEAK HOUR

Site Information

Intersection	PLAZA DRIVEWAY & CROSS CREEK
Jurisdiction	MALIBU
Analysis Year	2015

Project Description 2015 + PROJECT

East/West Street: PLAZA DRIVEWAY

North/South Street: CROSS CREEK ROAD

Intersection Orientation: North-South

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	15	84			66	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	15	84	0	0	66	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0		20			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	20	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	15						20	
C (m) (veh/h)	1549						1003	
v/c	0.01						0.02	
95% queue length	0.03						0.06	
Control Delay (s/veh)	7.3						8.7	
LOS	A						A	
Approach Delay (s/veh)	--	--				8.7		
Approach LOS	--	--				A		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JTO
Agency/Co.	OTC INC
Date Performed	11/2012
Analysis Time Period	AM PEAK HOUR

Site Information

Intersection	PLAZA DRIVEWAY & CROSS CREEK
Jurisdiction	MALIBU
Analysis Year	2030

Project Description 2030 + PROJECT

East/West Street: PLAZA DRIVEWAY

North/South Street: CROSS CREEK ROAD

Intersection Orientation: North-South

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	15	85			70	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	15	85	0	0	70	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0		10			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	10	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	15						10	
C (m) (veh/h)	1544						998	
v/c	0.01						0.01	
95% queue length	0.03						0.03	
Control Delay (s/veh)	7.4						8.6	
LOS	A						A	
Approach Delay (s/veh)	--	--				8.6		
Approach LOS	--	--				A		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JTO
Agency/Co.	OTC INC
Date Performed	9/2010
Analysis Time Period	PM PEAK HOUR

Site Information

Intersection	PLAZA DRIVEWAY & CROSS CREEK
Jurisdiction	MALIBU
Analysis Year	2012

Project Description 2012 + PROJECT

East/West Street: PLAZA DRIVEWAY

North/South Street: CROSS CREEK ROAD

Intersection Orientation: North-South

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	19	74			106	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	19	74	0	0	106	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0		19			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	19	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	19						19	
C (m) (veh/h)	1498						954	
v/c	0.01						0.02	
95% queue length	0.04						0.06	
Control Delay (s/veh)	7.4						8.9	
LOS	A						A	
Approach Delay (s/veh)	--	--				8.9		
Approach LOS	--	--				A		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JTO
Agency/Co.	OTC INC
Date Performed	9/2010
Analysis Time Period	PM PEAK HOUR

Site Information

Intersection	PLAZA DRIVEWAY & CROSS CREEK
Jurisdiction	MALIBU
Analysis Year	2015

Project Description 2015 + PROJECT

East/West Street: PLAZA DRIVEWAY

North/South Street: CROSS CREEK ROAD

Intersection Orientation: North-South

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	19	77			111	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	19	77	0	0	111	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0		19			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	19	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	19						19	
C (m) (veh/h)	1492						948	
v/c	0.01						0.02	
95% queue length	0.04						0.06	
Control Delay (s/veh)	7.4						8.9	
LOS	A						A	
Approach Delay (s/veh)	--	--				8.9		
Approach LOS	--	--				A		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JTO
Agency/Co.	OTC INC
Date Performed	9/2010
Analysis Time Period	PM PEAK HOUR

Site Information

Intersection	PLAZA DRIVEWAY & CROSS CREEK
Jurisdiction	MALIBU
Analysis Year	2030

Project Description 2030 + PROJECT

East/West Street: PLAZA DRIVEWAY

North/South Street: CROSS CREEK ROAD

Intersection Orientation: North-South

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	19	80			115	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	19	80	0	0	115	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0		19			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	19	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	19						19	
C (m) (veh/h)	1487						943	
v/c	0.01						0.02	
95% queue length	0.04						0.06	
Control Delay (s/veh)	7.5						8.9	
LOS	A						A	
Approach Delay (s/veh)	--	--				8.9		
Approach LOS	--	--				A		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JTO
Agency/Co.	OTC INC
Date Performed	9/2010
Analysis Time Period	SAT MID-DAY PEAK HOUR

Site Information

Intersection	PLAZA DRIVEWAY & CROSS CREEK
Jurisdiction	MALIBU
Analysis Year	2012

Project Description *EXISTNG + PROJECT*

East/West Street: *PLAZA DRIVEWAY*

North/South Street: *CROSS CREEK ROAD*

Intersection Orientation: *North-South*

Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	29	58			65	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	29	58	0	0	65	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	<i>LT</i>					<i>TR</i>
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0		28			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	28	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		<i>LR</i>				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LT</i>						<i>LR</i>	
v (veh/h)	29						28	
C (m) (veh/h)	1550						1005	
v/c	0.02						0.03	
95% queue length	0.06						0.09	
Control Delay (s/veh)	7.4						8.7	
LOS	A						A	
Approach Delay (s/veh)	--	--				8.7		
Approach LOS	--	--				A		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JTO
Agency/Co.	OTC INC
Date Performed	9/2010
Analysis Time Period	SAT MID-DAY PEAK HOUR

Site Information

Intersection	PLAZA DRIVEWAY & CROSS CREEK
Jurisdiction	MALIBU
Analysis Year	2015

Project Description 2015 + PROJECT

East/West Street: PLAZA DRIVEWAY

North/South Street: CROSS CREEK ROAD

Intersection Orientation: North-South

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	29	61			68	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	29	61	0	0	68	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0		28			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	28	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	29						28	
C (m) (veh/h)	1546						1001	
v/c	0.02						0.03	
95% queue length	0.06						0.09	
Control Delay (s/veh)	7.4						8.7	
LOS	A						A	
Approach Delay (s/veh)	--	--				8.7		
Approach LOS	--	--				A		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JTO
Agency/Co.	OTC INC
Date Performed	9/2010
Analysis Time Period	SAT MID-DAY PEAK HOUR

Site Information

Intersection	PLAZA DRIVEWAY & CROSS CREEK
Jurisdiction	MALIBU
Analysis Year	2030

Project Description 2030 + PROJECT

East/West Street: PLAZA DRIVEWAY

North/South Street: CROSS CREEK ROAD

Intersection Orientation: North-South

Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	29	63			71	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	29	63	0	0	71	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	LT					TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0		28			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	28	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	29						28	
C (m) (veh/h)	1542						997	
v/c	0.02						0.03	
95% queue length	0.06						0.09	
Control Delay (s/veh)	7.4						8.7	
LOS	A						A	
Approach Delay (s/veh)	--	--				8.7		
Approach LOS	--	--				A		

APPENDIX G
LEVEL OF SERVICE WORKSHEETS
Existing + Project
Future Cumulative (2015)
Future Cumulative (2030)

EXISTING + PROJECT

Intersection Capacity Utilization (ICU)

Intersection No. 1	2012, EXISTING			2012, WITH PROJECT			
North/South Street:	Capacity: vphpl 1600				In	Out	Total
Kanan Dume Road	Dual 2880			AM	61	40	101
East/West Street:				PM	77	77	154
Pacific Coast Highway							
WEEKDAY							
AM Peak: 8:00 AM	Counts	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C
	Volume						
Northbound	Left	0	0.000	0%	0	0	0.000
	Lt-Th	0	0.000	0%	0	0	0.000
	Thru	0	0.000	0%	0	0	0.000
	Th-Rt	0	0.000	0%	0	0	0.000
	Right	0	0.000	0%	0	0	0.000
	Shared	0	0.000	0%	0	0	0.000
Southbound	Left	199	2 0.069	5%	3	202	2 0.070
	Lt-Th	0	0.000	0%	0	0	0.000
	Thru	0	0.000	0%	0	0	0.000
	Th-Rt	0	0.000	0%	0	0	0.000
	Right	250	1 0.069	0%	0	250	1 0.069
	Shared	0	0.000	0%	0	0	0.000
Eastbound	Left	139	1 0.087	0%	0	139	1 0.087
	Lt-Th	0	0.000	0%	0	0	0.000
	Thru	672	2 0.210	20%	12	684	2 0.214
	Th-Rt	0	0.000	0%	0	0	0.000
	Right	0	0.000	0%	0	0	0.000
	Shared	0	0.000	0%	0	0	0.000
Westbound	Left	0	0.000	0%	0	0	0.000
	Lt-Th	0	0.000	0%	0	0	0.000
	Thru	601	2 0.188	(20%)	8	609	2 0.190
	Th-Rt	0	0.000	0%	0	0	0.000
	Right	106	1 0.066	(5%)	2	108	1 0.068
	Shared	0	0.000	0%	0	0	0.000
Critical Volumes:	North-South:	0.069		North-South:	0.070		
	East-West:	0.275		East-West:	0.277		
	Loss Time:	0.050		LossTime:	0.050		
Volume/capacity (v/c) ratio:		0.394					0.397
Level of Service (LOS):		A					A
PROJECT IMPACT							
Change in v/c due to project:						0.003	
Significantly impacted?						NO	

Intersection Capacity Utilization (ICU)

Intersection No. 1		2012, EXISTING			2012, WITH PROJECT				
North/South Street:		Capacity: vphpl 1600							
Kanan Dume Road		Dual 2880			AM				
East/West Street:					PM				
Pacific Coast Highway									
WEEKDAY									
PM Peak: 4:00 PM		Counts					Total		
		Volume	Lanes	V / C	+ Project Volume	Volume	Lanes	V / C	
Northbound	Left	0	0	0.000	0%	0	0	0	0.000
	Lt-Th		0	0.000	0%		0	0	0.000
	Thru	0	0	0.000	0%	0	0	0	0.000
	Th-Rt		0	0.000	0%		0	0	0.000
	Right	0	0	0.000	0%	0	0	0	0.000
	Shared		0	0.000	0%		0	0	0.000
Southbound	Left	155	2	0.054	5%	4	159	2	0.055
	Lt-Th		0	0.000	0%			0	0.000
	Thru	0	0	0.000	0%	0	0	0	0.000
	Th-Rt		0	0.000	0%		0	0	0.000
	Right	194	1	0.000	0%	0	194	1	0.000
	Shared		0	0.000	0%		0	0	0.000
Eastbound	Left	344	1	0.215	0%	0	344	1	0.215
	Lt-Th		0	0.000	0%			0	0.000
	Thru	972	2	0.304	20%	15	987	2	0.308
	Th-Rt		0	0.000	0%			0	0.000
	Right	0	0	0.000	0%	0	0	0	0.000
	Shared		0	0.000	0%		0	0	0.000
Westbound	Left	0	0	0.000	0%	0	0	0	0.000
	Lt-Th		0	0.000	0%			0	0.000
	Thru	1006	2	0.314	(20%)	15	1021	2	0.319
	Th-Rt		0	0.000	0%			0	0.000
	Right	247	1	0.154	(5%)	4	251	1	0.157
	Shared		0	0.000	0%			0	0.000
Critical Volumes:		North-South:		0.054	North-South:		0.055		
		East-West:		0.529	East-West:		0.534		
		Loss Time:		0.050	Loss Time:		0.050		
Volume/capacity (v/c) ratio:				0.633			0.639		
Level of Service (LOS):				B			B		
PROJECT IMPACT									
Change in v/c due to project:								0.006	
Significantly impacted?								NO	

Intersection Capacity Utilization (ICU)

Intersection No. 1		2012, EXISTING			2012, WITH PROJECT				
North/South Street: Kanan Dume Road		Capacity: vphpl 1600 Dual 2880			In Out Total Trip				

Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2012, WITH PROJECT				2012, WITH TRAFFIC MITIGATION					
North/South Street: Malibu Canyon Road	Capacity: vphpl 1600 Dual 2880			In Out Total AM 61 40 101 PM 77 77 154									
East/West Street: Pacific Coast Highway													
WEEKDAY AM Peak: 8:00 AM													
	Counts Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C	Adjusted Volume	Total Volume	Lanes	V / C		
Northbound ↶ Left ↶ Lt-Th ↑ Thru ↷ Th-Rt ↷ Right ↷ Shared	3	0	0.000	0%	0	3	0	0.000	0	3	1	0.002	
		1	0.005	0%			1	0.005			0	0.000	
	7	0	0.000	0%	0	7	0	0.000	0	7	1	0.004	
		1	0.005	0%			1	0.005			0	0.000	
	7	0	0.000	0%	0	7	0	0.000	0	7	1	0.004	
		0	0.000	0%			0	0.000			0	0.000	
Southbound ↶ Left ↶ Lt-Th ↓ Thru ↶ Th-Rt ↶ Right ↶ Shared	956	1	0.337	15%	9	965	1	0.340	0	965	1	0.340	
		1	0.337	0%			1	0.340			1	0.340	
	15	0	0.000	0%	0	15	0	0.000	0	15	0	0.000	
		0	0.000	0%			0	0.000			0	0.000	
	216	1	0.093	0%	0	216	1	0.093	0	216	1	0.093	
		0	0.000	0%			0	0.000			0	0.000	
Eastbound ↶ Left ↶ Lt-Th → Thru ↶ Th-Rt ↶ Right ↶ Shared	135	2	0.047	0%	0	135	2	0.047	0	135	2	0.047	
		0	0.000	0%			0	0.000			0	0.000	
	884	1	0.279	33%	20	904	1	0.285	0	904	1	0.285	
		1	0.279	0%			1	0.285			1	0.285	
	8	0	0.000	0%	0	8	0	0.000	0	8	0	0.000	
		0	0.000	0%			0	0.000			0	0.000	
Westbound ↶ Left ↶ Lt-Th ← Thru ↶ Th-Rt ↶ Right ↶ Shared	4	1	0.003	0%	0	4	1	0.003	0	4	1	0.003	
		0	0.000	0%			0	0.000			0	0.000	
	651	2	0.203	(33%)	13	664	2	0.208	0	664	2	0.208	
		0	0.000	0%			0	0.000			0	0.000	
	123	1	0.000	0%	0	123	1	0.000	0	123	1	0.000	
		0	0.000	0%			0	0.000			0	0.000	
Critical Volumes:	North-South:	0.342		North-South:				0.345		North-South:		0.344	
	East-West:	0.282		East-West:				0.288		East-West:		0.288	
	Loss Time:	0.050		LossTime:				0.050		Total:		0.050	
Volume/capacity (v/c) ratio:	0.674							0.683		0.682			
Level of Service (LOS):	B			B				B					
PROJECT IMPACT													
Change in v/c due to project:						0.009		Δv/c after mitigation:		0.008			
Significantly impacted?						NO		Fully mitigated?		N/A			

Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2012, WITH PROJECT				2012, WITH TRAFFIC MITIGATION			
North/South Street: Malibu Canyon Road	Capacity: vphpl 1600 Dual 2880			In	Out	Total					
East/West Street: Pacific Coast Highway				AM	61	40	101				
WEEKDAY PM Peak: 4:45 PM				PM	77	77	154				
	Counts Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C	Adjusted Volume	Total Volume	Lanes	V / C
Northbound											
↵ Left	9	0	0.000	0%	0	9	0	0.000	0	9	1 0.006
↵ Lt-Th		1	0.009	0%	0	1	0.009	0		0	0.000
↑ Thru	4	0	0.000	0%	0	4	0	0.000	0	1	0.003
↵ Th-Rt		1	0.009	0%	0	1	0.009	0		0	0.000
↵ Right	17	0	0.000	0%	0	17	0	0.000	0	1	0.000
↵ Shared		0	0.000	0%	0	0	0.000	0		0	0.000
Southbound											
↵ Left	320	1	0.116	0%	0	320	1	0.116	0	1	0.116
↵ Lt-Th		1	0.116	0%	0	1	0.116	0		1	0.116
↓ Thru	14	0	0.000	0%	0	14	0	0.000	0	0	0.000
↵ Th-Rt		0	0.000	0%	0	0	0.000	0		0	0.000
↵ Right	183	1	0.015	0%	0	183	1	0.015	0	1	0.015
↵ Shared		0	0.000	0%	0	0	0.000	0		0	0.000
Eastbound											
↵ Left	318	2	0.110	0%	0	318	2	0.110	0	2	0.110
↵ Lt-Th		0	0.000	0%	0	0	0.000	0		0	0.000
→ Thru	1128	1	0.359	33%	25	1153	1	0.367	0	1	0.367
↵ Th-Rt		1	0.359	0%	0	1	0.367	0		1	0.367
↵ Right	21	0	0.000	0%	0	21	0	0.000	0	0	0.000
↵ Shared		0	0.000	0%	0	0	0.000	0		0	0.000
Westbound											
↵ Left	15	1	0.009	0%	0	15	1	0.009	0	1	0.009
↵ Lt-Th		0	0.000	0%	0	0	0.000	0		0	0.000
↑ Thru	1229	2	0.384	(33%)	25	1254	2	0.392	0	2	0.392
↵ Th-Rt		0	0.000	0%	0	0	0.000	0		0	0.000
↵ Right	260	1	0.063	0%	0	260	1	0.063	0	1	0.000
↵ Shared		0	0.000	0%	0	0	0.000	0		0	0.000
Critical Volumes:	North-South:	0.125			North-South:	0.125			North-South:	0.119	
	East-West:	0.494			East-West:	0.502			East-West:	0.502	
	Loss Time:	0.050			Loss Time:	0.050			Total:	0.050	
Volume/capacity (v/c) ratio:		0.669				0.677				0.671	
Level of Service (LOS):		B				B				B	
PROJECT IMPACT											
Change in v/c due to project:							0.008	Δv/c after mitigation:		0.002	
Significantly impacted?							NO	Fully mitigated?		N/A	

Intersection Capacity Utilization (ICU)

Intersection No. 2		2012, EXISTING			2012, WITH PROJECT					2012, WITH TRAFFIC MITIGATION			
North/South Street: Malibu Canyon Road		Capacity: vphpl 1600 Dual 2880			In Out Total Trip Gen 1PM116110226								
East/West Street: Pacific Coast Highway													
WEEKEND PM Peak: 12:00 PM													
		Counts Volume	Lanes	V / C	+ Project	Volume	Total Volume	Lanes	V / C	Adjusted Volume	Total Volume	Lanes	V / C
Northbound	↵ Left	26	0	0.000	0%	0	26	0	0.000	0	26	1	0.016
	↵ Lt-Th		1	0.030	0%			1	0.030			0	0.000
	↑ Thru	16	0	0.000	0%	0	16	0	0.000	0	16	1	0.010
	↵ Th-Rt		1	0.030	0%			1	0.030			0	0.000
	↵ Right	55	0	0.000	0%	0	55	0	0.000	0	55	1	0.005
	↕ Shared		0	0.000	0%			0	0.000			0	0.000
Southbound	↵ Left	280	1	0.107	0%	0	280	1	0.107	0	280	1	0.107
	↵ Lt-Th		1	0.110	0%			1	0.110			1	0.110
	↓ Thru	28	0	0.000	0%	0	28	0	0.000	0	28	0	0.000
	↵ Th-Rt		0	0.000	0%			0	0.000			0	0.000
	↵ Right	353	1	0.221	0%	0	353	1	0.221	0	353	1	0.221
	↕ Shared		0	0.000	0%			0	0.000			0	0.000
Eastbound	↵ Left	193	2	0.067	0%	0	193	2	0.067	0	193	2	0.067
	↵ Lt-Th		0	0.000	0%			0	0.000	0		0	0.000
	→ Thru	1256	1	0.405	33%	38	1294	1	0.417	0	1294	1	0.417
	↵ Th-Rt		1	0.405	0%			1	0.417	0		1	0.417
	↵ Right	40	0	0.000	0%	0	40	0	0.000	0	40	0	0.000
	↕ Shared		0	0.000	0%			0	0.000			0	0.000
Westbound	↵ Left	43	1	0.027	0%	0	43	1	0.027	0	43	1	0.027
	↵ Lt-Th		0	0.000	0%			0	0.000	0		0	0.000
	← Thru	1310	2	0.409	(33%)	36	1346	2	0.421	0	1346	2	0.421
	↵ Th-Rt		0	0.000	0%			0	0.000	0		0	0.000
	↵ Right	142	1	0.001	0%	0	142	1	0.001	0	142	1	0.001
	↕ Shared		0	0.000	0%			0	0.000			0	0.000
Critical Volumes:		North-South:	0.251		North-South: 0.251					North-South: 0.237			
		East-West:	0.476		East-West: 0.488					East-West: 0.488			
		Loss Time:	0.050		Loss Time: 0.050					Loss Time: 0.050			
Volume/capacity (v/c) ratio:			0.777		0.789					0.775			
Level of Service (LOS):			C		C					C			
PROJECT IMPACT													
Change in v/c due to project:							0.012		Δv/c after mitigation:			-0.002	
Significantly impacted?							NO		Fully mitigated?			N/A	

Intersection Capacity Utilization (ICU)

Intersection No. 3		2012, EXISTING			2012, WITH PROJECT				
North/South Street: Malibu Canyon Road		Capacity: vphpl 1600 Dual 2880			InOutTotal AM6140101				
East/West Street: Civic Center Way		east-west split			PM7777154				
WEEKDAY AM Peak: 7:45 AM		Counts	Lanes	V / C	= Total				
		Volume			+ Project Volume	Volume	Lanes	V / C	
Northbound	↶ Left	25	1	0.016	0%	0	25	1	0.016
	↶ Lt-Th		0	0.000	0%		0	0.000	
	↑ Thru	200	2	0.063	0%	0	200	2	0.063
	↷ Th-Rt		0	0.000	0%		0	0.000	
	↷ Right	23	1	0.000	0%	0	23	1	0.000
	↕ Shared		0	0.000	0%		0	0.000	
Southbound	↶ Left	19	1	0.012	0%	0	19	1	0.012
	↶ Lt-Th		0	0.000	0%		0	0.000	
	↓ Thru	1171	2	0.366	15%	9	1180	2	0.369
	↷ Th-Rt		0	0.000	0%		0	0.000	
	↷ Right	199	1	0.000	0%	0	199	1	0.000
	↕ Shared		0	0.000	0%		0	0.000	
Eastbound	↶ Left	23	1	0.013	0%	0	23	1	0.013
	↶ Lt-Th		1	0.013	0%		1	0.013	
	→ Thru	14	0	0.000	0%	0	14	0	0.000
	↷ Th-Rt		0	0.000	0%		0	0.000	
	↷ Right	9	1	0.000	0%	0	9	1	0.000
	↕ Shared		0	0.000	0%		0	0.000	
Westbound	↶ Left	16	1	0.010	0%	0	16	1	0.010
	↶ Lt-Th		0	0.000	0%		0	0.000	
	← Thru	92	1	0.058	0%	0	92	1	0.058
	↷ Th-Rt		0	0.000	0%		0	0.000	
	↷ Right	208	1	0.000	(15%)	6	214	1	0.000
	↕ Shared		0	0.000	0%		0	0.000	
Critical Volumes:		North-South: 0.382 East-West: 0.071 Loss Time: 0.050			North-South: 0.385 East-West: 0.071 LossTime: 0.050				
Volume/capacity (v/c) ratio:		0.503			0.506				
Level of Service (LOS):		A			A				
PROJECT IMPACT									
Change in v/c due to project:								0.003	
Significantly impacted?								NO	

Intersection Capacity Utilization (ICU)

Intersection No. 3		2012, EXISTING			2012, WITH PROJECT				
North/South Street: Malibu Canyon Road		Capacity: vphpl 1600 Dual 2880					In	Out	Total
East/West Street: Civic Center Way		east-west split				AM	61	40	101
						PM	77	77	154
WEEKDAY PM Peak: 4:45 PM		Counts	Lanes	V / C			Total		
		Volume			+ Project	Volume	Volume	Lanes	V / C
Northbound	Left	22	1	0.014	0%	0	22	1	0.014
	Lt-Th		0	0.000	0%			0	0.000
	Thru	534	2	0.167	0%	0	534	2	0.167
	Th-Rt		0	0.000	0%			0	0.000
	Right	27	1	0.000	0%	0	27	1	0.000
	Shared		0	0.000	0%			0	0.000
Southbound	Left	186	1	0.116	15%	12	198	1	0.124
	Lt-Th		0	0.000	0%			0	0.000
	Thru	464	2	0.145	0%	0	464	2	0.145
	Th-Rt		0	0.000	0%			0	0.000
	Right	44	1	0.000	0%	0	44	1	0.000
	Shared		0	0.000	0%			0	0.000
Eastbound	Left	234	1	0.117	0%	0	234	1	0.117
	Lt-Th		1	0.117	0%			1	0.117
	Thru	103	0	0.000	0%	0	103	0	0.000
	Th-Rt		0	0.000	0%			0	0.000
	Right	37	1	0.000	0%	0	37	1	0.000
	Shared		0	0.000	0%			0	0.000
Westbound	Left	17	1	0.011	0%	0	17	1	0.011
	Lt-Th		0	0.000	0%			0	0.000
	Thru	35	1	0.022	0%	0	35	1	0.022
	Th-Rt		0	0.000	0%			0	0.000
	Right	609	1	0.000	(15%)	12	621	1	0.000
	Shared		0	0.000	0%			0	0.000
Critical Volumes:		North-South: 0.283 East-West: 0.139 Loss Time: 0.050			North-South: 0.291 East-West: 0.139 Loss Time: 0.050				
Volume/capacity (v/c) ratio:		0.472			0.480				
Level of Service (LOS):		A			A				
PROJECT IMPACT									
Change in v/c due to project:								0.008	
Significantly impacted?								NO	

Intersection Capacity Utilization (ICU)

Intersection No. 3		2012, EXISTING			2012, WITH PROJECT				
North/South Street: Malibu Canyon Road		Capacity: vphpl 1600 Dual 2880			InOutTotal				
East/West Street: Civic Center Way		east-west split			Trip Gen 1PM116110226				
WEEKEND PM Peak: 11:45 PM		Counts Volume	Lanes	V / C	+ Project VolumeTotal VolumeLanesV / C				
Northbound	Left	29	1	0.018	0%0	29	1	0.018	
	Lt-Th		0	0	0%0		0	0	
	Thru	294	2	0.092	0%0	294	2	0.092	
	Th-Rt		0	0	0%0		0	0	
	Right	22	1	0.014	0%0	22	1	0.014	
	Shared		0	0	0%0		0	0	
Southbound	Left	233	1	0.146	15%17	250	1	0.156	
	Lt-Th		0	0	0%0		0	0	
	Thru	766	2	0.239	0%0	766	2	0.239	
	Th-Rt		0	0	0%0		0	0	
	Right	28	1	0.018	0%0	28	1	0.018	
	Shared		0	0	0%0		0	0	
Eastbound	Left	29	1	0.021	0%0	29	1	0.021	
	Lt-Th		1	0.021	0%0		1	0.021	
	Thru	32	0	0	0%0	32	0	0	
	Th-Rt		0	0	0%0		0	0	
	Right	26	1	0.016	0%0	26	1	0.016	
	Shared		0	0	0%0		0	0	
Westbound	Left	21	1	0.013	0%0	21	1	0.013	
	Lt-Th		0	0	0%0		0	0	
	Thru	28	1	0.018	0%0	28	1	0.018	
	Th-Rt		0	0	0%0		0	0	
	Right	179	1	0.112	(15%)17	196	1	0.123	
	Shared		0	0	0%0		0	0	
Critical Volumes:		North-South: 0.257 East-West: 0.039 Loss Time: 0.050			North-South: 0.257 East-West: 0.039 Loss Time: 0.050				
Volume/capacity (v/c) ratio:		0.346			0.346				
Level of Service (LOS):		A			A				
PROJECT IMPACT									
Change in v/c due to project:								0.000	
Significantly impacted?								NO	

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CIVIC CENTER WAY & WEBB WAY
Agency/Co.	OTC INC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2012
Analysis Time Period	AM PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	6	20	53	55	58	10
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	238	39	101	2	8	2
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	26	53	55	68	277	101	12	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2	0.0	1.0	0.0	0.9	0.0	0.2	
Prop. Right-Turns	0.0	1.0	0.0	0.1	0.0	1.0	0.2	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.1	0.4	-0.7	-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.02	0.05	0.05	0.06	0.25	0.09	0.01	
hd, final value (s)	5.79	4.97	6.11	5.50	5.48	4.35	5.41	
x, final value	0.04	0.07	0.09	0.10	0.42	0.12	0.02	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	3.5	2.7	3.8	3.2	3.2	2.1	3.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	276	303	305	318	527	351	262	
Delay (s/veh)	8.74	8.06	9.44	8.84	12.12	7.66	8.21	
LOS	A	A	A	A	B	A	A	
Approach: Delay (s/veh)	8.28		9.11		10.93		8.21	
LOS	A		A		B		A	
Intersection Delay (s/veh)	10.14							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CIVIC CENTER WAY & WEBB WAY
Agency/Co.	OTC INC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2012 + PROJECT
Analysis Time Period	AM PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	6	20	53	69	64	10
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	238	39	131	2	8	2
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	26	53	69	74	277	131	12	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2	0.0	1.0	0.0	0.9	0.0	0.2	
Prop. Right-Turns	0.0	1.0	0.0	0.1	0.0	1.0	0.2	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.1	0.4	-0.7	-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.02	0.05	0.06	0.07	0.25	0.12	0.01	
hd, final value (s)	5.89	5.06	6.18	5.58	5.54	4.42	5.51	
x, final value	0.04	0.07	0.12	0.11	0.43	0.16	0.02	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	3.6	2.8	3.9	3.3	3.2	2.1	3.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	276	303	319	324	527	381	262	
Delay (s/veh)	8.85	8.17	9.70	9.00	12.30	7.96	8.31	
LOS	A	A	A	A	B	A	A	
Approach: Delay (s/veh)	8.39		9.34		10.91		8.31	
LOS	A		A		B		A	
Intersection Delay (s/veh)	10.20							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CIVIC CENTER WAY & WEBB WAY
Agency/Co.	OTC INC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2012
Analysis Time Period	PM PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	4	69	218	94	218	10
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	432	12	81	6	34	23
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	
Flow Rate (veh/h)	<i>73</i>	<i>218</i>	<i>94</i>	<i>228</i>	<i>444</i>	<i>81</i>	<i>63</i>	
% Heavy Vehicles	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1	0.0	1.0	0.0	1.0	0.0	0.1	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.4	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.7	0.5	-0.0	0.5	-0.7	-0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.06	0.19	0.08	0.20	0.39	0.07	0.06	
hd, final value (s)	7.13	6.39	7.51	6.97	6.94	5.75	7.17	
x, final value	0.14	0.39	0.20	0.44	0.86	0.13	0.13	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.8	4.1	5.2	4.7	4.6	3.4	4.9	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	323	468	344	478	514	331	313	
Delay (s/veh)	11.03	13.06	12.03	15.06	38.18	9.30	10.89	
LOS	B	B	B	C	E	A	B	
Approach: Delay (s/veh)	12.55		14.17		33.72		10.89	
LOS	B		B		D		B	
Intersection Delay (s/veh)	22.15							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CIVIC CENTER WAY & WEBB WAY
Agency/Co.	OTC INC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2012 + PROJECT
Analysis Time Period	PM PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	4	81	218	121	230	10
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	432	12	108	6	34	23
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	85	218	121	240	444	108	63	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	1.0	0.0	1.0	0.0	0.1	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.4	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.7	0.5	-0.0	0.5	-0.7	-0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.08	0.19	0.11	0.21	0.39	0.10	0.06	
hd, final value (s)	7.28	6.55	7.62	7.08	7.09	5.90	7.37	
x, final value	0.17	0.40	0.26	0.47	0.88	0.18	0.13	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	5.0	4.2	5.3	4.8	4.8	3.6	5.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	335	468	371	489	503	358	313	
Delay (s/veh)	11.49	13.48	12.92	15.95	41.54	9.87	11.16	
LOS	B	B	B	C	E	A	B	
Approach: Delay (s/veh)	12.92		14.94		35.35		11.16	
LOS	B		B		E		B	
Intersection Delay (s/veh)	23.08							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CIVIC CENTER WAY & WEBB WAY
Agency/Co.	OTC INC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2012
Analysis Time Period	SAT MID PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	7	126	154	90	93	5
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	145	18	120	6	20	3
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	133	154	90	98	163	120	29	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1	0.0	1.0	0.0	0.9	0.0	0.2	
Prop. Right-Turns	0.0	1.0	0.0	0.1	0.0	1.0	0.1	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.7	0.5	-0.0	0.4	-0.7	-0.0	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.12	0.14	0.08	0.09	0.14	0.11	0.03	
hd, final value (s)	5.65	4.92	6.22	5.68	6.17	5.03	6.06	
x, final value	0.21	0.21	0.16	0.15	0.28	0.17	0.05	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	3.4	2.6	3.9	3.4	3.9	2.7	3.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	383	404	340	348	413	370	279	
Delay (s/veh)	9.84	8.93	10.06	9.41	11.25	8.74	9.07	
LOS	A	A	B	A	B	A	A	
Approach: Delay (s/veh)	9.35		9.72		10.18		9.07	
LOS	A		A		B		A	
Intersection Delay (s/veh)	9.73							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CIVIC CENTER WAY & WEBB WAY
Agency/Co.	OTC INC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2012 + PROJECT
Analysis Time Period	SAT MID PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	7	143	154	129	110	5
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	145	18	161	6	20	3
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	150	154	129	115	163	161	29	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	1.0	0.0	0.9	0.0	0.2	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.1	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.7	0.5	-0.0	0.4	-0.7	-0.0	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.13	0.14	0.11	0.10	0.14	0.14	0.03	
hd, final value (s)	5.87	5.14	6.39	5.85	6.39	5.25	6.34	
x, final value	0.24	0.22	0.23	0.19	0.29	0.23	0.05	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	3.6	2.8	4.1	3.6	4.1	2.9	4.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	400	404	379	365	413	411	279	
Delay (s/veh)	10.46	9.28	10.98	9.90	11.67	9.55	9.39	
LOS	B	A	B	A	B	A	A	
Approach: Delay (s/veh)	9.86		10.47		10.61		9.39	
LOS	A		B		B		A	
Intersection Delay (s/veh)	10.28							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CROSS CREEK & CIVIC CENTER WAY
Agency/Co.	MALIBU	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2012
Analysis Time Period	AM PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *CROSS CREEK ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	40	0	44	1	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	89	38	2	0	32	32
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	40	44	3		129		64	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	0.3		0.7		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.0		0.5	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.7	0.1		0.1		-0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.04	0.04	0.00		0.11		0.06	
hd, final value (s)	5.43	4.23	4.60		4.30		3.95	
x, final value	0.06	0.05	0.00		0.15		0.07	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	3.1	1.9	2.6		2.3		1.9	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	290	294	253		379		314	
Delay (s/veh)	8.48	7.16	7.62		8.08		7.24	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	7.79		7.62		8.08		7.24	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.80							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CROSS CREEK & CIVIC CENTER WAY
Agency/Co.	MALIBU	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2012 + PROJECT
Analysis Time Period	AM PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *CROSS CREEK ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	40	0	56	1	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	107	50	2	0	40	32
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	40	56	3		159		72	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	0.3		0.7		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.0		0.4	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.7	0.1		0.1		-0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.04	0.05	0.00		0.14		0.06	
hd, final value (s)	5.52	4.32	4.71		4.34		4.04	
x, final value	0.06	0.07	0.00		0.19		0.08	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	3.2	2.0	2.7		2.3		2.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	290	306	253		409		322	
Delay (s/veh)	8.59	7.33	7.73		8.37		7.40	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	7.85		7.73		8.37		7.40	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.00							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CROSS CREEK & CIVIC CENTER WAY
Agency/Co.	MALIBU	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2012
Analysis Time Period	PM PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *CROSS CREEK ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	27	1	135	2	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	208	47	1	0	59	47
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	28	135	4		256		106	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	0.5		0.8		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.0		0.4	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.7	0.1		0.2		-0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.02	0.12	0.00		0.23		0.09	
hd, final value (s)	5.84	4.66	5.19		4.59		4.34	
x, final value	0.05	0.17	0.01		0.33		0.13	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	3.5	2.4	3.2		2.6		2.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	278	385	254		506		356	
Delay (s/veh)	8.82	8.34	8.22		9.79		7.98	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	8.42		8.22		9.79		7.98	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.99							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CROSS CREEK & CIVIC CENTER WAY
Agency/Co.	MALIBU	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2012 + PROJECT
Analysis Time Period	PM PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *CROSS CREEK ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	27	1	158	2	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	231	62	1	0	74	47
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	28	158	4		294		121	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	0.5		0.8		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.0		0.4	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.7	0.1		0.2		-0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.02	0.14	0.00		0.26		0.11	
hd, final value (s)	5.99	4.80	5.38		4.67		4.50	
x, final value	0.05	0.21	0.01		0.38		0.15	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	3.7	2.5	3.4		2.7		2.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	278	408	254		544		371	
Delay (s/veh)	8.98	8.77	8.41		10.53		8.30	
LOS	A	A	A		B		A	
Approach: Delay (s/veh)	8.80		8.41		10.53		8.30	
LOS	A		A		B		A	
Intersection Delay (s/veh)	9.54							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CROSS CREEK & CIVIC CENTER WAY
Agency/Co.	MALIBU	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2012
Analysis Time Period	SAT MID PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *CROSS CREEK ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	22	1	210	1	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	196	36	2	0	31	34
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	23	210	1		234		65	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	1.0		0.8		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.0		0.5	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.7	0.2		0.2		-0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.02	0.19	0.00		0.21		0.06	
hd, final value (s)	5.71	4.53	5.23		4.69		4.43	
x, final value	0.04	0.26	0.00		0.30		0.08	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	3.4	2.2	3.2		2.7		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	273	460	251		484		315	
Delay (s/veh)	8.63	8.85	8.24		9.73		7.81	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	8.82		8.24		9.73		7.81	
LOS	A		A		A		A	
Intersection Delay (s/veh)	9.10							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CROSS CREEK & CIVIC CENTER WAY
Agency/Co.	MALIBU	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2012 + PROJECT
Analysis Time Period	SAT MID PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *CROSS CREEK ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	22	1	243	1	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	231	59	2	0	53	34
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	23	243	1		292		87	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	1.0		0.8		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.0		0.4	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.7	0.2		0.2		-0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.02	0.22	0.00		0.26		0.08	
hd, final value (s)	5.93	4.75	5.53		4.82		4.70	
x, final value	0.04	0.32	0.00		0.39		0.11	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	3.6	2.4	3.5		2.8		2.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	273	493	251		542		337	
Delay (s/veh)	8.87	9.67	8.54		10.88		8.31	
LOS	A	A	A		B		A	
Approach: Delay (s/veh)	9.60		8.54		10.88		8.31	
LOS	A		A		B		A	
Intersection Delay (s/veh)	10.00+							
Intersection LOS	B							

Intersection Capacity Utilization (ICU)

Intersection Capacity Utilization (ICU)												
<u>Intersection No. 6</u>	2012, EXISTING			2012, WITH PROJECT					2012, WITH TRAFFIC MITIGATION			
North/South Street: Webb Way	Capacity: vphpl 1600 Dual 2880				In	Out	Total					
East/West Street: Pacific Coast Highway				AM	61	40	101					
WEEKDAY AM Peak: 8:00 AM				PM	77	77	154					
	Counts Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C	Adjusted Volume	Total Volume	Lanes	V / C	
Northbound												
↵ Left	53	1	0.033	0%	0	53	1	0.033	0	53	1	0.033
↵ Lt-Th		0	0	0%		0	0	0		0	0	0
↑ Thru	48	0	0	2%	1	49	0	0	0	49	0	0
↵ Th-Rt		1	0.037	0%		1	0.038	0		1	0.038	0.038
↵ Right	11	0	0	0%	0	11	0	0	0	11	0	0
↵ Shared		0	0	0%		0	0	0		0	0	0
Southbound												
↵ Left	49	1	0.031	0%	0	49	1	0.031	0	49	1	0.031
↵ Lt-Th		1	0.031	0%		1	0.031	0		1	0.031	0.031
↓ Thru	40	0	0.000	(2%)	1	41	0	0.000	0	41	0	0.000
↵ Th-Rt		0	0.000	0%		0	0.000	0		0	0.000	0.000
↵ Right	32	1	0.020	(33%)	13	45	1	0.028	0	45	1	0.028
↵ Shared		0	0.000	0%		0	0.000	0		0	0.000	0.000
Eastbound												
↵ Left	130	1	0.081	48%	29	159	1	0.099	0	159	2	0.055
↵ Lt-Th		0	0	0%		0	0.000	0		0	0	0
→ Thru	1559	3	0.325	0%	0	1559	3	0.325	0	1559	3	0.325
↵ Th-Rt		0	0	0%		0	0	0		0	0.000	0.000
↵ Right	68	1	0.043	0%	0	68	1	0.043	0	68	1	0.043
↵ Shared		0	0	0%		0	0	0		0	0	0
Westbound												
↵ Left	132	1	0.083	0%	0	132	1	0.083	0	132	1	0.083
↵ Lt-Th		0	0	0%		0	0	0		0	0	0
← Thru	689	2	0.215	0%	0	689	2	0.215	0	689	2	0.215
↵ Th-Rt		0	0	0%		0	0	0		0	0	0
↵ Right	231	1	0.144	0%	0	231	1	0.144	0	231	1	0.144
↵ Shared		0	0	0%		0	0	0		0	0	0
Critical Volumes:	North-South:	0.068			North-South:	0.069			North-South:	0.069		
	East-West:	0.408			East-West:	0.408			East-West:	0.408		
	Loss Time:	0.050			LossTime:	0.050			Loss Time:	0.050		
Volume/capacity (v/c) ratio:		0.526				0.527				0.527		
Level of Service (LOS):		A				A				A		
<u>P R O J E C T I M P A C T</u>												
Change in v/c due to project:					0.001	Δv/c after mitigation:			0.001			
Significantly impacted?					NO	Fully mitigated?			N/A			

Intersection Capacity Utilization (ICU)

Intersection No. 6	2012, EXISTING			2012, WITH PROJECT				2012, WITH TRAFFIC MITIGATION				
North/South Street: Webb Way	Capacity: vphpl 1600 Dual 2880					<u>In</u>	<u>Out</u>	<u>Total</u>				
				AM	61	40	101					
East/West Street: Pacific Coast Highway				PM	77	77	154					
WEEKDAY PM Peak: 4:45 PM	Counts					Total			Adjusted	Total		
	Volume	Lanes	V / C	+ Project	Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C
Northbound ↵ Left ↵ Lt-Th ↑ Thru ↘ Th-Rt ↵ Right ↗ Shared	148	1	0.093	0%	0	148	1	0.093	0	148	1	0.093
		0	0	0%			0	0			0	0
	72	0	0	2%	2	74	0	0	0	74	0	0
		1	0.063	0%			1	0.064	0		1	0.064
	29	0	0	0%	0	29	0	0	0	29	0	0
	0	0	0	0%			0	0	0		0	0
Southbound ↵ Left ↘ Lt-Th ↓ Thru ↘ Th-Rt ↵ Right ↗ Shared	223	1	0.104	0%	0	223	1	0.105	0	223	1	0.105
		1	0.104	0%			1	0.105			1	0.105
	76	0	0.000	(2%)	2	78	0	0.000	0	78	0	0.000
		0	0.000	0%			0	0.000	0		0	0.000
	69	1	0.043	(33%)	25	94	1	0.059	0	94	1	0.059
	0	0.000	0%			0	0.000			0	0.000	
Eastbound ↵ Left ↘ Lt-Th → Thru ↘ Th-Rt ↵ Right ↗ Shared	93	1	0.058	33%	25	118	1	0.074	0	118	2	0.041
		0	0	0%			0	0			0	0
	1272	3	0.265	0%	0	1272	3	0.265	0	1272	3	0.265
		0	0	0%			0	0			0	0
	54	1	0.034	0%	0	54	1	0.034	0	54	1	0.034
	0	0	0%			0	0			0	0	
Westbound ↵ Left ↘ Lt-Th ← Thru ↘ Th-Rt ↵ Right ↗ Shared	225	1	0.141	0%	0	225	1	0.141	0	225	1	0.141
		0	0	0%			0	0			0	0
	1235	2	0.386	0%	0	1235	2	0.386	0	1235	2	0.386
		0	0	0%			0	0			0	0
	380	1	0.168	0%	0	380	1	0.168	0	380	1	0.168
	0	0	0%			0	0			0	0	
Critical Volumes:	North-South:	0.167			North-South:	0.169			North-South:	0.169		
	East-West:	0.444			East-West:	0.460			East-West:	0.406		
	Loss Time:	0.050			Loss Time:	0.050			Loss Time:	0.050		
Volume/capacity (v/c) ratio:		0.661				0.679				0.625		
Level of Service (LOS):		B				B				B		
PROJECT IMPACT												
Change in v/c due to project:					0.018	Δv/c after mitigation:			-0.036			
Significantly impacted?					NO	Fully mitigated?			N/A			

Intersection Capacity Utilization (ICU)

Intersection No. 6		2012, EXISTING			2012, WITH PROJECT					2012, WITH TRAFFIC MITIGATION				
North/South Street: Webb Way		Capacity: vphpl 1600 Dual 2880			InOutTotal					Critical Phases: 1600				
East/West Street: Pacific Coast Highway					Trip					Capacity: 0				
WEEKEND					Gen 1PM116110226					FALSE00%0				
PM Peak: 12:00 PM					Counts			Total		Adjusted			Total	
		Volume	Lanes	V / C	+ Project	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C		
Northbound	Left	127	1	0.079	0%0	127	1	0.079	0	127	1	0.079		
	Lt-Th		0	0	0%0		0	0			0	0		
	Thru	71	0	0	2%2	73	0	0	0	73	0	0		
	Th-Rt		1	0.063	0%0		1	0.064	0		1	0.064		
	Right	30	0	0	0%0	30	0	0	0	30	0	0		
	Shared		0	0	0%0		0	0			0	0		
Southbound	Left	116	1	0.075	0%0	116	1	0.076	0	116	1	0.076		
	Lt-Th		1	0.075	0%0		1	0.076	0		1	0.076		
	Thru	101	0	0	(2%)2	103	0	0	0	103	0	0		
	Th-Rt		0	0	0%0		0	0	0		0	0		
	Right	57	1	0	(33%)36	93	1	0	0	93	1	0		
	Shared		0	0	0%0		0	0			0	0		
Eastbound	Left	149	1	0.093	33%38	187	1	0.117	0	187	2	0.065		
	Lt-Th		0	0	0%0		0	0			0	0		
	Thru	1323	3	0.276	0%0	1323	3	0.276	0	1323	3	0.276		
	Th-Rt		0	0	0%0		0	0	0		0	0		
	Right	65	1	0.041	0%0	65	1	0.041	0	65	1	0.041		
	Shared		0	0	0%0		0	0			0	0		
Westbound	Left	287	1	0.179	0%0	287	1	0.179	0	287	1	0.179		
	Lt-Th		0	0	0%0		0	0			0	0		
	Thru	1299	2	0.406	0%0	1299	2	0.406	0	1299	2	0.406		
	Th-Rt		0	0	0%0		0	0	0		0	0		
	Right	115	1	0.036	0%0	115	1	0.036	0	115	1	0.036		
	Shared		0	0	0%0		0	0			0	0		
Critical Volumes:	North-South: 0.154			North-South: 0.155					North-South: 0.155					
	East-West: 0.499			East-West: 0.523					East-West: 0.471					
	Loss Time: 0.050			Loss Time: 0.050					Loss Time: 0.050					
Volume/capacity (v/c) ratio:	0.703			0.728					0.676					
Level of Service (LOS):	C			C					B					
PROJECT IMPACT														
Change in v/c due to project:						0.025		Δv/c after mitigation:			-0.027			
Significantly impacted?						NO		Fully mitigated?			N/A			

Intersection Capacity Utilization (ICU)

Intersection No. 7		2012, EXISTING			2012, WITH PROJECT				2012, WITH TRAFFIC MITIGATION				
North/South Street: Cross Creek Road		Capacity: vphpl 1600 Dual 2880				In	Out	Total					
East/West Street: Pacific Coast Highway		north-south split			AM	61	40	101					
WEEKDAY					PM	77	77	154					
AM Peak: 8:00 AM		Counts Volume	Lanes	V / C	+ Project	Volume	= Total Volume	Lanes	V / C	Adjusted Volume	Total Volume	Lanes	V / C
Northbound	↶ Left	4	0	0.000	0%	0	4	0	0.000	0	4	0	0.000
	↶ Lt-Th		1	0.003	0%	0		1	0.003			1	0.003
	↑ Thru	1	0	0.000	0%	0	1	0	0.000	0	1	0	0.000
	↷ Th-Rt		0	0.000	0%	0		0	0.000			0	0.000
	↷ Right	2	1	0.000	0%	0	2	1	0.000	0	2	1	0.000
	↷ Shared		0	0.000	0%	0		0	0.000			0	0.000
Southbound	↷ Left	80	1	0.028	(50%)	20	100	1	0.035	0	100	1	0.035
	↷ Lt-Th		1	0.028	0%	0		1	0.035			1	0.035
	↓ Thru	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000
	↶ Th-Rt		0	0.000	0%	0		0	0.000			0	0.000
	↶ Right	63	1	0.000	0%	0	63	1	0.000	0	63	1	0.000
	↶ Shared		0	0.000	0%	0		0	0.000			0	0.000
Eastbound	↶ Left	92	1	0.058	0%	0	92	1	0.058	0	92	1	0.058
	↶ Lt-Th		0	0.000	0%	0		0	0.000			0	0.000
	→ Thru	1623	1	0.511	0%	0	1623	1	0.511	0	1623	1	0.511
	↷ Th-Rt		1	0.511	0%	0		1	0.511			1	0.511
	↷ Right	11	0	0.000	0%	0	11	0	0.000	0	11	0	0.000
	↷ Shared		0	0.000	0%	0		0	0.000			0	0.000
Westbound	↶ Left	3	1	0.002	0%	0	3	1	0.002	0	3	1	0.002
	↶ Lt-Th		0	0.000	0%	0		0	0.000			0	0.000
	← Thru	1001	1	0.354	0%	0	1001	1	0.363	0	1001	2	0.313
	↶ Th-Rt		1	0.354	0%	0		1	0.363			0	0.000
	↶ Right	131	0	0.000	50%	30	161	0	0.000	0	161	1	0.101
	↶ Shared		0	0.000	0%	0		0	0.000			0	0.000
Critical Volumes:		North-South: 0.031		North-South: 0.038		North-South: 0.038		North-South: 0.038		North-South: 0.038			
		East-West: 0.513		East-West: 0.513		East-West: 0.513		East-West: 0.513		East-West: 0.513			
		Loss Time: 0.050		LossTime: 0.050		LossTime: 0.050		Total: 0.050		Total: 0.050			
Volume/capacity (v/c) ratio:		0.594		0.601		0.601		0.601		0.601			
Level of Service (LOS):		A		B		B		B		B			
PROJECT IMPACT													
Change in v/c due to project:						0.007		Δv/c after mitigation:		0.007			
Significantly impacted?						NO		Fully mitigated?		N/A			

Intersection Capacity Utilization (ICU)

Intersection No. 7		2012, EXISTING			2012, WITH PROJECT					2012, WITH TRAFFIC MITIGATION			
North/South Street: Cross Creek Road		Capacity: vphpl 1600 Dual 2880					In	Out	Total				
East/West Street: Pacific Coast Highway		north-south split				AM	61	40	101				
WEEKDAY						PM	77	77	154				
PM Peak: 4:45 PM		Counts					Total			Adjusted	Total		
		Volume	Lanes	V / C	+ Project	Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C
Northbound	↶ Left	14	0	0.000	0%	0	14	0	0.000	0	14	0	0.000
	↶ Lt-Th		1	0.014	0%	0		1	0.014	0		1	0.014
	↑ Thru	8	0	0.000	0%	0	8	0	0.000	0	8	0	0.000
	↷ Th-Rt		0	0.000	0%	0		0	0.000	0		0	0.000
	↷ Right	19	1	0.000	0%	0	19	1	0.000	0	19	1	0.000
	↷ Shared		0	0.000	0%	0		0	0.000	0		0	0.000
Southbound	↶ Left	187	1	0.065	(50%)	38	225	1	0.078	0	225	1	0.078
	↶ Lt-Th		1	0.065	0%	0		1	0.078	0		1	0.078
	↓ Thru	1	0	0.000	0%	0	1	0	0.000	0	1	0	0.000
	↷ Th-Rt		0	0.000	0%	0		0	0.000	0		0	0.000
	↷ Right	132	1	0.000	0%	0	132	1	0.000	0	132	1	0.000
	↷ Shared		0	0.000	0%	0		0	0.000	0		0	0.000
Eastbound	↶ Left	94	1	0.059	0%	0	94	1	0.059	0	94	1	0.059
	↶ Lt-Th		0	0.000	0%	0		0	0.000	0		0	0.000
	→ Thru	1603	1	0.506	0%	0	1603	1	0.506	0	1603	1	0.506
	↷ Th-Rt		1	0.506	0%	0		1	0.506	0		1	0.506
	↷ Right	15	0	0.000	0%	0	15	0	0.000	0	15	0	0.000
	↷ Shared		0	0.000	0%	0		0	0.000	0		0	0.000
Westbound	↶ Left	15	1	0.009	0%	0	15	1	0.009	0	15	1	0.009
	↶ Lt-Th		0	0.000	0%	0		0	0.000	0		0	0.000
	← Thru	1711	1	0.593	0%	0	1711	1	0.605	0	1711	2	0.535
	↷ Th-Rt		1	0.593	0%	0		1	0.605	0		0	0.000
	↶ Right	186	0	0.000	50%	38	224	0	0.000	0	224	1	0.140
	↶ Shared		0	0.000	0%	0		0	0.000	0		0	0.000
Critical Volumes:		North-South:	0.079	North-South:				0.092	North-South:		0.092		
		East-West:	0.652	East-West:				0.664	East-West:		0.594		
		Loss Time:	0.050	Loss Time:				0.050	Loss Time:		0.050		
Volume/capacity (v/c) ratio:		0.781			0.806				0.736				
Level of Service (LOS):		C			D				C				
PROJECT IMPACT													
Change in v/c due to project:							0.025	Δv/c after mitigation:			-0.045		
Significantly impacted?							YES	Fully mitigated?			YES		

Intersection Capacity Utilization (ICU)

Intersection No. 7		2012, EXISTING			2012, WITH PROJECT					2012, WITH TRAFFIC MITIGATION			
North/South Street: Cross Creek Road		Capacity: vphpl 1600 Dual 2880 north-south split			In Out Total					Critical Phases: 1600			
East/West Street: Pacific Coast Highway					Trip Gen 1 PM 116 110 226					Capacity: 0			
WEEKEND PM Peak: 12:00 PM										FALSE 0 0% 0			
		Counts Volume	Lanes	V / C	+ Project	Volume	Total Volume	Lanes	V / C	Adjusted Volume	Total Volume	Lanes	V / C
Northbound	↶ Left	16	0	0.000	0%	0	16	0	0.000	0	16	0	0.000
	↶ Lt-Th		1	0.014	0%	0	16	1	0.014	0	16	1	0.014
	↑ Thru	6	0	0.000	0%	0	6	0	0.000	0	6	0	0.000
	↷ Th-Rt		0	0.000	0%	0	6	0	0.000	0	6	0	0.000
	↷ Right	46	1	0.000	0%	0	46	1	0.000	0	46	1	0.000
	↷ Shared		0	0.000	0%	0	46	0	0.000			0	0.000
Southbound	↷ Left	209	1	0.073	(50%)	55	264	1	0.092	0	264	1	0.092
	↷ Lt-Th		1	0.073	0%	0	264	1	0.092	0	264	1	0.092
	↓ Thru	7	0	0.000	0%	0	7	0	0.000	0	7	0	0.000
	↶ Th-Rt		0	0.000	0%	0	7	0	0.000	0	7	0	0.000
	↶ Right	109	1	0.000	0%	0	109	1	0.000	0	109	1	0.000
	↶ Shared		0	0.000	0%	0	109	0	0.000			0	0.000
Eastbound	↶ Left	144	1	0.090	0%	0	144	1	0.090	0	144	1	0.090
	↶ Lt-Th		0	0.000	0%	0	144	0	0.000	0	144	0	0.000
	→ Thru	1439	1	0.460	0%	0	1439	1	0.460	0	1439	1	0.460
	↷ Th-Rt		1	0.460	0%	0	1439	1	0.460	0	1439	1	0.460
	↷ Right	33	0	0.000	0%	0	33	0	0.000	0	33	0	0.000
	↷ Shared		0	0.000	0%	0	33	0	0.000			0	0.000
Westbound	↶ Left	24	1	0.015	0%	0	24	1	0.015	0	24	1	0.015
	↶ Lt-Th		0	0.000	0%	0	24	0	0.000	0	24	0	0.000
	↑ Thru	1625	1	0.573	0%	0	1625	1	0.591	0	1625	2	0.508
	↶ Th-Rt		1	0.573	0%	0	1625	1	0.591	0	1625	0	0.000
	↶ Right	209	0	0.000	50%	58	267	0	0.000	0	267	1	0.167
	↶ Shared		0	0.000	0%	0	267	0	0.000			0	0.000
Critical Volumes:		North-South: 0.087 East-West: 0.663 Loss Time: 0.050			North-South: 0.106 East-West: 0.681 Loss Time: 0.050					North-South: 0.106 East-West: 0.598 Loss Time: 0.050			
Volume/capacity (v/c) ratio:		0.800			0.837					0.754			
Level of Service (LOS):		C			D					C			
PROJECT IMPACT													
Change in v/c due to project:							0.037		Δv/c after mitigation:				
Significantly impacted?							YES		Fully mitigated?				
									-0.046				
									YES				

Intersection Capacity Utilization (ICU)

Intersection No. 8		2012, EXISTING			2012, WITH PROJECT				
North/South Street: Malibu Pier Signal		Capacity: vphpl 1600 Dual 2880				In	Out	Total	
East/West Street: Pacific Coast Highway					AM	61	40	101	
WEEKDAY AM Peak: 7:30 AM						PM	77	77	154
		Counts Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C	
Northbound	↶ Left	0	0	0	0%	0	0	0	
	↶ Lt-Th		0	0	0%		0	0	
	↑ Thru	0	0	0	0%	0	0	0	
	↗ Th-Rt		0	0	0%		0	0	
	↷ Right	0	0	0	0%	0	0	0	
	↷ Shared		0	0	0%		0	0	
Southbound	↶ Left not a part of signal	0	0	0	0%	0	0	0	
	↶ Lt-Th		0	0	0%		0	0	
	↓ Thru	0	0	0	0%	0	0	0	
	↘ Th-Rt		0	0	0%		0	0	
	↘ Right	0	0	0	0%	0	0	0	
	↘ Shared		0	1	0	0%		1	0
Eastbound	↶ Left	2	1	0.001	0%	0	2	1	0.001
	↶ Lt-Th		0	0.000	0%		0	0	0.000
	→ Thru	1672	2	0.523	(50%)	20	1692	2	0.529
	↗ Th-Rt		0	0.000	0%		0	0	0.000
	↗ Right	0	0	0.000	0%	0	0	0	0.000
	↗ Shared		0	0.000	0%		0	0	0.000
Westbound	↶ Left	5	1	0.003	0%	0	5	1	0.003
	↶ Lt-Th		0	0.000	0%		0	0	0.000
	← Thru	1202	2	0.376	50%	30	1232	2	0.385
	↖ Th-Rt		0	0.000	0%		0	0	0.000
	↖ Right	1	1	0.001	0%	0	1	1	0.001
	↖ Shared		0	0.000	0%		0	0	0.000
Critical Volumes:		North-South: 0.000 East-West: 0.526 Loss Time: 0.050			North-South: 0.000 East-West: 0.532 LossTime: 0.050				
Volume/capacity (v/c) ratio:		0.576			0.582				
Level of Service (LOS):		A			A				
PROJECT IMPACT									
Change in v/c due to project:								0.006	
Significantly impacted?								NO	

Intersection Capacity Utilization (ICU)

Intersection No. 8		2012, EXISTING			2012, WITH PROJECT			
North/South Street: Malibu Pier Signal		Capacity: vphpl 1600 Dual 2880				In	Out	Total
East/West Street: Pacific Coast Highway					AM	61	40	101
WEEKDAY PM Peak: 4:45 PM					PM	77	77	154
		Counts Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C
Northbound	↶ Left	0	0	0	0%	0	0	0
	↶ Lt-Th		0	0	0%		0	0
	↑ Thru	0	0	0	0%	0	0	0
	↷ Th-Rt		0	0	0%		0	0
	↷ Right	0	0	0	0%	0	0	0
	↷ Shared		0	0	0%		0	0
Southbound	↶ Left not part of signal	3	0	0	0%	0	0	0
	↶ Lt-Th		0	0	0%		0	0
	↓ Thru	0	0	0	0%	0	0	0
	↓ Th-Rt		0	0	0%		0	0
	↷ Right	3	0	0	0%	0	0	0
	↷ Shared		1	0	0%		1	0
Eastbound	↶ Left	0	1	0.000	0%	0	1	0.000
	↶ Lt-Th		0	0.000	0%		0	0.000
	→ Thru	1799	2	0.562	(50%)	38	2	0.574
	↷ Th-Rt		0	0.000	0%		0	0.000
	↷ Right	0	0	0.000	0%	0	0	0.000
	↷ Shared		0	0.000	0%		0	0.000
Westbound	↶ Left	13	1	0.008	0%	0	1	0.008
	↶ Lt-Th		0	0.000	0%		0	0.000
	← Thru	1937	2	0.605	50%	38	2	0.617
	↷ Th-Rt		0	0.000	0%		0	0.000
	↶ Right	1	1	0.001	0%	0	1	0.001
	↷ Shared		0	0.000	0%		0	0.000
Critical Volumes:		North-South: 0.000 East-West: 0.605 Loss Time: 0.050			North-South: 0.000 East-West: 0.617 Loss Time: 0.050			
Volume/capacity (v/c) ratio:		0.655			0.667			
Level of Service (LOS):		B			B			
PROJECT IMPACT								
Change in v/c due to project:								0.012
Significantly impacted?								NO

Intersection Capacity Utilization (ICU)

Intersection No.8			2012, EXISTING			2012, WITH PROJECT				
North/South Street: Malibu Pier Signal			Capacity: vphpl 1600 Dual 2880			Trip Gen 1	AM PM	In	Out	Total
East/West Street: Pacific Coast Highway								0	0	0
WEEKEND								116	110	226
PM Peak: 12:00 PM										
Northbound	↵ Left	0	0	0	0%	0	0	0	0	
	↵ Lt-Th	0	0	0	0%	0	0	0	0	
	↑ Thru	0	0	0	0%	0	0	0	0	
	↵ Th-Rt	0	0	0	0%	0	0	0	0	
	↵ Right	0	0	0	0%	0	0	0	0	
	↵ Shared	0	0	0	0%	0	0	0	0	
Southbound	↵ Left	0	0	0	0%	0	0	0	0	
	↵ Lt-Th	0	0	0	0%	0	0	0	0	
	↓ Thru	0	0	0	0%	0	0	0	0	
	↵ Th-Rt	0	0	0	0%	0	0	0	0	
	↵ Right	0	0	0	0%	0	0	0	0	
	↵ Shared	0	1	0.000	0%	0	0	1	0	
Eastbound	↵ Left	4	1	0.003	0%	0	4	1	0.003	
	↵ Lt-Th		0	0.000	0%	0		0	0.000	
	→ Thru	1669	2	0.522	(50%)	55	1724	2	0.539	
	↵ Th-Rt		0	0.000	0%			0	0.000	
	↵ Right	0	0	0.000	0%	0	0	0	0.000	
	↵ Shared		0	0.000	0%	0	0	0	0.000	
Westbound	↵ Left	17	1	0.011	0%	0	17	1	0.011	
	↵ Lt-Th		0	0.000	0%	0		0	0.000	
	↑ Thru	1875	2	0.586	50%	58	1933	2	0.604	
	↵ Th-Rt		0	0.000	0%			0	0.000	
	↵ Right	5	1	0.003	0%	0	5	1	0.003	
	↵ Shared		0	0.000	0%			0	0.000	
Critical Volumes:			North-South: 0.000		North-South: 0.000					
			East-West: 0.588		East-West: 0.604					
			Loss Time: 0.050		Loss Time: 0.050					
Volume/capacity (v/c) ratio:			0.638		0.654					
Level of Service (LOS):			B		B					
PROJECT IMPACT										
hange in v/c due to project:										0.016
Significantly impacted?										NO

Intersection Capacity Utilization (ICU)

Intersection Capacity Utilization (ICU)									
Intersection No.9		2012, EXISTING			2012, WITH PROJECT				
North/South Street:		Capacity: vphpl 1600 Dual 2880							
Carbon Canyon Road									
East/West Street:									
Pacific Coast Highway									
WEEKDAY									
AM Peak: 8:00 AM		Counts	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C	
Northbound	↵ Left	0	0	0	0%	0	0	0	0
	↵ Lt-Th	0	0	0	0%	0	0	0	0
	↑ Thru	0	0	0	0%	0	0	0	0
	↵ Th-Rt	0	0	0	0%	0	0	0	0
	↵ Right	0	0	0	0%	0	0	0	0
	↔ Shared	0	0	0	0%	0	0	0	0
Southbound	↵ Left	13	0	0	0%	0	13	0	0
	↵ Lt-Th	0	0	0	0%	0	0	0	0
	↓ Thru	0	0	0	0%	0	0	0	0
	↵ Th-Rt	0	0	0	0%	0	0	0	0
	↵ Right	14	0	0	0%	0	14	0	0
	↔ Shared	1	0.017	0	0%	0	1	0.017	0
Eastbound	↵ Left	28	1	0.018	0%	0	28	1	0.018
	↵ Lt-Th	0	0	0	0%	0	0	0	0
	→ Thru	1508	2	0.471	(38%)	15	1523	2	0.476
	↵ Th-Rt	0	0	0	0%	0	0	0	0
	↵ Right	0	0	0	0%	0	0	0	0
	↔ Shared	0	0	0	0%	0	0	0	0
Westbound	↵ Left	1	0	0	0%	0	1	0	0
	↵ Lt-Th	0	0	0	0%	0	0	0	0
	← Thru	1205	2	0.377	38%	23	1228	2	0.384
	↵ Th-Rt	0	0	0	0%	0	0	0	0
	↵ Right	8	1	0.005	0%	0	8	1	0.005
	↔ Shared	0	0	0	0%	0	0	0	0
Critical Volumes:		North-South: 0.017 East-West: 0.471 Loss Time: 0.050			North-South: 0.017 East-West: 0.476 LossTime: 0.050				
Volume/capacity (v/c) ratio:		0.538			0.543				
Level of Service (LOS):		A			A				
PROJECT IMPACT									
Change in v/c due to project:								0.005	
Significantly impacted?								NO	

Intersection Capacity Utilization (ICU)									
Intersection No.9		2012, EXISTING			2012, WITH PROJECT				
North/South Street: Carbon Canyon Road		Capacity: vphpl 1600 Dual 2880				In	Out	Total	
East/West Street: Pacific Coast Highway					AM	61	40	101	
WEEKDAY					PM	77	77	154	
PM Peak: 4:15 PM		Counts	Lanes	V / C	+ Project	Volume	Total Volume	Lanes	V / C
Northbound	Left	0	0	0	0%	0	0	0	0
	Lt-Th	0	0	0	0%	0	0	0	0
	Thru	0	0	0	0%	0	0	0	0
	Th-Rt	0	0	0	0%	0	0	0	0
	Right	0	0	0	0%	0	0	0	0
	Shared	0	0	0	0%	0	0	0	0
Southbound	Left	12	0	0	0%	0	12	0	0
	Lt-Th	0	0	0	0%	0	0	0	0
	Thru	0	0	0	0%	0	0	0	0
	Th-Rt	0	0	0	0%	0	0	0	0
	Right	22	0	0	0%	0	22	0	0
	Shared	1	0.021	0%	0	1	0.021		
Eastbound	Left	15	1	0.009	0%	0	15	1	0.009
	Lt-Th	0	0	0	0%	0	0	0	0
	Thru	1676	2	0.524	(38%)	29	1705	2	0.533
	Th-Rt	0	0	0	0%	0	0	0	0
	Right	0	0	0	0%	0	0	0	0
	Shared	0	0	0	0%	0	0	0	0
Westbound	Left	0	0	0	0%	0	0	0	0
	Lt-Th	0	0	0	0%	0	0	0	0
	Thru	1805	2	0.564	38%	29	1834	2	0.573
	Th-Rt	0	0	0	0%	0	0	0	0
	Right	9	1	0.006	0%	0	9	1	0.006
	Shared	0	0	0	0%	0	0	0	0
Critical Volumes:		North-South: 0.021		North-South: 0.021		East-West: 0.582		Loss Time: 0.050	
Volume/capacity (v/c) ratio:		0.644		0.653		Level of Service (LOS):		B	
PROJECT IMPACT									
Change in v/c due to project:								0.009	
Significantly impacted?								NO	

Intersection Capacity Utilization (ICU)

Intersection No. 9		2012, EXISTING			2012, WITH PROJECT				
North/South Street: Carbon Canyon Road		Capacity: vphpl 1600 Dual 2880			In Out Total				
East/West Street: Pacific Coast Highway					Trip				
WEEKEND PM Peak: 12:00 PM					Gen 1 PM 116 110 226				
		Counts	Lanes	V / C	+ Project Volume Total Volume Lanes V / C				
Northbound	↶ Left	0	0	0	0%	0	0	0	0
	↶ Lt-Th		0	0	0%			0	0
	↑ Thru	0	0	0	0%	0	0	0	0
	↷ Th-Rt		0	0	0%			0	0
	↷ Right	0	0	0	0%	0	0	0	0
	↻ Shared		0	0	0%			0	0
Southbound	↷ Left	13	0	0	0%	0	13	0	0
	↷ Lt-Th		0	0	0%			0	0
	↓ Thru	0	0	0	0%	0	0	0	0
	↶ Th-Rt		0	0	0%			0	0
	↶ Right	19	0	0		0	19	0	0
	↻ Shared		1	0.020	0%			1	0.020
Eastbound	↶ Left	25	1	0.016		0	25	1	0.016
	↶ Lt-Th		0	0	0%			0	0
	→ Thru	1479	2	0.462	(38%)	42	1521	2	0.475
	↷ Th-Rt		0	0	0%			0	0
	↷ Right	0	0	0	0%	0	0	0	0
	↻ Shared		0	0	0%		0	0	0
Westbound	↶ Left	0	0	0	0%	0	0	0	0
	↶ Lt-Th		0	0	0%			0	0
	← Thru	1798	2	0.562	38%	44	1842	2	0.576
	↷ Th-Rt		0	0	0%			0	0
	↷ Right	13	1	0.008	0%	0	13	1	0.008
	↻ Shared		0	0	0%			0	0
Critical Volumes:		North-South: 0.020			North-South: 0.020				
		East-West: 0.578			East-West: 0.592				
Volume/capacity (v/c) ratio:		Loss Time: 0.050			Loss Time: 0.050				
Level of Service (LOS):		0.648			0.662				
		B			B				
PROJECT IMPACT									
Change in v/c due to project:								0.014	
Significantly impacted?								NO	

Intersection Capacity Utilization (ICU)

Intersection No.10		2012, EXISTING			2012, WITH PROJECT				
North/South Street: Las Flores Canyon Rd.		Capacity: vphpl 1600 Dual 2880					<u>In</u>	<u>Out</u>	<u>Total</u>
East/West Street: Pacific Coast Highway					AM	61	40	101	
					PM	77	77	154	
WEEKDAY									
AM Peak: 7:45 AM		Counts					= Total		
		Volume	Lanes	V / C	+ Project Volume	Volume	Lanes	V / C	
Northbound	↶ Left	1	0	0	0%	0	1	0	0
	↶ Lt-Th		0	0	0%			0	0
	↑ Thru	0	0	0	0%	0	0	0	0
	↷ Th-Rt		0	0	0%		0	0	0
	↷ Right	0	0	0	0%	0	0	0	0
	↻ Shared		1	0.001	0%		1		0.001
Southbound	↶ Left	40	0	0	0%	0	40	0	0
	↶ Lt-Th		0	0	0%		0	0	0
	↓ Thru	1	0	0	0%	0	1	0	0
	↘ Th-Rt		0	0	0%		0	0	0
	↘ Right	35	0	0	2%	1	36	0	0
	↻ Shared		1	0.048	0%		1		0.048
Eastbound	↶ Left	23	1	0.014	(2%)	1	24	1	0.015
	↶ Lt-Th		0	0	0%			0	0
	→ Thru	1535	1	0.480	(25%)	10	1545	1	0.483
	↷ Th-Rt		1	0.480	0%			1	0.483
	↷ Right	0	0	0	0%	0	0	0	0
	↻ Shared		0	0	0%		0		0
Westbound	↶ Left	3	1	0.002	0%	0	3	1	0.002
	↶ Lt-Th		0	0	0%		0	0	0
	← Thru	1197	2	0.374	25%	15	1212	2	0.379
	↘ Th-Rt		0	0	0%		0	0	0
	↘ Right	27	1	0.017	0%	0	27	1	0.017
	↻ Shared		0	0	0%		0		0
Critical Volumes:		North-South:		0.049	North-South:		0.049		
		East-West:		0.482	East-West:		0.485		
		Loss Time:		0.050	LossTime:		0.050		
Volume/capacity (v/c) ratio:				0.581			0.584		
Level of Service (LOS):				A			A		
PROJECT IMPACT									
Change in v/c due to project:								0.003	
Significantly impacted?								NO	

Intersection Capacity Utilization (ICU)

Intersection No.10		2012, EXISTING			2012, WITH PROJECT				
North/South Street: Las Flores Canyon Rd.		Capacity: vphpl 1600 Dual 2880				In	Out	Total	
East/West Street: Pacific Coast Highway					AM	61	40	101	
					PM	77	77	154	
WEEKDAY									
PM Peak: 4:30 PM		Counts				Total			
		Volume	Lanes	V / C	+ Project	Volume	Lanes	V / C	
Northbound	↶ Left	10	0	0	0%	0	10	0	0
	↶ Lt-Th		0	0	0%			0	0
	↑ Thru	1	0	0	0%	0	1	0	0
	↷ Th-Rt		0	0	0%			0	0
	↷ Right	15	0	0	0%	0	15	0	0
	↷ Shared		1	0.016	0%		1	0.016	
Southbound	↷ Left	30	0	0	0%	0	30	0	0
	↷ Lt-Th		0	0	0%			0	0
	↓ Thru	2	0	0	0%	0	2	0	0
	↓ Th-Rt		0	0	0%			0	0
	↶ Right	34	0	0	2%	2	36	0	0
	↶ Shared		1	0.041	0%		1	0.043	
Eastbound	↶ Left	41	1	0.026	(2%)	2	43	1	0.027
	↶ Lt-Th		0	0	0%			0	0
	→ Thru	1699	1	0.531	(25%)	19	1718	1	0.537
	→ Th-Rt		1	0.531	0%			1	0.537
	↷ Right	17	0	0	0%	0	17	0	0
	↷ Shared		0	0	0%		0	0	0
Westbound	↶ Left	18	1	0.011	0%	0	18	1	0.011
	↶ Lt-Th		0	0	0%			0	0
	← Thru	1787	2	0.558	25%	19	1806	2	0.564
	← Th-Rt		0	0	0%			0	0
	↷ Right	39	1	0.024	0%	0	39	1	0.024
	↷ Shared		0	0	0%		0	0	0
Critical Volumes:		North-South: 0.057			North-South: 0.059				
		East-West: 0.584			East-West: 0.591				
		Loss Time: 0.050			Loss Time: 0.050				
Volume/capacity (v/c) ratio:		0.691			0.700				
Level of Service (LOS):		B			B				
PROJECT IMPACT									
Change in v/c due to project:								0.009	
Significantly impacted?								NO	

Intersection Capacity Utilization (ICU)

Intersection No. 10		2012, EXISTING			2012, WITH PROJECT				
North/South Street: Las Flores Canyon Rd.		Capacity: vphpl 1600 Dual 2880			In Out Total				
East/West Street: Pacific Coast Highway					Trip				
WEEKEND PM Peak: 12:00 PM					Gen 1 PM 116 110 226				
		Counts			Total				
		Volume	Lanes	V / C	+ Project	Volume	Volume	Lanes	V / C
Northbound	↶ Left	16	0	0	0%	0	16	0	0
	↶ Lt-Th		0	0	0%			0	0
	↑ Thru	1	0	0	0%	0	1	0	0
	↷ Th-Rt		0	0	0%			0	0
	↷ Right	17	0	0	0%	0	17	0	0
	↷ Shared		1	0.021	0%			1	0.021
Southbound	↶ Left	34	0	0	0%	0	34	0	0
	↶ Lt-Th		0	0	0%			0	0
	↓ Thru	2	0	0	0%	0	2	0	0
	↷ Th-Rt		0	0	0%			0	0
	↷ Right	41	0	0	0%			0	0
	↷ Shared		1	0.048	2%	1	42	1	0.049
Eastbound	↶ Left	28	1	0.018	(2%)	2	30	1	0.019
	↶ Lt-Th		0	0	0%			0	0
	→ Thru	1424	1	0.445	(25%)	28	1452	1	0.454
	↷ Th-Rt		1	0.445	0%			1	0.454
	↷ Right	44	0	0	0%	0	44	0	0
	↷ Shared		0	0	0%			0	0
Westbound	↶ Left	44	1	0.028	0%	0	44	1	0.028
	↶ Lt-Th		0	0	0%			0	0
	← Thru	1733	2	0.542	25%	29	1762	2	0.551
	↷ Th-Rt		0	0	0%			0	0
	↷ Right	38	1	0.024	0%	0	38	1	0.024
	↷ Shared		0	0	0%			0	0
Critical Volumes:		North-South:		0.069	North-South:		0.070		
		East-West:		0.560	East-West:		0.570		
		Loss Time:		0.050	Loss Time:		0.050		
Volume/capacity (v/c) ratio:				0.679			0.690		
Level of Service (LOS):				B			B		
P R O J E C T I M P A C T									
Change in v/c due to project:							0.011		
Significantly impacted?							NO		

FUTURE CUMULATIVE (2015) + PROJECT

Intersection Capacity Utilization (ICU)

Intersection No. 1		2012, EXISTING			2015, PROJECTED CUMULATIVE BASE					2015, WITH PROJECT																	
North/South Street: Kanan Dume Road		Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2015 at: 1.50% per year					<table><tr><td></td><td></td><td><u>In</u></td><td><u>Out</u></td><td><u>Total</u></td></tr><tr><td>AM</td><td>61</td><td>40</td><td>101</td></tr><tr><td>PM</td><td>77</td><td>77</td><td>154</td></tr></table>							<u>In</u>	<u>Out</u>	<u>Total</u>	AM	61	40	101	PM	77	77	154
															<u>In</u>	<u>Out</u>	<u>Total</u>										
AM	61														40	101											
PM	77	77	154																								
East/West Street: Pacific Coast Highway																											
WEEKDAY AM Peak: 8:00 AM		Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C														
Northbound	Left	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000													
	Lt-Th		0	0.000				0	0.000	0%			0	0.000													
	Thru	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000													
	Th-Rt		0	0.000				0	0.000	0%			0	0.000													
	Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000													
	Shared		0	0.000				0	0.000	0%			0	0.000													
Southbound	Left	199	2	0.069	9	16	224	2	0.078	5%	3	227	2	0.079													
	Lt-Th		0	0.000				0	0.000	0%			0	0.000													
	Thru	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000													
	Th-Rt		0	0.000				0	0.000	0%			0	0.000													
	Right	250	1	0.069	11	17	278	1	0.074	0%	0	278	1	0.074													
	Shared		0	0.000				0	0.000	0%			0	0.000													
Eastbound	Left	139	1	0.087	6	15	160	1	0.100	0%	0	160	1	0.100													
	Lt-Th		0	0.000				0	0.000	0%			0	0.000													
	Thru	672	2	0.210	31	193	896	2	0.280	20%	12	908	2	0.284													
	Th-Rt		0	0.000				0	0.000	0%			0	0.000													
	Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000													
	Shared		0	0.000				0	0.000	0%			0	0.000													
Westbound	Left	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000													
	Lt-Th		0	0.000				0	0.000	0%			0	0.000													
	Thru	601	2	0.188	27	160	788	2	0.246	(20%)	8	796	2	0.249													
	Th-Rt		0	0.000				0	0.000	0%			0	0.000													
	Right	98	1	0.061	4	7	109	1	0.068	(5%)	2	111	1	0.070													
	Shared		0	0.000				0	0.000	0%			0	0.000													
Critical Volumes:	North-South:	0.069				North-South:	0.078				North-South:	0.079															
	East-West:	0.275				East-West:	0.346				East-West:	0.349															
	Loss Time:	0.050				Loss Time:	0.050				Loss Time:	0.050															
Volume/capacity (v/c) ratio:		0.394					0.474					0.478															
Level of Service (LOS):		A					A					A															
PROJECT IMPACT										Change in v/c due to project:					0.004												
										Significantly impacted?					NO												

Intersection Capacity Utilization (ICU)

Intersection Capacity Utilization (ICU)														
Intersection No. 1		2012, EXISTING			2015, PROJECTED CUMULATIVE BASE					2015, WITH PROJECT				
North/South Street: Kanan Dume Road		Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2015 at: 1.50% per year					In Out Total AM 61 40 101 PM 77 77 154				
East/West Street: Pacific Coast Highway														
WEEKDAY PM Peak: 4:00 PM														
		Counts	Lanes	V / C	+ Amb.	+ Area	= Total	Lanes	V / C	+ Project	Total	Lanes	V / C	
		Volume			Growth	Projects	Volume			Volume	Volume			
Northbound	Left	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
	Lt-Th		0	0.000				0	0.000	0%	0	0	0.000	
	Thru		0	0.000				0	0.000	0%	0	0	0.000	
	Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
	Right		0	0.000				0	0.000	0%	0	0	0.000	
	Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
Southbound	Left	155	2	0.054	7	17	179	2	0.062	5%	4	183	2	0.064
	Lt-Th		0	0.000				0	0.000	0%	0	0	0.000	
	Thru	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
	Th-Rt		0	0.000				0	0.000	0%	0	0	0.000	
	Right	194	1	0.000	9	24	227	1	0.000	0%	0	227	1	0.000
	Shared		0	0.000				0	0.000	0%	0	0	0.000	
Eastbound	Left	344	1	0.215	16	25	385	1	0.240	0%	0	385	1	0.240
	Lt-Th		0	0.000				0	0.000	0%	0	0	0.000	
	Thru	972	2	0.304	44	242	1258	2	0.393	20%	15	1273	2	0.398
	Th-Rt		0	0.000				0	0.000	0%	0	0	0.000	
	Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
	Shared		0	0.000				0	0.000	0%	0	0	0.000	
Westbound	Left	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
	Lt-Th		0	0.000				0	0.000	0%	0	0	0.000	
	Thru	1006	2	0.314	46	255	1307	2	0.408	(20%)	15	1322	2	0.413
	Th-Rt		0	0.000				0	0.000	0%	0	0	0.000	
	Right	247	1	0.154	11	24	282	1	0.176	(5%)	4	286	1	0.179
	Shared		0	0.000				0	0.000	0%	0	0	0.000	
Critical Volumes:		North-South: 0.054 East-West: 0.529 Loss Time: 0.050			North-South: 0.062 East-West: 0.648 Loss Time: 0.050					North-South: 0.064 East-West: 0.653 Loss Time: 0.050				
Volume/capacity (v/c) ratio:		0.633			0.760					0.767				
Level of Service (LOS):		B			C					C				
PROJECT IMPACT														
Change in v/c due to project:										0.007				
Significantly impacted?										NO				

Intersection Capacity Utilization (ICU)

Intersection Capacity Utilization (ICU)														
Intersection No. 1		2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				
North/South Street: Kanan Dume Road		Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2016 at: 1.50% per year					Trip Gen 1 PM 116 110 226				
East/West Street: Pacific Coast Highway														
WEEKEND														
PM Peak: 12:00 PM		Counts	Lanes	V / C	+ Amb.	+ Area	= Total	Lanes	V / C	+ Project	Total	Lanes	V / C	
Northbound	Left	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Thru	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
Southbound	Left	284	2	0.099	13	21	318	2	0.110	5%	6	324	2	0.112
	Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Thru	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Right	284	1	0.000	13	26	323	1	0.000	0%	0	323	1	0.000
	Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
Eastbound	Left	302	1	0.105	14	30	346	1	0.120	0%	0	346	1	0.120
	Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Thru	1028	2	0.321	47	287	1362	2	0.426	20%	23	1385	2	0.433
	Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
Westbound	Left	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Thru	1221	2	0.382	56	255	1532	2	0.479	(20%)	22	1554	2	0.486
	Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Right	172	1	0.108	8	20	200	1	0.125	(5%)	6	206	1	0.129
	Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
Critical Volumes:		North-South: 0.099			North-South: 0.110					North-South: 0.112				
		East-West: 0.487			East-West: 0.599					East-West: 0.606				
		Loss Time: 0.050			Loss Time: 0.050					Loss Time: 0.050				
Volume/capacity (v/c) ratio:		0.636			0.759					0.768				
Level of Service (LOS):		B			C					C				
PROJECT IMPACT														
Change in v/c due to project:												0.009		
Significantly impacted?												NO		

Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2015, PROJECTED CUMULATIVE BASE					2015, WITH PROJECT				2015, WITH TRAFFIC MITIGATION							
North/South Street: Malibu Canyon Road	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2015 at: 1.50% per year					In Out Total AM 61 40 101 PM 77 77 154											
East/West Street: Pacific Coast Highway																				
WEEKDAY AM Peak: 8:00 AM																				
	Counts Volume	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C	Adjusted Volume	Total Volume	Lanes	V / C				
Northbound ↶ Left ↶ Lt-Th ↑ Thru ↷ Th-Rt ↷ Right ↷ Shared	3	0	0.000	0	1	4	0	0.000	0%	0	4	0	0.000	0	4	1	0.003			
		1	0.005				1	0.006	0%			1	0.006		0	0	0.000			
	7	0	0.000	0	0	7	0	0.000	0%	0	7	0	0.000	0	7	1	0.005			
		1	0.005				1	0.006	0%			1	0.006		0	0	0.000			
	7	0	0.000	0	2	9	0	0.000	0%	0	9	0	0.000	0	9	1	0.000			
		0	0.000				0	0.000	0%			0	0.000		0	0	0.000			
Southbound ↷ Left ↷ Lt-Th ↓ Thru ↶ Th-Rt ↶ Right ↶ Shared	956	1	0.337	44	14	1014	1	0.357	15%	9	1023	1	0.361	0	1023	1	0.361			
		1	0.337				1	0.357	0%			1	0.361		1	1	0.361			
	15	0	0.000	1	0	16	0	0.000	0%	0	16	0	0.000	0	16	0	0.000			
		0	0.000				0	0.000	0%			0	0.000		0	0	0.000			
	216	1	0.093	10	1	227	1	0.096	0%	0	227	1	0.096	0	227	1	0.096			
		0	0.000				0	0.000	0%			0	0.000		0	0	0.000			
Eastbound ↶ Left ↶ Lt-Th → Thru ↶ Th-Rt ↷ Right ↷ Shared	135	2	0.047	6	5	146	2	0.051	0%	0	146	2	0.051	0	146	2	0.051			
		0	0.000				0	0.000	0%			0	0.000		0	0	0.000			
	884	1	0.279	40	146	1070	1	0.337	33%	20	1090	1	0.343	0	1090	1	0.343			
		1	0.279				1	0.337	0%			1	0.343		1	1	0.343			
	8	0	0.000	0	0	8	0	0.000	0%	0	8	0	0.000	0	8	0	0.000			
		0	0.000				0	0.000	0%			0	0.000		0	0	0.000			
Westbound ↶ Left ↶ Lt-Th ← Thru ↷ Th-Rt ↶ Right ↷ Shared	4	1	0.003	0	1	5	1	0.003	0%	0	5	1	0.003	0	5	1	0.003			
		0	0.000				0	0.000	0%			0	0.000		0	0	0.000			
	651	2	0.203	30	87	768	2	0.240	(33%)	13	781	2	0.244	0	781	2	0.244			
		0	0.000				0	0.000	0%			0	0.000		0	0	0.000			
	123	1	0.000	6	15	144	1	0.000	0%	0	144	1	0.000	0	144	1	0.000			
		0	0.000				0	0.000	0%			0	0.000		0	0	0.000			
Critical Volumes:	North-South:	0.342							North-South:		0.363		North-South:		0.361					
	East-West:	0.282							East-West:		0.340		East-West:		0.347					
	Loss Time:	0.050							Loss Time:		0.050		Total:		0.050					
Volume/capacity (v/c) ratio:	0.674										0.753				0.756					
Level of Service (LOS):	B										C		C							
									PROJECT IMPACT											
									Change in v/c due to project:				0.010				Δv/c after mitigation:		0.003	
									Significantly impacted?				NO				Fully mitigated?		N/A	

Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2015, PROJECTED CUMULATIVE BASE					2015, WITH PROJECT				2015, WITH TRAFFIC MITIGATION								
North/South Street: Malibu Canyon Road	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2015 at: 1.50 % per year					In	Out	Total										
AM									61	40	101										
PM									77	77	154										
East/West Street: Pacific Coast Highway																					
WEEKDAY																					
PM Peak: 4:45 PM	Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C	Adjusted Volume	Total Volume	Lanes	V / C					
Northbound ↶ Left ↵ Lt-Th ↑ Thru ↘ Th-Rt ↷ Right ↻ Shared	9	0	0.000	0	14	23	0	0.000	0%	0	23	0	0.000	0	23	1	0.015				
		1	0.009				1	0.020	0%			1	0.020			0	0.000				
	4	0	0.000	0	2	6	0	0.000	0%	0	6	0	0.000	0	6	1	0.004				
		1	0.009				1	0.020	0%			1	0.020			0	0.000				
	17	0	0.000	1	16	34	0	0.000	0%	0	34	0	0.000	0	34	1	0.000				
		0	0.000				0	0.000	0%			0	0.000			0	0.000				
Southbound ↶ Left ↵ Lt-Th ↓ Thru ↘ Th-Rt ↷ Right ↻ Shared	320	1	0.116	15	4	339	1	0.123	0%	0	339	1	0.123	0	339	1	0.123				
		1	0.116				1	0.123	0%			1	0.123			1	0.123				
	14	0	0.000	1	2	17	0	0.000	0%	0	17	0	0.000	0	17	0	0.000				
		0	0.000				0	0.000	0%			0	0.000			0	0.000				
	183	1	0.015	8	0	191	1	0.008	0%	0	191	1	0.008	0	191	1	0.008				
		0	0.000				0	0.000	0%			0	0.000			0	0.000				
Eastbound ↶ Left ↵ Lt-Th → Thru ↘ Th-Rt ↷ Right ↻ Shared	318	2	0.110	15	26	359	2	0.124	0%	0	359	2	0.124	0	359	2	0.124				
		0	0.000				0	0.000	0%			0	0.000			0	0.000				
	1128	1	0.359	52	163	1343	1	0.431	33%	25	1368	1	0.439	0	1368	1	0.439				
		1	0.359				1	0.431	0%			1	0.439			1	0.439				
	21	0	0.000	1	15	37	0	0.000	0%	0	37	0	0.000	0	37	0	0.000				
		0	0.000				0	0.000	0%			0	0.000			0	0.000				
Westbound ↶ Left ↵ Lt-Th ← Thru ↘ Th-Rt ↷ Right ↻ Shared	15	1	0.009	1	17	33	1	0.020	0%	0	33	1	0.020	0	33	1	0.020				
		0	0.000				0	0.000	0%			0	0.000			0	0.000				
	1229	2	0.384	56	232	1517	2	0.474	(33%)	25	1542	2	0.482	0	1542	2	0.482				
		0	0.000				0	0.000	0%			0	0.000			0	0.000				
	260	1	0.000	12	29	301	1	0.000	0%	0	301	1	0.000	0	301	1	0.000				
		0	0.000				0	0.000	0%			0	0.000			0	0.000				
Critical Volumes:	North-South:	0.125				North-South:		0.143				North-South:		0.143				North-South:		0.138	
	East-West:	0.494				East-West:		0.598				East-West:		0.606				East-West:		0.606	
	Loss Time:	0.050				Loss Time:		0.050				Loss Time:		0.050				Loss Time:		0.050	
Volume/capacity (v/c) ratio:			0.669				0.791						0.799						0.794		
Level of Service (LOS):							B									C					
									PROJECT IMPACT												
									Change in v/c due to project:				0.008		Δv/c after mitigation:				0.003		
									Significantly impacted?				NO		Fully mitigated?				N/A		

Intersection Capacity Utilization (ICU)

Intersection No. 2		2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT					2016, WITH TRAFFIC MITIGATION			
North/South Street: Malibu Canyon Road		Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2016 at: 1.50% per year					In Out Total Trip Gen 1 PM 116 110 226								
East/West Street: Pacific Coast Highway																		
WEEKEND PM Peak: 12:00 PM																		
		Counts Volume	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C	Adjusted Volume	Total Volume	Lanes	V / C	
Northbound	Left	26	0	0.000	1	22	49	0	0.000	0%	0	49	0	0.000	0	49	1	0.031
	Lt-Th		1	0.030				1	0.047	0%	0		1	0.047			0	0.000
	Thru	16	0	0.000	1	2	19	0	0.000	0%	0	19	0	0.000	0	19	1	0.012
	Th-Rt		1	0.030				1	0.047	0%	0		1	0.047			0	0.000
	Right	55	0	0.000	3	24	82	0	0.000	0%	0	82	0	0.000	0	82	1	0.007
	Shared		0	0.000				0	0.000	0%			0	0.000			0	0.000
Southbound	Left	280	1	0.107	13	-4	289	1	0.111	0%	0	289	1	0.111	0	289	1	0.111
	Lt-Th		1	0.110				1	0.114	0%	0		1	0.114			1	0.114
	Thru	28	0	0.000	1	2	31	0	0.000	0%	0	31	0	0.000	0	31	0	0.000
	Th-Rt		0	0.000				0	0.000	0%	0		0	0.000			0	0.000
	Right	353	1	0.221	16	7	376	1	0.235	0%	0	376	1	0.235	0	376	1	0.235
	Shared		0	0.000				0	0.000	0%			0	0.000			0	0.000
Eastbound	Left	193	2	0.067	9	36	238	2	0.083	0%	0	238	2	0.083	0	238	2	0.083
	Lt-Th		0	0.000				0	0.000	0%	0		0	0.000			0	0.000
	Thru	1256	1	0.405	57	193	1506	1	0.491	33%	38	1544	1	0.503	0	1544	1	0.503
	Th-Rt		1	0.405				1	0.491	0%	0		1	0.503			1	0.503
	Right	40	0	0.000	2	22	64	0	0.000	0%	0	64	0	0.000	0	64	0	0.000
	Shared		0	0.000				0	0.000	0%			0	0.000			0	0.000
Westbound	Left	43	1	0.027	2	25	70	1	0.044	0%	0	70	1	0.044	0	70	1	0.044
	Lt-Th		0	0.000				0	0.000	0%	0		0	0.000			0	0.000
	Thru	1310	2	0.409	60	227	1597	2	0.499	(33%)	36	1633	2	0.510	0	1633	2	0.510
	Th-Rt		0	0.000				0	0.000	0%	0		0	0.000			0	0.000
	Right	142	1	0.001	6	45	193	1	0.031	0%	0	193	1	0.031	0	193	1	0.031
	Shared		0	0.000				0	0.000	0%			0	0.000			0	0.000
Critical Volumes:		North-South: 0.251			North-South: 0.282					North-South: 0.282					North-South: 0.266			
		East-West: 0.476			East-West: 0.582					East-West: 0.593					East-West: 0.593			
		Loss Time: 0.050			Loss Time: 0.050					Loss Time: 0.050					Loss Time: 0.050			
Volume/capacity (v/c) ratio:		0.777			0.914					0.925					0.909			
Level of Service (LOS):		C			E					E					E			
PROJECT IMPACT																		
Change in v/c due to project:												0.011	Δv/c after mitigation:				-0.005	
Significantly impacted?												YES	Fully mitigated?				YES	

Intersection Capacity Utilization (ICU)

Intersection No. 3				2012, EXISTING			2015, PROJECTED CUMULATIVE BASE					2015, WITH PROJECT				
North/South Street: Malibu Canyon Road				Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2015 at: 1.50% per year					<u>In</u> <u>Out</u> <u>Total</u> AM 61 40 101 PM 77 77 154				
East/West Street: Civic Center Way																
WEEKDAY AM Peak: 7:45 AM				east-west split												
				Counts Volume	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C	
Northbound	↵ Left	25	1	0.016	1	-16	10	1	0.006	0%	0	10	1	0.006		
	↵ Lt-Th		0	0.000				0	0.000	0%			0	0.000		
	↑ Thru	200	2	0.063	9	13	222	2	0.069	0%	0	222	2	0.069		
	↵ Th-Rt		0	0.000				0	0.000	0%			0	0.000		
	↵ Right	23	1	0.000	1	29	53	1	0.000	0%	0	53	1	0.000		
	↕ Shared		0	0.000				0	0.000	0%			0	0.000		
Southbound	↵ Left	19	1	0.012	1	0	20	1	0.012	0%	0	20	1	0.012		
	↵ Lt-Th		0	0.000				0	0.000	0%			0	0.000		
	↓ Thru	1171	2	0.366	53	59	1283	2	0.401	15%	9	1292	2	0.404		
	↵ Th-Rt		0	0.000				0	0.000	0%			0	0.000		
	↵ Right	199	1	0.000	9	-8	200	1	0.000	0%	0	200	1	0.000		
	↕ Shared		0	0.000				0	0.000	0%			0	0.000		
Eastbound	↵ Left	23	1	0.013	1	-2	22	1	0.011	0%	0	22	1	0.011		
	↵ Lt-Th		1	0.013				1	0.011	0%			1	0.011		
	→ Thru	14	0	0.000	1	-4	11	0	0.000	0%	0	11	0	0.000		
	↵ Th-Rt		0	0.000				0	0.000	0%			0	0.000		
	↵ Right	9	1	0.000	0	-4	5	1	0.000	0%	0	5	1	0.000		
	↕ Shared		0	0.000				0	0.000	0%			0	0.000		
Westbound	↵ Left	16	1	0.010	1	0	17	1	0.010	0%	0	17	1	0.010		
	↵ Lt-Th		0	0.000				0	0.000	0%			0	0.000		
	← Thru	92	1	0.058	4	-16	80	1	0.050	0%	0	80	1	0.050		
	↵ Th-Rt		0	0.000				0	0.000	0%			0	0.000		
	↵ Right	208	1	0.000	10	19	237	1	0.000	(15%)	6	243	1	0.000		
	↕ Shared		0	0.000				0	0.000	0%			0	0.000		
Critical Volumes:				North-South: 0.382 East-West: 0.071 Loss Time: 0.050			North-South: 0.407 East-West: 0.061 Loss Time: 0.050			North-South: 0.410 East-West: 0.061 Loss Time: 0.050						
Volume/capacity (v/c) ratio:				0.503			0.518			0.521						
Level of Service (LOS):				A			A			A						
PROJECT IMPACT																
Change in v/c due to project:													0.003			
Significantly impacted?													NO			

Intersection Capacity Utilization (ICU)

Intersection No. 3		2012, EXISTING			2015, PROJECTED CUMULATIVE BASE						2015, WITH PROJECT				
North/South Street: Malibu Canyon Road		Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2015 at: 1.50% per year						In Out Total AM 61 40 101 PM 77 77 154				
East/West Street: Civic Center Way															
WEEKDAY		east-west split			+ Amb. + Area = Total Growth Projects Volume Lanes V / C						+ Project Total Volume Volume Lanes V / C				
PM Peak: 4:45 PM															
Northbound	↶ Left	22	1	0.014	1	-5	18	1	0.011	0%	0	18	1	0.011	
	↶ Lt-Th		0	0.000				0	0.000	0%			0	0.000	
	↑ Thru	534	2	0.167	24	35	593	2	0.185	0%	0	593	2	0.185	
	↷ Th-Rt		0	0.000				0	0.000	0%			0	0.000	
	↷ Right	27	1	0.000	1	62	90	1	0.000	0%	0	90	1	0.000	
	↷ Shared		0	0.000				0	0.000	0%			0	0.000	
Southbound	↷ Left	186	1	0.116	8	34	228	1	0.143	15%	12	240	1	0.150	
	↷ Lt-Th		0	0.000				0	0.000	0%			0	0.000	
	↓ Thru	464	2	0.145	21	30	515	2	0.161	0%	0	515	2	0.161	
	↶ Th-Rt		0	0.000				0	0.000	0%			0	0.000	
	↶ Right	44	1	0.000	2	-2	44	1	0.000	0%	0	44	1	0.000	
	↶ Shared		0	0.000				0	0.000	0%			0	0.000	
Eastbound	↶ Left	234	1	0.117	11	-6	239	1	0.116	0%	0	239	1	0.116	
	↶ Lt-Th		1	0.117				1	0.116	0%			1	0.116	
	→ Thru	103	0	0.000	5	-11	97	0	0.000	0%	0	97	0	0.000	
	↷ Th-Rt		0	0.000				0	0.000	0%			0	0.000	
	↷ Right	37	1	0.000	2	-11	28	1	0.000	0%	0	28	1	0.000	
	↷ Shared		0	0.000				0	0.000	0%			0	0.000	
Westbound	↶ Left	17	1	0.011	1	0	18	1	0.011	0%	0	18	1	0.011	
	↶ Lt-Th		0	0.000				0	0.000	0%			0	0.000	
	↑ Thru	35	1	0.022	2	-5	32	1	0.020	0%	0	32	1	0.020	
	↷ Th-Rt		0	0.000				0	0.000	0%			0	0.000	
	↷ Right	609	1	0.000	28	55	692	1	0.000	(15%)	12	704	1	0.000	
	↷ Shared		0	0.000				0	0.000	0%			0	0.000	
Critical Volumes:		North-South: 0.283			North-South: 0.328			North-South: 0.335							
		East-West: 0.139			East-West: 0.136			East-West: 0.136							
		Total: 0.050			Total: 0.050			Total: 0.050							
Volume/capacity (v/c) ratio:		0.472			0.514			0.521							
Level of Service (LOS):		A			A			A							
PROJECT IMPACT															
Change in v/c due to project:													0.007		
Significantly impacted?													NO		

Intersection Capacity Utilization (ICU)														
Intersection No. 3		2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				
North/South Street: Malibu Canyon Road		Capacity: vphpl 1600 Dual 2880 east-west split			Ambient Growth from: 2012 to: 2016 at: 1.50% per year					Trip Gen 1 PM 116 110 226				
East/West Street: Civic Center Way														
WEEKEND PM Peak: 11:45 PM														
	Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C		
Northbound	Left	29	1	0.018	1	-6	24	1	0.015	0%	0	24	1	0.015
	Lt-Th		0	0				0	0	0%	0		0	0
	Thru	296	2	0.093	14	45	355	2	0.111	0%	0	355	2	0.111
	Th-Rt		0	0				0	0	0%	0		0	0
	Right	22	1	0.014	1	84	107	1	0.067	0%	0	107	1	0.067
	Shared		0	0				0	0	0%	0		0	0
Southbound	Left	233	1	0.146	11	46	290	1	0.181	15%	17	307	1	0.192
	Lt-Th		0	0				0	0	0%	0		0	0
	Thru	766	2	0.239	35	41	842	2	0.263	0%	0	842	2	0.263
	Th-Rt		0	0				0	0	0%	0		0	0
	Right	28	1	0.018	1	-3	26	1	0.016	0%	0	26	1	0.016
	Shared		0	0				0	0	0%	0		0	0
Eastbound	Left	29	1	0.021	1	-2	28	1	0.020	0%	0	28	1	0.020
	Lt-Th		1	0.021				1	0.020	0%	0		1	0.020
	Thru	32	0	0	1	-4	29	0	0	0%	0	29	0	0
	Th-Rt		0	0				0	0	0%	0		0	0
	Right	26	1	0.016	1	-4	23	1	0.014	0%	0	23	1	0.014
	Shared		0	0				0	0	0%	0		0	0
Westbound	Left	21	1	0.013	1	0	22	1	0.014	0%	0	22	1	0.014
	Lt-Th		0	0				0	0	0%	0		0	0
	Thru	28	1	0.018	1	-6	23	1	0.015	0%	0	23	1	0.015
	Th-Rt		0	0				0	0	0%	0		0	0
	Right	179	1	0.112	8	49	236	1	0.148	(15%)	17	253	1	0.158
	Shared		0	0				0	0	0%	0		0	0
Critical Volumes:	North-South:	0.257		North-South:					0.278		North-South:		0.278	
	East-West:	0.039		East-West:					0.035		East-West:		0.035	
	Loss Time:	0.050		Loss Time:					0.050		Loss Time:		0.050	
	Volume/capacity (v/c) ratio:	0.346							0.363				0.363	
Level of Service (LOS):		A		A					A					
PROJECT IMPACT														
Change in v/c due to project:													0.000	
Significantly impacted?													NO	

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CIVIC CENTER WAY & WEBB WAY
Agency/Co.	OTC INC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2015 WITHOUT PROJECT
Analysis Time Period	AM PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	6	21	70	73	68	10
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	241	101	174	20	33	13
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	27	70	73	78	342	174	66	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2	0.0	1.0	0.0	0.7	0.0	0.3	
Prop. Right-Turns	0.0	1.0	0.0	0.1	0.0	1.0	0.2	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.1	0.4	-0.7	-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.02	0.06	0.06	0.07	0.30	0.15	0.06	
hd, final value (s)	6.33	5.51	6.62	6.02	5.65	4.60	5.75	
x, final value	0.05	0.11	0.13	0.13	0.54	0.22	0.11	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.0	3.2	4.3	3.7	3.4	2.3	3.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	277	320	323	328	592	424	316	
Delay (s/veh)	9.35	8.87	10.34	9.63	14.71	8.61	9.13	
LOS	A	A	B	A	B	A	A	
Approach: Delay (s/veh)	9.00		9.97		12.65		9.13	
LOS	A		A		B		A	
Intersection Delay (s/veh)	11.46							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CIVIC CENTER WAY & WEBB WAY
Agency/Co.	OTC INC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2015 WITH PROJECT
Analysis Time Period	AM PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	6	21	70	87	74	10
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	241	101	204	20	33	13
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	
Flow Rate (veh/h)	<i>27</i>	<i>70</i>	<i>87</i>	<i>84</i>	<i>342</i>	<i>204</i>	<i>66</i>	
% Heavy Vehicles	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	
No. Lanes	<i>2</i>		<i>2</i>		<i>2</i>		<i>1</i>	
Geometry Group	<i>5</i>		<i>5</i>		<i>5</i>		<i>4b</i>	
Duration, T	<i>0.25</i>							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2	0.0	1.0	0.0	0.7	0.0	0.3	
Prop. Right-Turns	0.0	1.0	0.0	0.1	0.0	1.0	0.2	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.1	0.4	-0.7	-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.02	0.06	0.08	0.07	0.30	0.18	0.06	
hd, final value (s)	6.44	5.62	6.69	6.10	5.72	4.67	5.85	
x, final value	0.05	0.11	0.16	0.14	0.54	0.26	0.11	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.1	3.3	4.4	3.8	3.4	2.4	3.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	277	320	337	334	592	454	316	
Delay (s/veh)	9.46	9.00	10.67	9.81	15.02	9.04	9.25	
LOS	A	A	B	A	C	A	A	
Approach: Delay (s/veh)	9.13		10.25		12.79		9.25	
LOS	A		B		B		A	
Intersection Delay (s/veh)	11.63							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CIVIC CENTER WAY & WEBB WAY
Agency/Co.	OTC INC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2015 WITHOUT PROJECT
Analysis Time Period	PM PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	23	85	260	172	274	10
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	450	58	128	41	85	45
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	108	260	172	284	508	128	171	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2	0.0	1.0	0.0	0.9	0.0	0.2	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.3	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.0	0.4	-0.7	-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.10	0.23	0.15	0.25	0.45	0.11	0.15	
hd, final value (s)	8.40	7.57	8.58	8.04	8.08	6.92	8.36	
x, final value	0.25	0.55	0.41	0.63	1.14	0.25	0.40	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	6.1	5.3	6.3	5.7	5.8	4.6	6.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	358	466	415	443	508	378	414	
Delay (s/veh)	13.91	19.02	17.12	23.68	114.02	11.87	16.45	
LOS	B	C	C	C	F	B	C	
Approach: Delay (s/veh)	17.52		21.21		93.46		16.45	
LOS	C		C		F		C	
Intersection Delay (s/veh)	48.05							
Intersection LOS	E							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CIVIC CENTER WAY & WEBB WAY
Agency/Co.	OTC INC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2015 WITH PROJECT
Analysis Time Period	PM PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	23	97	260	199	286	10
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	450	58	155	41	85	45
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	
Flow Rate (veh/h)	<i>120</i>	<i>260</i>	<i>199</i>	<i>296</i>	<i>508</i>	<i>155</i>	<i>171</i>	
% Heavy Vehicles	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2	0.0	1.0	0.0	0.9	0.0	0.2	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.3	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.0	0.4	-0.7	-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.11	0.23	0.18	0.26	0.45	0.14	0.15	
hd, final value (s)	8.51	7.69	8.65	8.12	8.23	7.07	8.50	
x, final value	0.28	0.56	0.48	0.67	1.16	0.30	0.40	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	6.2	5.4	6.4	5.8	5.9	4.8	6.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	370	460	412	440	508	405	408	
Delay (s/veh)	14.54	19.56	19.04	25.62	122.12	12.83	16.84	
LOS	B	C	C	D	F	B	C	
Approach: Delay (s/veh)	17.98		22.98		96.57		16.84	
LOS	C		C		F		C	
Intersection Delay (s/veh)	49.80							
Intersection LOS	E							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CIVIC CENTER WAY & WEBB WAY
Agency/Co.	OTC INC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2015 WITHOUT PROJECT
Analysis Time Period	SAT MID PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	7	187	211	144	135	5
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	149	79	182	44	75	26
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	194	211	144	140	228	182	145	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	1.0	0.0	0.7	0.0	0.3	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.2	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.7	0.5	-0.0	0.3	-0.7	-0.0	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.17	0.19	0.13	0.12	0.20	0.16	0.13	
hd, final value (s)	6.80	6.07	7.44	6.90	7.10	6.07	7.08	
x, final value	0.37	0.36	0.30	0.27	0.45	0.31	0.29	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.5	3.8	5.1	4.6	4.8	3.8	4.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	444	461	394	390	478	432	395	
Delay (s/veh)	13.38	12.08	13.25	12.12	15.47	11.43	12.57	
LOS	B	B	B	B	C	B	B	
Approach: Delay (s/veh)	12.70		12.69		13.68		12.57	
LOS	B		B		B		B	
Intersection Delay (s/veh)	13.01							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CIVIC CENTER WAY & WEBB WAY
Agency/Co.	OTC INC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2015 WITH PROJECT
Analysis Time Period	SAT MID PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	7	204	211	183	152	5
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	149	79	223	44	75	26
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	211	211	183	157	228	223	145	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	1.0	0.0	0.7	0.0	0.3	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.2	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.7	0.5	-0.0	0.3	-0.7	-0.0	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.19	0.19	0.16	0.14	0.20	0.20	0.13	
hd, final value (s)	7.09	6.36	7.67	7.14	7.38	6.34	7.42	
x, final value	0.42	0.37	0.39	0.31	0.47	0.39	0.30	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.8	4.1	5.4	4.8	5.1	4.0	5.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	461	461	433	407	471	473	395	
Delay (s/veh)	14.75	12.80	15.18	13.03	16.38	13.09	13.26	
LOS	B	B	C	B	C	B	B	
Approach: Delay (s/veh)	13.78		14.19		14.75		13.26	
LOS	B		B		B		B	
Intersection Delay (s/veh)	14.15							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CROSS CREEK & CIVIC CENTER WAY
Agency/Co.	MALIBU	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2015 WITHOUT PROJECT
Analysis Time Period	AM PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *CROSS CREEK ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	42	0	101	1	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	220	40	2	0	33	33
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	42	101	3		262		66	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	0.3		0.8		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.0		0.5	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.7	0.1		0.2		-0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.04	0.09	0.00		0.23		0.06	
hd, final value (s)	5.78	4.57	5.03		4.49		4.26	
x, final value	0.07	0.13	0.00		0.33		0.08	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	3.5	2.3	3.0		2.5		2.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	292	351	253		512		316	
Delay (s/veh)	8.89	7.94	8.06		9.66		7.62	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	8.22		8.06		9.66		7.62	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.93							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CROSS CREEK & CIVIC CENTER WAY
Agency/Co.	MALIBU	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2015 WITH PROJECT
Analysis Time Period	AM PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *CROSS CREEK ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	42	0	113	1	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	238	52	2	0	41	33
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	42	113	3		292		74	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	0.3		0.8		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.0		0.4	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.7	0.1		0.2		-0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.04	0.10	0.00		0.26		0.07	
hd, final value (s)	5.87	4.67	5.16		4.53		4.36	
x, final value	0.07	0.15	0.00		0.37		0.09	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	3.6	2.4	3.2		2.5		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	292	363	253		542		324	
Delay (s/veh)	9.01	8.17	8.18		10.15		7.79	
LOS	A	A	A		B		A	
Approach: Delay (s/veh)	8.39		8.18		10.15		7.79	
LOS	A		A		B		A	
Intersection Delay (s/veh)	9.28							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CROSS CREEK & CIVIC CENTER WAY
Agency/Co.	MALIBU	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2015 WITHOUT PROJECT
Analysis Time Period	PM PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *CROSS CREEK ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	28	1	327	2	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	338	49	1	0	62	49
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	29	327	4		388		111	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	0.5		0.9		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.0		0.4	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.7	0.1		0.2		-0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.03	0.29	0.00		0.34		0.10	
hd, final value (s)	6.33	5.14	6.05		5.18		5.16	
x, final value	0.05	0.47	0.01		0.56		0.16	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.0	2.8	4.0		3.2		3.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	279	577	254		638		361	
Delay (s/veh)	9.37	12.24	9.09		14.52		9.14	
LOS	A	B	A		B		A	
Approach: Delay (s/veh)	12.01		9.09		14.52		9.14	
LOS	B		A		B		A	
Intersection Delay (s/veh)	12.76							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CROSS CREEK & CIVIC CENTER WAY
Agency/Co.	MALIBU	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2015 WITH PROJECT
Analysis Time Period	PM PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *CROSS CREEK ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	28	1	350	2	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	361	64	1	0	77	49
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	29	350	4		426		126	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	0.5		0.8		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.0		0.4	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.7	0.1		0.2		-0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.03	0.31	0.00		0.38		0.11	
hd, final value (s)	6.50	5.31	6.32		5.30		5.37	
x, final value	0.05	0.52	0.01		0.63		0.19	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.2	3.0	4.3		3.3		3.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	279	600	254		660		376	
Delay (s/veh)	9.56	13.52	9.37		16.79		9.61	
LOS	A	B	A		C		A	
Approach: Delay (s/veh)	13.22		9.37		16.79		9.61	
LOS	B		A		C		A	
Intersection Delay (s/veh)	14.34							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CROSS CREEK & CIVIC CENTER WAY
Agency/Co.	MALIBU	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2015 WITHOUT PROJECT
Analysis Time Period	SAT MID PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *CROSS CREEK ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	23	1	374	1	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	371	38	2	0	32	36
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	24	374	1		411		68	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	1.0		0.9		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.0		0.5	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.7	0.2		0.2		-0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.02	0.33	0.00		0.37		0.06	
hd, final value (s)	6.30	5.11	6.18		5.22		5.26	
x, final value	0.04	0.53	0.00		0.60		0.10	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.0	2.8	4.2		3.2		3.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	274	624	251		661		318	
Delay (s/veh)	9.27	13.43	9.19		15.62		8.84	
LOS	A	B	A		C		A	
Approach: Delay (s/veh)	13.18		9.19		15.62		8.84	
LOS	B		A		C		A	
Intersection Delay (s/veh)	13.98							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CROSS CREEK & CIVIC CENTER WAY
Agency/Co.	MALIBU	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2015 WITH PROJECT
Analysis Time Period	SAT MID PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *CROSS CREEK ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	23	1	407	1	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	406	61	2	0	54	36
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	24	407	1		469		90	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	1.0		0.9		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.0		0.4	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.7	0.2		0.2		-0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.02	0.36	0.00		0.42		0.08	
hd, final value (s)	6.56	5.37	6.60		5.40		5.62	
x, final value	0.04	0.61	0.00		0.70		0.14	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.3	3.1	4.6		3.4		3.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	274	645	251		651		340	
Delay (s/veh)	9.56	16.01	9.61		20.21		9.54	
LOS	A	C	A		C		A	
Approach: Delay (s/veh)	15.65		9.61		20.21		9.54	
LOS	C		A		C		A	
Intersection Delay (s/veh)	17.25							
Intersection LOS	C							

Intersection Capacity Utilization (ICU)

Intersection No. 6	2012, EXISTING			2015, PROJECTED CUMULATIVE BASE					2015, WITH PROJECT				2015, WITH TRAFFIC MITIGATION					
North/South Street: Webb Way	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2015 at: 1.50% per year					InOutTotal AM6140101 PM7777154									
East/West Street: Pacific Coast Highway																		
WEEKDAY AM Peak: 8:00 AM																		
	Counts Volume	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C	Adjusted Volume	Total Volume	Lanes	V / C		
Northbound	Left	53	1	0.033	2	1	56	1	0.035	0%	0	56	1	0.035	0	56	1	0.035
	Lt-Th		0	0				0	0	0%			0	0		0	0	
	Thru	48	0	0	2	2	52	0	0	2%	1	53	0	0	0	53	0	0
	Th-Rt		1	0.037				1	0.041	0%			1	0.042	0		1	0.042
	Right	11	0	0	1	2	14	0	0	0%	0	14	0	0	0	14	0	0
	Shared		0	0				0	0	0%			0	0		0	0	
Southbound	Left	49	1	0.031	2	15	66	1	0.038	0%	0	66	1	0.038	0	66	1	0.038
	Lt-Th		1	0.031				1	0.038	0%			1	0.038			1	0.038
	Thru	40	0	0.000	2	1	43	0	0.000	(2%)	1	44	0	0.000	0	44	0	0.000
	Th-Rt		0	0.000				0	0.000	0%			0	0.000	0		0	0.000
	Right	32	1	0.020	1	43	76	1	0.048	(33%)	13	89	1	0.056	0	89	1	0.056
	Shared		0	0.000				0	0.000	0%			0	0.000	0		0	0.000
Eastbound	Left	130	1	0.081	6	119	255	1	0.159	48%	29	284	1	0.177	0	284	2	0.099
	Lt-Th		0	0				0	0	0%			0	0		0	0	
	Thru	1559	3	0.325	71	67	1697	3	0.354	0%	0	1697	3	0.354	0	1697	3	0.354
	Th-Rt		0	0				0	0	0%			0	0		0	0	
	Right	68	1	0.043	3	1	72	1	0.045	0%	0	72	1	0.045	0	72	1	0.045
	Shared		0	0				0	0	0%			0	0		0	0	
Westbound	Left	132	1	0.083	6	7	145	1	0.091	0%	0	145	1	0.091	0	145	1	0.091
	Lt-Th		0	0				0	0	0%			0	0		0	0	
	Thru	689	2	0.215	31	58	778	2	0.243	0%	0	778	2	0.243	0	778	2	0.243
	Th-Rt		0	0				0	0	0%			0	0		0	0	
	Right	231	1	0.144	11	-8	234	1	0.146	0%	0	234	1	0.146	0	234	1	0.146
	Shared		0	0				0	0	0%			0	0		0	0	
Critical Volumes:	North-South:	0.068		North-South:					0.079		North-South:		0.080		North-South:		0.080	
	East-West:	0.408		East-West:					0.445		East-West:		0.445		East-West:		0.445	
	Loss Time:	0.050		LossTime:					0.050		LossTime:		0.050		Loss Time:		0.050	
Volume/capacity (v/c) ratio:		0.526							0.574				0.575				0.575	
Level of Service (LOS):		A		A							A				A			
PROJECT IMPACT																		
Change in v/c due to project:												0.001		Δv/c after mitigation:		0.001		
Significantly impacted?												NO		Fully mitigated?		N/A		

Intersection Capacity Utilization (ICU)

Intersection No. 6				2012, EXISTING			2015, PROJECTED CUMULATIVE BASE					2015, WITH PROJECT				2015, WITH TRAFFIC MITIGATION			
North/South Street: Webb Way				Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2015 at: 1.50% per year					In Out Total AM6140101 PM7777154							
East/West Street: Pacific Coast Highway																			
WEEKDAY																			
PM Peak: 4:45 PM				Counts	Lanes	V / C	+ Amb.	+ Area	= Total	Lanes	V / C	+ Project	Total	Lanes	V / C	Adjusted	Total	Lanes	V / C
				Volume			Growth	Projects	Volume			Volume				Volume			
Northbound	↵ Left	148	1	0.093	7	2	157	1	0.098	0%	0	157	1	0.098	0	157	1	0.098	
	↵ Lt-Th		0	0				0	0	0%			0	0		0		0	
	↑ Thru	72	0	0	3	3	78	0	0	2%	2	80	0	0	0	80	0	0	
	↘ Th-Rt		1	0.063				1	0.070	0%			1	0.071			1	0.071	
	↘ Right	29	0	0	1	3	33	0	0	0%	0	33	0	0	0	33	0	0	
	↔ Shared		0	0				0	0	0%			0	0			0	0	
Southbound	↵ Left	223	1	0.104	10	31	264	1	0.121	0%	0	264	1	0.121	0	264	1	0.121	
	↵ Lt-Th		1	0.104				1	0.121	0%			1	0.121			1	0.121	
	↓ Thru	76	0	0.000	3	4	83	0	0.000	(2%)	2	85	0	0.000	0	85	0	0.000	
	↘ Th-Rt		0	0.000				0	0.000	0%			0	0.000			0	0.000	
	↘ Right	69	1	0.043	3	134	206	1	0.129	(33%)	25	231	1	0.144	0	231	1	0.144	
	↔ Shared		0	0.000				0	0.000	0%			0	0.000			0	0.000	
Eastbound	↵ Left	93	1	0.058	4	77	174	1	0.109	33%	25	199	1	0.125	0	199	2	0.069	
	↵ Lt-Th		0	0				0	0	0%			0	0		0		0	
	→ Thru	1272	3	0.265	58	98	1428	3	0.298	0%	0	1428	3	0.298	0	1428	3	0.298	
	↘ Th-Rt		0	0				0	0	0%			0	0		0		0	
	↘ Right	54	1	0.034	2	2	58	1	0.037	0%	0	58	1	0.037	0	58	1	0.037	
	↔ Shared		0	0				0	0	0%			0	0		0		0	
Westbound	↵ Left	225	1	0.141	10	9	244	1	0.153	0%	0	244	1	0.153	0	244	1	0.153	
	↵ Lt-Th		0	0				0	0	0%			0	0		0		0	
	← Thru	1235	2	0.386	56	131	1422	2	0.445	0%	0	1422	2	0.445	0	1422	2	0.445	
	↘ Th-Rt		0	0				0	0	0%			0	0		0		0	
	↘ Right	380	1	0.238	17	1	398	1	0.249	0%	0	398	1	0.249	0	398	1	0.249	
	↔ Shared		0	0				0	0	0%			0	0		0		0	
Critical Volumes:				North-South: 0.197				North-South: 0.219				North-South: 0.219				North-South: 0.219			
				East-West: 0.444				East-West: 0.554				East-West: 0.570				East-West: 0.514			
				Loss Time: 0.050				LossTime: 0.050				LossTime: 0.050				Loss Time: 0.050			
Volume/capacity (v/c) ratio:				0.691				0.823				0.839				0.783			
Level of Service (LOS):				B				D				D				C			
PROJECT IMPACT																			
Change in v/c due to project:												0.015		Δv/c after mitigation:		-0.040			
Significantly impacted?												NO		Fully mitigated?		N/A			

Intersection Capacity Utilization (ICU)

Intersection No. 6	2012, EXISTING	2016, PROJECTED CUMULATIVE BASE	2016, WITH PROJECT	2016, WITH TRAFFIC MITIGATION
North/South Street: Webb Way	Capacity: vphpl 1600 Dual 2880	Ambient Growth from: 2012 to: 2016 at: 1.50% per year	In Out Total Trip Gen 1 PM 116 110 226	
East/West Street: Pacific Coast Highway	nort-south split			
WEEKEND PM Peak: 12:00 PM	Counts Volume Lanes V / C	+ Amb. Growth + Area Projects = Total Volume Lanes V / C	+ Project Volume Total Volume Lanes V / C	Adjusted Volume Total Volume Lanes V / C
Northbound Left Lt-Th Thru Th-Rt Right Shared	127 1 0.079 0 0 71 0 0 1 0.063 0 0 30 0 0	6 2 135 1 0.084 0 0 3 3 77 1 0.070 0 0 1 3 34 0 0	0% 0 135 1 0.084 0% 0 0 0 2% 2 79 0 0 0% 0 1 0.071 0% 0 0 0 0% 0 0 0	0 135 1 0.084 0 0 0 0 79 1 0.071 0 34 0 0
Southbound Left Lt-Th Thru Th-Rt Right Shared	116 1 0.007 1 0.075 101 0 0 0 0 57 1 0 0 0	5 48 169 1 0.009 1 0.097 5 4 110 0 0 0 0 3 118 178 1 0 0 0	0% 0 169 1 0.009 0% 1 0.098 (2%) 2 112 0 0 0% 0 0 0 (33%) 36 214 1 0 0% 0 0 0	0 169 1 0.009 1 0.098 0 112 0 0 0 0 0 0 214 1 0 0 0 0
Eastbound Left Lt-Th Thru Th-Rt Right Shared	149 1 0.093 0 0 1323 3 0.276 0 0 65 1 0.041 0 0	7 110 266 1 0.166 0 0 60 122 1505 3 0.314 0 0 3 3 71 1 0.044 0 0	33% 38 304 1 0.190 0% 0 0 0 0% 0 1505 3 0.314 0% 0 0 0 0% 0 71 1 0.044 0% 0 0 0	0 304 2 0.105 0 0 0 0 1505 3 0.314 0 0 0 0 71 1 0.044 0 0 0
Westbound Left Lt-Th Thru Th-Rt Right Shared	287 1 0.179 0 0 1299 2 0.406 0 0 115 1 0.036 0 0	13 6 306 1 0.191 0 0 59 155 1513 2 0.473 0 0 5 2 122 1 0.024 0 0	0% 0 306 1 0.191 0% 0 0 0 0% 0 1513 2 0.473 0% 0 0 0 0% 0 122 1 0.024 0% 0 0 0	0 306 1 0.191 0 0 0 0 1513 2 0.473 0 0 0 0 122 1 0.024 0 0 0
Critical Volumes:	North-South: 0.154 East-West: 0.499 Total: 0.050	North-South: 0.181 East-West: 0.639 Total: 0.050	North-South: 0.182 East-West: 0.663 Total: 0.050	North-South: 0.182 East-West: 0.578 Total: 0.050
Volume/capacity (v/c) ratio:	0.703	0.870	0.895	0.810
Level of Service (LOS):	C	D	D	D
PROJECT IMPACT				
Change in v/c due to project:			0.025	Δv/c after mitigation: -0.060
Significantly impacted?			YES	Fully mitigated? YES

Intersection Capacity Utilization (ICU)

Intersection No. 7	2012, EXISTING	2015, PROJECTED CUMULATIVE BASE	2015, WITH PROJECT	2015, WITH TRAFFIC MITIGATION
North/South Street: Cross Creek Road	Capacity: vphpl 1600 Dual 2880	Ambient Growth from: 2012 to: 2015 at: 1.50% per year	In Out Total AM 61 40 101 PM 77 77 154	
East/West Street: Pacific Coast Highway	north-south split			
WEEKDAY AM Peak: 8:00 AM	Counts Volume Lanes V / C	+ Amb. Growth + Area Projects = Total Volume Lanes V / C	+ Project Volume = Total Volume Lanes V / C	Adjusted Volume Total Volume Lanes V / C
Northbound Left Lt-Th Thru Th-Rt Right Shared	4 0 0.000 1 1 0.003 1 0 0.000 0 0 0.000 2 1 0.000 0 0 0.000	0 0 4 0 0.000 0 0 1 0 0.000 0 0 1 0 0.000 0 0 2 1 0.000 0 0 0 0 0.000	0% 0 4 0 0.000 0% 0 1 0 0.000 0% 0 1 0 0.000 0% 0 2 1 0.000 0% 0 0 0 0.000	0 4 0 0.000 0 1 0 0.000 0 1 0 0.000 0 2 1 0.000 0 0 0 0.000
Southbound Left Lt-Th Thru Th-Rt Right Shared	80 1 0.028 1 1 0.028 0 0 0.000 0 0 0.000 63 1 0.000 0 0 0.000	4 58 142 1 0.049 0 0 0 0 0.000 3 8 74 1 0.000 0 0 0 0 0.000	(50%) 20 162 1 0.056 0% 0 0 0 0.000 0% 0 74 1 0.000 0% 0 0 0 0.000	0 162 1 0.056 0 0 0 0.000 0 74 1 0.000 0 0 0 0.000
Eastbound Left Lt-Th Thru Th-Rt Right Shared	92 1 0.058 0 0.000 1623 1 0.511 1 0.511 11 0 0.000 0 0.000	4 22 118 1 0.074 0 0.000 74 61 1758 1 0.553 1 0.553 1 0 12 0 0.000 0 0.000	0% 0 118 1 0.074 0% 0 1758 1 0.553 0% 0 12 0 0.000 0% 0 0 0 0.000	0 118 1 0.074 0 1758 1 0.553 0 12 0 0.000 0 0 0 0.000
Westbound Left Lt-Th Thru Th-Rt Right Shared	3 1 0.002 0 0.000 1001 1 0.354 1 0.354 131 0 0.000 0 0.000	0 0 3 1 0.002 0 0.000 46 43 1090 1 0.422 1 0.422 6 123 260 0 0.000 0 0.000	0% 0 3 1 0.002 0% 0 1090 1 0.431 0% 0 1090 1 0.431 50% 30 290 0 0.000 0% 0 0 0 0.000	0 3 1 0.002 0 0 0.000 0 1090 2 0.341 0 1090 0 0.000 0 290 1 0.181 0 0 0.000
Critical Volumes:	North-South: 0.031 East-West: 0.513 Loss Time: 0.050	North-South: 0.052 East-West: 0.555 Loss Time: 0.050	North-South: 0.059 East-West: 0.555 Loss Time: 0.050	North-South: 0.059 East-West: 0.555 Loss Time: 0.050
Volume/capacity (v/c) ratio:	0.594	0.657	0.664	0.664
Level of Service (LOS):	A	B	B	B
PROJECT IMPACT				
Change in v/c due to project:			0.007	Δv/c after mitigation:
Significantly impacted?			NO	Fully mitigated?
				0.007 N/A

Intersection Capacity Utilization (ICU)

Intersection No. 7	2012, EXISTING			2015, PROJECTED CUMULATIVE BASE					2015, WITH PROJECT				2015, WITH TRAFFIC MITIGATION							
North/South Street: Cross Creek Road	Capacity: vphpl 1600 Dual 2880 north-south split			Ambient Growth from: 2012 to: 2015 at: 1.50% per year					InOutTotal AM6140101 PM7777154											
East/West Street: Pacific Coast Highway																				
WEEKDAY PM Peak: 4:45 PM																				
	Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C	Adjusted Volume	Total Volume	Lanes	V / C				
Northbound ↶ Left ↶ Lt-Th ↑ Thru ↷ Th-Rt ↷ Right ↷ Shared	14	0	0.000	1	0	15	0	0.000	0%	0	15	0	0.000	0	15	0	0.000			
		1	0.014				1	0.014	0%			1	0.014			1	0.014			
	8	0	0.000	0	0	8	0	0.000	0%	0	8	0	0.000	0	8	0	0.000			
		0	0.000				0	0.000	0%			0	0.000			0	0.000			
	19	1	0.000	1	0	20	1	0.000	0%	0	20	1	0.000	0	20	1	0.000			
		0	0.000				0	0.000	0%			0	0.000			0	0.000			
Southbound ↶ Left ↶ Lt-Th ↓ Thru ↶ Th-Rt ↶ Right ↶ Shared	187	1	0.065	9	162	358	1	0.124	(50%)	38	396	1	0.137	0	396	1	0.137			
		1	0.065				1	0.124	0%			1	0.137			1	0.137			
	1	0	0.000	0	0	1	0	0.000	0%	0	1	0	0.000	0	1	0	0.000			
		0	0.000				0	0.000	0%			0	0.000			0	0.000			
	132	1	0.000	6	33	171	1	0.000	0%	0	171	1	0.000	0	171	1	0.000			
		0	0.000				0	0.000	0%			0	0.000			0	0.000			
Eastbound ↶ Left ↶ Lt-Th → Thru ↶ Th-Rt ↶ Right ↶ Shared	94	1	0.059	4	21	119	1	0.075	0%	0	119	1	0.075	0	119	1	0.075			
		0	0.000				0	0.000	0%			0	0.000			0	0.000			
	1603	1	0.506	73	110	1786	1	0.563	0%	0	1786	1	0.563	0	1786	1	0.563			
		1	0.506				1	0.563	0%			1	0.563			1	0.563			
	15	0	0.000	1	0	16	0	0.000	0%	0	16	0	0.000	0	16	0	0.000			
		0	0.000				0	0.000	0%			0	0.000			0	0.000			
Westbound ↶ Left ↶ Lt-Th ← Thru ↶ Th-Rt ↶ Right ↶ Shared	15	1	0.009	1	2	18	1	0.011	0%	0	18	1	0.011	0	18	1	0.011			
		0	0.000				0	0.000	0%			0	0.000			0	0.000			
	1711	1	0.593	78	96	1885	1	0.690	0%	0	1885	1	0.701	0	1885	2	0.589			
		1	0.593				1	0.690	0%			1	0.701			0	0.000			
	186	0	0.000	8	127	321	0	0.000	50%	38	359	0	0.000	0	359	1	0.225			
		0	0.000				0	0.000	0%			0	0.000			0	0.000			
Critical Volumes:	North-South:	0.079			North-South:				0.138				North-South:				0.151			
	East-West:	0.652			East-West:				0.765				East-West:				0.664			
	Loss Time:	0.050			Loss Time:				0.050				Loss Time:				0.050			
Volume/capacity (v/c) ratio:	0.781			0.953				0.977				0.865								
Level of Service (LOS):	C			E				E				D								
PROJECT IMPACT																				
Change in v/c due to project:												0.024		Δv/c after mitigation:			-0.088			
Significantly impacted?												YES		Fully mitigated?			YES			

Intersection Capacity Utilization (ICU)

Intersection No. 7	2012, EXISTING	2016, PROJECTED CUMULATIVE BASE	2016, WITH PROJECT	2016, WITH TRAFFIC MITIGATION
North/South Street: Cross Creek Road	Capacity: vphpl 1600 Dual 2880	<u>Ambient Growth</u> from: 2012 to: 2016 at: 1.50% per year	In Out Total Trip Gen 1 PM 116 110 226	
East/West Street: Pacific Coast Highway	north-south split			
WEEKEND PM Peak: 12:00 PM	Counts Volume Lanes V / C	+ Amb. Growth + Area Projects = Total Volume Lanes V / C	+ Project Volume Total Volume Lanes V / C	Adjusted Volume Total Volume Lanes Lane Volume
Northbound Left	16 0 0.000	1 0 17 0 0.000	0% 0 17 0 0.000	0 17 0 0.000
Left-Thru	1 0.014	1 0.014	0% 0 1 0.014	0 1 0.014
Thru	6 0 0.000	0 0 6 0 0.000	0% 0 6 0 0.000	0 6 0 0.000
Thru-Right	0 0 0.000	0 0 0 0 0.000	0% 0 0 0 0.000	0 0 0 0.000
Right	46 1 0.000	2 0 48 1 0.000	0% 0 48 1 0.000	0 48 1 0.000
Shared	0 0.000	0 0.000	0% 0 0 0.000	0 0 0 0.000
Southbound Left	209 1 0.073	10 140 359 1 0.124	(50%) 55 414 1 0.144	0 414 1 0.144
Left-Thru	1 0.073	1 0.124	0% 0 1 0.144	0 1 0.144
Thru	7 0 0.000	0 0 7 0 0.000	0% 0 7 0 0.000	0 7 0 0.000
Thru-Right	0 0 0.000	0 0 0 0 0.000	0% 0 0 0 0.000	0 0 0 0.000
Right	109 1 0.000	5 23 137 1 0.000	0% 0 137 1 0.000	0 137 1 0.000
Shared	0 0.000	0 0.000	0% 0 0 0.000	0 0 0 0.000
Eastbound Left	144 1 0.090	7 26 177 1 0.110	0% 0 177 1 0.110	0 177 1 0.110
Left-Thru	0 0.000	0 0.000	0% 0 0 0.000	0 0 0 0.000
Thru	1439 1 0.460	66 146 1651 1 0.527	0% 0 1651 1 0.527	0 1651 1 0.527
Thru-Right	1 0.460	1 0.527	0% 0 1 0.527	0 1 0.527
Right	33 0 0.000	2 0 35 0 0.000	0% 0 35 0 0.000	0 35 0 0.000
Shared	0 0.000	0 0.000	0% 0 0 0.000	0 0 0 0.000
Westbound Left	24 1 0.015	1 2 27 1 0.017	0% 0 27 1 0.017	0 27 1 0.017
Left-Thru	0 0.000	0 0.000	0% 0 0 0.000	0 0 0 0.000
Thru	1625 1 0.573	74 127 1826 1 0.689	0% 0 1826 1 0.707	0 1826 2 0.571
Thru-Right	1 0.573	1 0.689	0% 0 1 0.707	0 1 0 0.000
Right	209 0 0.000	10 159 378 0 0.000	50% 58 436 0 0.000	0 436 1 0.272
Shared	0 0.000	0 0.000	0% 0 0 0.000	0 0 0 0.000
Critical Volumes:	North-South: 0.087 East-West: 0.663 Loss Time: 0.050	North-South: 0.138 East-West: 0.799 Loss Time: 0.050	North-South: 0.158 East-West: 0.817 Loss Time: 0.050	North-South: 0.158 East-West: 0.681 Total: 0.050
Volume/capacity (v/c) ratio:	0.800	0.987	1.025	0.889
Level of Service (LOS):	C	E	F	D
PROJECT IMPACT				
Change in v/c due to project:			0.038	Δv/c after mitigation: -0.098
Significantly impacted?			YES	Fully mitigated? YES

Intersection Capacity Utilization (ICU)

Intersection Capacity Utilization (ICU)														
Intersection No. 8		2012, EXISTING			2015, PROJECTED CUMULATIVE BASE					2015, WITH PROJECT				
North/South Street: Malibu Pier Signal		Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2015 at: 1.50% per year					In Out Total				
East/West Street: Pacific Coast Highway										AM 61 40 101				
WEEKDAY AM Peak: 7:30 AM										PM 77 77 154				
		Counts	Lanes	V / C	+ Amb.	+ Area	= Total	Lanes	V / C	+ Project	= Total	Lanes	V / C	
Volume		Volume			Growth	Projects	Volume			Volume	Volume			
Northbound	↶ Left	0	0	0	0	0	0	0	0	0%	0	0	0	
	↶ Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	
	↑ Thru	0	0	0	0	0	0	0	0	0%	0	0	0	
	↷ Th-Rt	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	
	↷ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	
Southbound	↶ Left not a part of signal	0	0	0	0	0	0	0	0	0%	0	0	0	
	↶ Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	
	↓ Thru	0	0	0	0	0	0	0	0	0%	0	0	0	
	↷ Th-Rt	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	
	↷ Shared	0	1	0	0	0	0	1	0	0%	0	1	0	
Eastbound	↶ Left	2	1	0.001	0	0	2	1	0.001	0%	0	2	1	
	↶ Lt-Th		0	0.000				0	0.000	0%	0	0	0.000	
	→ Thru	1672	2	0.523	76	99	1847	2	0.577	(50%)	20	1867	2	
	↷ Th-Rt		0	0.000				0	0.000	0%		0	0.000	
	↷ Right		0	0.000				0	0.000	0%		0	0.000	
	↷ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
Westbound	↶ Left	5	1	0.003	0	0	5	1	0.003	0%	0	5	1	
	↶ Lt-Th		0	0.000				0	0.000	0%	0	0	0.000	
	← Thru	1202	2	0.376	55	182	1439	2	0.450	50%	30	1469	2	
	↷ Th-Rt		0	0.000				0	0.000	0%		0	0.000	
	↷ Right		1	0.001				1	0.001	0%		1	0.001	
	↷ Shared	1	0	0.000	0	0	1	0	0.000	0%	0	1	0.000	
Critical Volumes:		North-South: 0.000				North-South: 0.000				North-South: 0.000				
		East-West: 0.526				East-West: 0.581				East-West: 0.587				
		Loss Time: 0.050				Loss Time: 0.050				LossTime: 0.050				
Volume/capacity (v/c) ratio:		0.576				0.631						0.637		
Level of Service (LOS):		A				B						B		
PROJECT IMPACT														
Change in v/c due to project:												0.006		
Significantly impacted?												NO		

Intersection Capacity Utilization (ICU)

Intersection Capacity Utilization (ICU)														
Intersection No. 8		2012, EXISTING			2015, PROJECTED CUMULATIVE BASE					2015, WITH PROJECT				
North/South Street: Malibu Pier Signal		Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2015 at: 1.50% per year					In Out Total AM6140101 PM7777154				
East/West Street: Pacific Coast Highway														
WEEKDAY														
PM Peak: 4:45 PM		Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C	
Northbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	
	Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	
	Th-Rt	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	
	Shared	0	0	0	0	0	0	0	0	0%	0	0	0	
Southbound	Left	3	0	0	0	0	3	0	0	0%	0	3	0	
	Lt-Th		0	0	0	0	0	0	0	0%	0	0	0	
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	
	Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0	
	Right	3	0	0	0	0	3	0	0	0%	0	3	0	
	Shared	1	0	0	0	0	1	0	0	0%	0	1	0	
Eastbound	Left	0	1	0.000	0	0	0	1	0.000	0%	0	0	1	0.000
	Lt-Th		0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Thru	1799	2	0.562	82	265	2146	2	0.671	(50%)	38	2184	2	0.683
	Th-Rt		0	0.000				0	0.000	0%			0	0.000
	Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
Westbound	Left	13	1	0.008	1	0	14	1	0.008	0%	0	14	1	0.008
	Lt-Th		0	0.000				0	0.000	0%			0	0.000
	Thru	1937	2	0.605	88	228	2253	2	0.704	50%	38	2291	2	0.716
	Th-Rt		0	0.000				0	0.000	0%			0	0.000
	Right		1	0.001				1	0.001	0%			1	0.001
	Shared	1	0	0.000	0	0	1	0	0.000	0%	0	1	0	0.000
Critical Volumes:		North-South: 0.000		North-South: 0.000		North-South: 0.000		North-South: 0.000						
		East-West: 0.605		East-West: 0.704		East-West: 0.716		East-West: 0.716						
		Total: 0.050		Total: 0.050		Total: 0.050		Total: 0.050						
Volume/capacity (v/c) ratio:		0.655		0.754		0.766								
Level of Service (LOS):		B		C		C								
PROJECT IMPACT														
Change in v/c due to project:													0.012	
Significantly impacted?													NO	

Intersection Capacity Utilization (ICU)

Intersection No.8															
2012, EXISTING		2016, PROJECTED CUMULATIVE BASE							2016, WITH PROJECT						
North/South Street: Malibu Pier Signal		Capacity: vphpl 1600 Dual 2880		Ambient Growth from: 2012 to: 2016 at: 1.50% per year							In Out Total				
East/West Street: Pacific Coast Highway											Trip Gen 1 PM 116 110 226				
WEEKEND PM Peak: 12:00 PM															
		Counts			+ Amb.	+ Area	= Total			+ Project	Total				
		Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C		
Northbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0		
	Lt-Th		0	0		0	0	0	0	0%		0	0		
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0		
	Th-Rt		0	0		0	0	0	0	0%		0	0		
	Right	0	0	0	0	0	0	0	0	0%	0	0	0		
	Shared		0	0		0	0	0	0	0%		0	0		
Southbound	Left not a part of signal	1	0	0	0	0	1	0	0	0%	0	1	0		
	Lt-Th		0	0		0	0	0	0	0%		0	0		
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0		
	Th-Rt		0	0		0	0	0	0	0%		0	0		
	Right	4	0	0	0	0	4	0	0	0%	0	4	0		
	Shared		1	0		0	1	0	0%		1	0			
Eastbound	Left	4	1	0.003	0	0	4	1	0.003	0%	0	4	1		
	Lt-Th		0	0.000		0	0	0	0.000	0%		0	0.000		
	Thru	1669	2	0.522	76	289	2034	2	0.636	(50%)	55	2089	2		
	Th-Rt		0	0.000		0	0	0	0.000	0%		0	0.000		
	Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000		
	Shared		0	0.000		0	0	0	0.000	0%		0	0.000		
Westbound	Left	17	1	0.011	1	0	18	1	0.011	0%	0	18	1		
	Lt-Th		0	0.000		0	0	0	0.000	0%		0	0.000		
	Thru	1875	2	0.586	86	285	2246	2	0.702	50%	58	2304	2		
	Th-Rt		0	0.000		0	0	0	0.000	0%		0	0.000		
	Right	5	1	0.003	0	0	5	1	0.003	0%	0	5	1		
	Shared		0	0.000		0	0	0	0.000	0%		0	0.000		
Critical Volumes:		North-South: 0.003		East-West: 0.589		Loss Time: 0.050		North-South: 0.003		East-West: 0.705		Loss Time: 0.050			
Volume/capacity (v/c) ratio:		0.643						0.759				0.773			
Level of Service (LOS):		B						C				C			
PROJECT IMPACT															
Change in v/c due to project:												0.015			
Significantly impacted?												NO			

Intersection Capacity Utilization (ICU)

Intersection Capacity Utilization (ICU)														
Intersection No.9		2012, EXISTING			2015, PROJECTED CUMULATIVE BASE					2015, WITH PROJECT				
North/South Street: Carbon Canyon Road		Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2015 at: 1.50% per year					In Out Total				
East/West Street: Pacific Coast Highway										AM 61 40 101				
WEEKDAY AM Peak: 8:00 AM										PM 77 77 154				
		Counts	Lanes	V / C	+ Amb.	+ Area	= Total	Lanes	V / C	+ Project	= Total	Lanes	V / C	
		Volume			Growth	Projects	Volume			Volume	Volume			
Northbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	
	Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	
	Th-Rt	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	
Shared		0	0	0	0	0	0	0	0	0%	0	0	0	
Southbound	Left	13	0	0	1	0	14	0	0	0%	0	14	0	
	Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	
	Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0	
	Right	14	0	0	1	0	15	0	0	0%	0	15	0	
Shared		1	0.017		0	0	15	1	0.018	0%	0	1	0.018	
Eastbound	Left	28	1	0.018	1	0	29	1	0.018	0%	0	29	1	
	Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	
	Thru	1508	2	0.471	69	124	1701	2	0.532	(38%)	15	1716	2	
	Th-Rt	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	
Shared		0	0	0	0	0	0	0	0	0%	0	0	0	
Westbound	Left	1	0	0	0	0	1	0	0	0%	0	1	0	
	Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	
	Thru	1205	2	0.377	55	184	1444	2	0.452	38%	23	1467	2	
	Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0	
	Right	8	1	0.005	0	0	8	1	0.005	0%	0	8	1	
Shared		0	0	0	0	0	8	0	0	0%	0	0	0	
Critical Volumes:		North-South:		0.017	North-South:		0.018	North-South:		0.018				
		East-West:		0.471	East-West:		0.532	East-West:		0.536				
		Loss Time:		0.050	Loss Time:		0.050	LossTime:		0.050				
Volume/capacity (v/c) ratio:				0.538			0.600			0.604				
Level of Service (LOS):				A			A			B				
PROJECT IMPACT														
Change in v/c due to project:													0.004	
Significantly impacted?													NO	

Intersection Capacity Utilization (ICU)

Intersection No.9			2012, EXISTING			2015, PROJECTED CUMULATIVE BASE					2015, WITH PROJECT				
North/South Street: Carbon Canyon Road			Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2015 at: 1.50% per year					In Out Total				
East/West Street: Pacific Coast Highway											AM 61 40 101				
WEEKDAY PM Peak: 4:15 PM											PM 77 77 154				
			Counts Volume	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C	
Northbound	↶ Left		0	0	0	0	0	0	0	0	0%	0	0	0	
	↶ Lt-Th	<u>N/B RTOR:</u>	0	0	0	0	0	0	0	0	0%	0	0	0	
	↑ Thru	Existing: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	
	↷ Th-Rt	Projected: 50%	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	
↷ Shared		0	0	0	0	0	0	0	0	0	0%	0	0	0	
Southbound	↷ Left		12	0	0	1	0	13	0	0	0%	0	13	0	
	↷ Lt-Th	<u>S/B RTOR:</u>	0	0	0	0	0	0	0	0	0%	0	0	0	
	↓ Thru	Existing: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	
	↶ Th-Rt	Projected: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	
	↶ Right		22	0	0	1	0	23	0	0	0%	0	23	0	
↶ Shared		1	0.021	1	0	23	1	0.022	0%	0	23	1	0.022		
Eastbound	↶ Left		15	1	0.009	1	0	16	1	0.010	0%	0	16	1	
	↶ Lt-Th	<u>E/B RTOR:</u>	0	0	0	0	0	0	0	0	0%	0	0	0	
	→ Thru	Existing: 50%	1676	2	0.524	77	282	2035	2	0.636	(38%)	29	2064	2	
	↷ Th-Rt	Projected: 50%	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	
↷ Shared		0	0	0	0	0	0	0	0	0%	0	0	0		
Westbound	↶ Left		0	0	0	0	0	0	0	0	0%	0	0	0	
	↶ Lt-Th	<u>W/B RTOR:</u>	0	0	0	0	0	0	0	0	0%	0	0	0	
	← Thru	Existing: 50%	1805	2	0.564	82	247	2134	2	0.667	38%	29	2163	2	
	↷ Th-Rt	Projected: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	
	↷ Right		9	1	0.006	0	0	9	1	0.006	0%	0	9	1	
↷ Shared		0	0	0	0	0	9	0	0	0%	0	0	0		
Critical Volumes:			North-South: 0.021	North-South: 0.022					North-South: 0.022						
			East-West: 0.573	East-West: 0.677					East-West: 0.686						
			Loss Time: 0.050	Loss Time: 0.050					LossTime: 0.050						
Volume/capacity (v/c) ratio:			0.644	0.749					0.758						
Level of Service (LOS):			B	C					C						
PROJECT IMPACT															
Change in v/c due to project:													0.009		
Significantly impacted?													NO		

Intersection Capacity Utilization (ICU)

Intersection No. 9		2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT				
North/South Street: Carbon Canyon Road		Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2016 at: 1.50% per year					<u>In</u> <u>Out</u> <u>Total</u>				
East/West Street: Pacific Coast Highway										Trip Gen 1 PM 116 110 226				
WEEKEND PM Peak: 1:00 PM														
		Counts			+ Amb.	+ Area	= Total			+ Project	Total			
		Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	
Northbound	↵ Left	0	0	0	0	0	0	0	0	0%	0	0	0	
	↵ Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	
	↑ Thru	0	0	0	0	0	0	0	0	0%	0	0	0	
	↵ Th-Rt	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	
	↕ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	
Southbound	↵ Left	13	0	0	1	0	14	0	0	0%	0	0	0	
	↵ Lt-Th		0	0				0	0	0%		0	0	
	↓ Thru	0	0	0	0	0	0	0	0	0%	0	0	0	
	↵ Th-Rt		0	0				0	0	0%		0	0	
	↵ Right	19	0	0	1	0	20	0	0	0%	0	0	0	
	↕ Shared		1	0.020	1	0	20	1	0.021	0%		1	0.021	
Eastbound	↵ Left	25	1	0.016	1	0	26	1	0.016			1	0.016	
	↵ Lt-Th		0	0				0	0	0%		0	0	
	→ Thru	1479	2	0.462	68	307	1854	2	0.579	(38%)	42	1896	2 0.592	
	↵ Th-Rt		0	0				0	0	0%		0	0	
	↵ Right	0	0	0	0	0	0	0	0	0%	0	0	0	
	↕ Shared		0	0			0	0	0	0%		0	0	
Westbound	↵ Left	0	0	0	0	0	0	0	0	0%	0	0	0	
	↵ Lt-Th		0	0				0	0	0%		0	0	
	↑ Thru	1798	2	0.562	82	313	2193	2	0.685	38%	44	2237	2 0.699	
	↵ Th-Rt		0	0				0	0	0%		0	0	
	↵ Right	13	1	0.008	1	0	14	1	0.008	0%	0	14	1 0.008	
	↕ Shared		0	0				0	0	0%		0	0	
Critical Volumes:		North-South:	0.020	North-South:					0.021	North-South:		0.021		
		East-West:	0.578	East-West:					0.701	East-West:		0.715		
		Loss Time:	0.050	Loss Time:					0.050	Loss Time:		0.050		
Volume/capacity (v/c) ratio:		0.648			0.772					0.786				
Level of Service (LOS):		B			C					C				
P R O J E C T I M P A C T														
Change in v/c due to project:												0.014		
Significantly impacted?												NO		

Intersection Capacity Utilization (ICU)

Intersection No.10		2012, EXISTING			2015, PROJECTED CUMULATIVE BASE					2015, WITH PROJECT				
North/South Street: Las Flores Canyon Rd.		Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2015 at: 1.50% per year					In Out Total AM 61 40 101 PM 77 77 154				
East/West Street: Pacific Coast Highway														
WEEKDAY AM Peak: 7:45 AM														
		Counts Volume	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C	
Northbound	↵ Left	1	0	0	0	0	1	0	0	0%	0	1	0	0
	↵ Lt-Th		0	0				0	0	0%			0	0
	↑ Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0
	↵ Th-Rt		0	0				0	0	0%			0	0
	↵ Right	0	0	0	0	0	0	0	0	0%	0	0	0	0
	↵ Shared		1	0.001				1	0.001	0%			1	0.001
Southbound	↵ Left	40	0	0	2	0	42	0	0	0%	0	42	0	0
	↵ Lt-Th		0	0				0	0	0%			0	0
	↓ Thru	1	0	0	0	0	1	0	0	0%	0	1	0	0
	↵ Th-Rt		0	0				0	0	0%			0	0
	↵ Right	35	0	0	2	3	40	0	0	2%	1	41	0	0
	↵ Shared		1	0.048				1	0.052	0%			1	0.052
Eastbound	↵ Left	23	1	0.014	1	1	25	1	0.016	(2%)	1	26	1	0.016
	↵ Lt-Th		0	0				0	0	0%			0	0
	→ Thru	1535	1	0.480	70	108	1713	1	0.535	(25%)	10	1723	1	0.538
	↵ Th-Rt		1	0.480				1	0.535	0%			1	0.538
	↵ Right	0	0	0	0	0	0	0	0	0%	0	0	0	0
	↵ Shared		0	0				0	0	0%			0	0
Westbound	↵ Left	3	1	0.002	0	0	3	1	0.002	0%	0	3	1	0.002
	↵ Lt-Th		0	0				0	0	0%			0	0.000
	↑ Thru	1197	2	0.374	55	145	1397	2	0.436	25%	15	1412	2	0.441
	↵ Th-Rt		0	0				0	0	0%			0	0
	↵ Right	27	1	0.017	1	0	28	1	0.018	0%	0	28	1	0.018
	↵ Shared		0	0				0	0	0%			0	0
Critical Volumes:		North-South: 0.049 East-West: 0.482 Loss Time: 0.050			North-South: 0.053 East-West: 0.537 Loss Time: 0.050					North-South: 0.053 East-West: 0.540 LossTime: 0.050				
Volume/capacity (v/c) ratio:		0.581			0.640					0.643				
Level of Service (LOS):		A			B					B				
PROJECT IMPACT														
Change in v/c due to project:													0.003	
Significantly impacted?													NO	

Intersection Capacity Utilization (ICU)

Intersection No.10		2012, EXISTING			2015, PROJECTED CUMULATIVE BASE					2015, WITH PROJECT				
North/South Street: Las Flores Canyon Rd.		Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2015 at: 1.50% per year					In Out Total				
East/West Street: Pacific Coast Highway										AM 61 40 101				
WEEKDAY PM Peak: 4:30 PM										PM 77 77 154				
		Counts Volume	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C	
Northbound	↵ Left	10	0	0	0	0	10	0	0	0%	0	10	0	0
	↵ Lt-Th		0	0				0	0	0%		0	0	0
	↑ Thru	1	0	0	0	0	1	0	0	0%	0	1	0	0
	↵ Th-Rt		0	0				0	0	0%		0	0	0
	↵ Right	15	0	0	1	0	16	0	0	0%	0	16	0	0
↵ Shared			1	0.016	1			1	0.017	0%		1	0.017	
Southbound	↵ Left	30	0	0	1	0	31	0	0	0%	0	31	0	0
	↵ Lt-Th		0	0				0	0	0%		0	0	0
	↓ Thru	2	0	0	0	0	2	0	0	0%	0	2	0	0
	↵ Th-Rt		0	0				0	0	0%		0	0	0
	↵ Right	34	0	0	2	9	45	0	0	2%	2	47	0	0
↵ Shared			1	0.041	2			1	0.049	0%		1	0.050	
Eastbound	↵ Left	41	1	0.026	2	9	52	1	0.032	(2%)	2	54	1	0.034
	↵ Lt-Th		0	0				0	0	0%		0	0	0
	→ Thru	1699	1	0.531	78	217	1994	1	0.623	(25%)	19	2013	1	0.629
	↵ Th-Rt		1	0.531				1	0.623	0%		1	0.629	
	↵ Right	17	0	0	1	0	18	0	0	0%	0	18	0	0
↵ Shared			0	0				0	0	0%		0	0	
Westbound	↵ Left	18	1	0.011	1	0	19	1	0.012	0%	0	19	1	0.012
	↵ Lt-Th		0	0				0	0	0%		0	0	0
	↑ Thru	1787	2	0.558	82	201	2070	2	0.647	25%	19	2089	2	0.653
	↵ Th-Rt		0	0				0	0	0%		0	0	0
	↵ Right	39	1	0.024	2	0	41	1	0.025	0%	0	41	1	0.025
↵ Shared			0	0				0	0	0%		0	0	
Critical Volumes:		North-South: 0.057			North-South: 0.066					North-South: 0.067				
		East-West: 0.584			East-West: 0.679					East-West: 0.687				
		Total: 0.050			Total: 0.050					Total: 0.050				
Volume/capacity (v/c) ratio:		0.691			0.795					0.804				
Level of Service (LOS):		B			C					D				
PROJECT IMPACT														
Change in v/c due to project: 0.009														
Significantly impacted? NO														

Intersection Capacity Utilization (ICU)

Intersection No. 10		2012, EXISTING			2016, PROJECTED CUMULATIVE BASE					2016, WITH PROJECT						
North/South Street: Las Flores Canyon Rd.		Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2016 at: 1.50% per year					Trip Gen 1 PM 116 110 226						
East/West Street: Pacific Coast Highway																
WEEKEND PM Peak: 12:00 PM																
		Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C			
Northbound	↵ Left	16	0	0	1	0	17	0	0	0%	0	17	0	0		
	↵ Lt-Th		0	0				0	0	0%			0	0		
	↑ Thru	1	0	0	0	0	1	0	0	0%	0	1	0	0		
	↵ Th-Rt		0	0				0	0	0%			0	0		
	↵ Right	17	0	0	1	0	18	0	0	0%	0	18	0	0		
	↕ Shared		1	0.021				1	0.022	0%			1	0.022		
Southbound	↵ Left	34	0	0	2	0	36	0	0	0%	0	36	0	0		
	↵ Lt-Th		0	0				0	0	0%			0	0		
	↓ Thru	2	0	0	0	0	2	0	0	0%	0	2	0	0		
	↵ Th-Rt		0	0				0	0	0%			0	0		
	↵ Right	41	0	0	2	9	52	0	0	2%	2	54	0	0		
	↕ Shared		1	0.048				1	0.056	0%			1	0.057		
Eastbound	↵ Left	28	1	0.018	1	9	38	1	0.024	(2%)	2	40	1	0.025		
	↵ Lt-Th		0	0				0	0	0%			0	0		
	→ Thru	1424	1	0.445	65	249	1738	1	0.543	(25%)	28	1766	1	0.552		
	↵ Th-Rt		1	0.445				1	0.543	0%			1	0.552		
	↵ Right	44	0	0	2	0	46	0	0	0%	0	46	0	0		
	↕ Shared		0	0				0	0	0%			0	0		
Westbound	↵ Left	44	1	0.028	2	0	46	1	0.029	0%	0	46	1	0.029		
	↵ Lt-Th		0	0				0	0	0%			0	0		
	← Thru	1733	2	0.542	79	250	2062	2	0.644	25%	29	2091	2	0.653		
	↵ Th-Rt		0	0				0	0	0%			0	0		
	↵ Right	38	1	0.024	2	0	40	1	0.025	0%	0	40	1	0.025		
	↕ Shared		0	0				0	0	0%			0	0		
Critical Volumes:	North-South:	0.069			North-South:					0.078			North-South:		0.079	
	East-West:	0.559			East-West:					0.668			East-West:		0.678	
	Loss Time:	0.050			Loss Time:					0.050			Loss Time:		0.050	
	Volume/capacity (v/c) ratio:	0.678								0.796					0.807	
Level of Service (LOS):		B			C					D						
PROJECT IMPACT																
Change in v/c due to project:													0.011			
Significantly impacted?													NO			

FUTURE CUMULATIVE (2030) + PROJECT

Intersection Capacity Utilization (ICU)

Intersection No. 1		2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				
North/South Street: Kanan Dume Road		Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2030 at: 0.48% per year					In Out Total				
East/West Street: Pacific Coast Highway										AM 61 40 101				
WEEKDAY AM Peak: 8:00 AM										PM 77 77 154				
		Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C	
Northbound	Left	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Lt-Th		0	0.000				0	0.000	0%			0	0.000
	Thru	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Th-Rt		0	0.000				0	0.000	0%			0	0.000
	Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Shared		0	0.000				0	0.000	0%			0	0.000
Southbound	Left	199	2	0.069	18	16	233	2	0.081	5%	3	236	2	0.082
	Lt-Th		0	0.000				0	0.000	0%			0	0.000
	Thru	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Th-Rt		0	0.000				0	0.000	0%			0	0.000
	Right	111	1	-0.018	10	17	138	1	-0.018	0%	0	138	1	-0.018
	Shared		0	0.000				0	0.000	0%			0	0.000
Eastbound	Left	139	1	0.087	13	15	167	1	0.104	0%	0	167	1	0.104
	Lt-Th		0	0.000				0	0.000	0%			0	0.000
	Thru	672	2	0.210	60	193	925	2	0.289	20%	12	937	2	0.293
	Th-Rt		0	0.000				0	0.000	0%			0	0.000
	Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Shared		0	0.000				0	0.000	0%			0	0.000
Westbound	Left	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Lt-Th		0	0.000				0	0.000	0%			0	0.000
	Thru	601	2	0.188	54	160	815	2	0.255	(20%)	8	823	2	0.257
	Th-Rt		0	0.000				0	0.000	0%			0	0.000
	Right	106	1	0.066	10	7	123	1	0.077	(5%)	2	125	1	0.078
	Shared		0	0.000				0	0.000	0%			0	0.000
Critical Volumes:		North-South: 0.069 East-West: 0.275 Loss Time: 0.050			North-South: 0.081 East-West: 0.359 Loss Time: 0.050				North-South: 0.082 East-West: 0.361 Loss Time: 0.050					
Volume/capacity (v/c) ratio:		0.394			0.490				0.493					
Level of Service (LOS):		A			A				A					
PROJECT IMPACT										Change in v/c due to project: 0.003 Significantly impacted? NO				

Intersection Capacity Utilization (ICU)

Intersection Capacity Utilization (ICU)														
Intersection No. 1		2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				
North/South Street: Kanan Dume Road		Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2030 at: 0.48% per year					In Out Total AM 61 40 101 PM 77 77 154				
East/West Street: Pacific Coast Highway														
WEEKDAY PM Peak: 4:00 PM														
		Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C	
Northbound	Left	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
	Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
	Thru	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
	Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
	Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
	Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
Southbound	Left	155	2	0.054	14	17	186	2	0.065	5%	4	190	2	0.066
	Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
	Thru	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
	Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
	Right	194	1	0.000	17	24	235	1	0.000	0%	0	235	1	0.000
	Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
Eastbound	Left	344	1	0.215	31	25	400	1	0.250	0%	0	400	1	0.250
	Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
	Thru	972	2	0.304	87	242	1301	2	0.407	20%	15	1316	2	0.411
	Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
	Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
	Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
Westbound	Left	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
	Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
	Thru	1006	2	0.314	91	255	1352	2	0.422	(20%)	15	1367	2	0.427
	Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
	Right	247	1	0.154	22	24	293	1	0.183	(5%)	4	297	1	0.186
	Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
Critical Volumes:		North-South: 0.054 East-West: 0.529 Loss Time: 0.050			North-South: 0.065 East-West: 0.672 Loss Time: 0.050					North-South: 0.066 East-West: 0.677 Loss Time: 0.050				
Volume/capacity (v/c) ratio:		0.633			0.787					0.793				
Level of Service (LOS):		B			C					C				
PROJECT IMPACT														
Change in v/c due to project:										0.006				
Significantly impacted?										NO				

Intersection Capacity Utilization (ICU)

Intersection No. 1		2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				
North/South Street: Kanan Dume Road		Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2030 at: 0.48% per year					Trip Gen 1 PM 116 110 226				
East/West Street: Pacific Coast Highway														
WEEKEND PM Peak: 12:00 PM														
		Counts			+ Amb.	+ Area	= Total			Total				
		Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	+ Project	Volume	Volume	Lanes	V / C
Northbound	Left	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Thru	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
Southbound	Left	284	2	0.099	26	21	331	2	0.115	5%	6	337	2	0.117
	Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Thru	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Right	284	1	0.178	26	26	336	1	0.210	0%	0	336	1	0.210
	Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
Eastbound	Left	302	1	0.105	27	30	359	1	0.125	0%	0	359	1	0.125
	Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Thru	1028	2	0.321	93	287	1408	2	0.440	20%	23	1431	2	0.447
	Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
Westbound	Left	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Thru	1221	2	0.382	110	255	1586	2	0.496	(20%)	22	1608	2	0.502
	Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Right	172	1	0.108	15	20	207	1	0.130	(5%)	6	213	1	0.133
	Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
Critical Volumes:		North-South: 0.178			North-South: 0.210					North-South: 0.210				
		East-West: 0.487			East-West: 0.621					East-West: 0.627				
		Loss Time: 0.050			Loss Time: 0.050					Loss Time: 0.050				
Volume/capacity (v/c) ratio:		0.715			0.881					0.887				
Level of Service (LOS):		C			D					D				
PROJECT IMPACT														
Change in v/c due to project:													0.006	
Significantly impacted?													NO	

Intersection Capacity Utilization (ICU)

Intersection No. 2				2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				2030, WITH TRAFFIC MITIGATION											
North/South Street: Malibu Canyon Road				Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2030 at: 0.48% per year					In Out Total AM6140101 PM7777154															
East/West Street: Pacific Coast Highway																											
WEEKDAY AM Peak: 8:00 AM																											
				Counts Volume	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C	Adjusted Volume	Total Volume	Lanes	V / C								
Northbound	↵ Left	3	00.000	0	1	4	00.000	0	1	0.007	0%	0	4	00.000	0	4	1	0.003									
	↵ Lt-Th	1	0.005																1	0.007	1	0.007	0	0.000			
	↑ Thru	7	00.000																1	00.000	1	0.007	0	0.000			
	↵ Th-Rt	1	0.005																1	0.007	1	0.007	0	0.000			
	↵ Right	7	00.000																1	0.000	1	0.000	0	0.000			
↵ Shared	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.006	0	0.000									
Southbound	↵ Left	956	1	0.337	86	14	1056	1	0.372	15%	9	1065	1	0.375	0	1065	1	0.375									
	↵ Lt-Th		1	0.337															1	0.372	1	0.375	1	0.375			
	↓ Thru		0	0.000															0	0.000	0	0.000	0	0.000			
	↵ Th-Rt		0	0.000															0	0.000	0	0.000	0	0.000			
	↵ Right		1	0.093															1	0.100	1	0.100	1	0.100			
↵ Shared	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000											
Eastbound	↵ Left	135	2	0.048	12	5	152	2	0.054	0%	0	152	2	0.054	0	152	2	0.054									
	↵ Lt-Th		0	0.000															0	0.000	0	0.000	0	0.000			
	→ Thru		1	0.279															1	0.349	1	0.356	1	0.356			
	↵ Th-Rt		1	0.279															1	0.349	1	0.356	1	0.356			
	↵ Right		0	0.000															0	0.000	0	0.000	0	0.000			
↵ Shared	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000											
Westbound	↵ Left	4	1	0.003	0	1	5	1	0.003	0%	0	5	1	0.003	0	5	1	0.003									
	↵ Lt-Th		0	0.000															0	0.000	0	0.000	0	0.000			
	← Thru		2	0.203															2	0.249	2	0.253	2	0.253			
	↵ Th-Rt		0	0.000															0	0.000	0	0.000	0	0.000			
	↵ Right		1	0.000															1	0.000	1	0.000	1	0.000			
↵ Shared	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000											
Critical Volumes:				North-South: 0.342			North-South: 0.379					North-South: 0.382				North-South: 0.378											
				East-West: 0.282			East-West: 0.352					East-West: 0.359				East-West: 0.359											
				Loss Time: 0.050			Loss Time: 0.050					LossTime: 0.050				Total: 0.050											
Volume/capacity (v/c) ratio:				0.674			0.781					0.791				0.787											
Level of Service (LOS):				B			C					C				C											
												PROJECT IMPACT															
												Change in v/c due to project:				0.010				Δv/c after mitigation:				0.006			
												Significantly impacted?				NO				Fully mitigated?				N/A			

Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				2030, WITH TRAFFIC MITIGATION			
North/South Street: Malibu Canyon Road	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2030 at: 0.48% per year					In Out Total AM 61 40 101 PM 77 77 154							
East/West Street: Pacific Coast Highway																
WEEKDAY PM Peak: 4:45 PM																
	Counts	Lanes	V / C	+ Amb.	+ Area	= Total	Lanes	V / C	+ Project	Total	Lanes	V / C	Adjusted	Total	Lanes	V / C
Volume				Growth	Projects	Volume			Volume	Volume			Volume	Volume		
Northbound																
Left	9	0	0.000	1	14	24	0	0.000	0%	0	24	0	0.000	0	24	1 0.015
Lt-Th		1	0.009				1	0.020	0%			1	0.020		0	0.000
Thru	4	0	0.000	0	2	6	0	0.000	0%	0	6	0	0.000	0	6	1 0.004
Th-Rt		1	0.009				1	0.020	0%			1	0.020		0	0.000
Right	17	0	0.000	2	16	35	0	0.000	0%	0	35	0	0.000	0	35	1 0.000
Shared		0	0.000				0	0.000	0%			0	0.000		0	0.000
Southbound																
Left	320	1	0.116	29	4	353	1	0.128	0%	0	353	1	0.128	0	353	1 0.128
Lt-Th		1	0.116				1	0.128	0%			1	0.128		1	0.128
Thru	14	0	0.000	1	2	17	0	0.000	0%	0	17	0	0.000	0	17	0 0.000
Th-Rt		0	0.000				0	0.000	0%			0	0.000		0	0.000
Right	183	1	0.015	16	0	199	1	0.008	0%	0	199	1	0.008	0	199	1 0.008
Shared		0	0.000				0	0.000	0%			0	0.000		0	0.000
Eastbound																
Left	318	2	0.114	29	26	373	2	0.133	0%	0	373	2	0.133	0	373	2 0.133
Lt-Th		0	0.000				0	0.000	0%			0	0.000		0	0.000
Thru	1128	1	0.359	102	163	1393	1	0.447	33%	25	1418	1	0.455	0	1418	1 0.455
Th-Rt		1	0.359				1	0.447	0%			1	0.455		1	0.455
Right	21	0	0.000	2	15	38	0	0.000	0%	0	38	0	0.000	0	38	0 0.000
Shared		0	0.000				0	0.000	0%			0	0.000		0	0.000
Westbound																
Left	15	1	0.009	1	17	33	1	0.021	0%	0	33	1	0.021	0	33	1 0.021
Lt-Th		0	0.000				0	0.000	0%			0	0.000		0	0.000
Thru	1229	2	0.384	111	232	1572	2	0.491	(33%)	25	1597	2	0.499	0	1597	2 0.499
Th-Rt		0	0.000				0	0.000	0%			0	0.000		0	0.000
Right	260	1	0.000	23	29	312	1	0.000	0%	0	312	1	0.000	0	312	1 0.000
Shared		0	0.000				0	0.000	0%			0	0.000		0	0.000
Critical Volumes:	North-South:	0.125				North-South:	0.148			North-South:	0.148			North-South:	0.128	
	East-West:	0.498				East-West:	0.624			East-West:	0.632			East-West:	0.632	
	Loss Time:	0.050				Loss Time:	0.050			Loss Time:	0.050			Loss Time:	0.050	
Volume/capacity (v/c) ratio:		0.673					0.822				0.830				0.810	
Level of Service (LOS):		B					D				D				D	
									PROJECT IMPACT							
									Change in v/c due to project:				Δv/c after mitigation:			
									Significantly impacted?				Fully mitigated?			
									0.008				-0.012			
									NO				N/A			

Intersection Capacity Utilization (ICU)

Intersection No. 2		2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT					2030, WITH TRAFFIC MITIGATION			
North/South Street: Malibu Canyon Road		Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2030 at: 0.48% per year					Trip Gen 1 PM 116 110 226								
East/West Street: Pacific Coast Highway																		
WEEKEND PM Peak: 12:00 PM																		
		Counts Volume	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C	Adjusted Volume	Total Volume	Lanes	V / C	
Northbound	↵ Left	26	0	0.000	2	22	50	0	0.000	0%	0	50	0	0.000	0	50	1	0.031
	↵ Lt-Th		1	0.030				1	0.048	0%	0	1	0.048	0	0	0	0.000	
	↑ Thru	16	0	0.000	1	2	19	0	0.000	0%	0	19	0	0.000	0	19	1	0.012
	↵ Th-Rt		1	0.030				1	0.048	0%	0	1	0.048	0	0	0	0.000	
	↵ Right	55	0	0.000	5	24	84	0	0.000	0%	0	84	0	0.000	0	84	1	0.007
	↔ Shared		0	0.000				0	0.000	0%		0	0.000			0	0.000	
Southbound	↵ Left	280	1	0.107	25	-4	301	1	0.116	0%	0	301	1	0.116	0	301	1	0.116
	↵ Lt-Th		1	0.110				1	0.119	0%	0	1	0.119	0	0	1	0.119	
	↓ Thru	28	0	0.000	3	2	33	0	0.000	0%	0	33	0	0.000	0	33	0	0.000
	↵ Th-Rt		0	0.000				0	0.000	0%	0	0	0.000	0	0	0	0.000	
	↵ Right	353	1	0.221	32	7	392	1	0.245	0%	0	392	1	0.245	0	392	1	0.245
	↔ Shared		0	0.000				0	0.000	0%		0	0.000			0	0.000	
Eastbound	↵ Left	193	2	0.067	17	36	246	2	0.086	0%	0	246	2	0.086	0	246	2	0.086
	↵ Lt-Th		0	0.000				0	0.000	0%	0	0	0.000	0	0	0	0.000	
	→ Thru	1256	1	0.405	113	193	1562	1	0.509	33%	38	1600	1	0.521	0	1600	1	0.521
	↵ Th-Rt		1	0.405				1	0.509	0%	0	1	0.521	0	0	1	0.521	
	↵ Right	40	0	0.000	4	22	66	0	0.000	0%	0	66	0	0.000	0	66	0	0.000
	↔ Shared		0	0.000				0	0.000	0%		0	0.000			0	0.000	
Westbound	↵ Left	43	1	0.027	4	25	72	1	0.045	0%	0	72	1	0.045	0	72	1	0.045
	↵ Lt-Th		0	0.000				0	0.000	0%	0	0	0.000	0	0	0	0.000	
	← Thru	1310	2	0.409	118	227	1655	2	0.517	(33%)	36	1691	2	0.528	0	1691	2	0.528
	↵ Th-Rt		0	0.000				0	0.000	0%	0	0	0.000	0	0	0	0.000	
	↵ Right	142	1	0.001	13	45	200	1	0.031	0%	0	200	1	0.031	0	200	1	0.031
	↔ Shared		0	0.000				0	0.000	0%		0	0.000			0	0.000	
Critical Volumes:		North-South: 0.251			North-South: 0.293					North-South: 0.293					North-South: 0.276			
		East-West: 0.476			East-West: 0.603					East-West: 0.614					East-West: 0.614			
		Loss Time: 0.050			Loss Time: 0.050					Loss Time: 0.050					Loss Time: 0.050			
Volume/capacity (v/c) ratio:		0.777			0.946					0.957					0.940			
Level of Service (LOS):		C			E					E					E			
PROJECT IMPACT																		
Change in v/c due to project:												0.011	Δv/c after mitigation:				-0.006	
Significantly impacted?												YES	Fully mitigated?				YES	

Intersection Capacity Utilization (ICU)

Intersection No. 3				2012, EXISTING				2030, PROJECTED CUMULATIVE BASE						2030, WITH PROJECT					
North/South Street: Malibu Canyon Road				Capacity: vphpl 1600 Dual 2880				<u>Ambient Growth</u> from: 2012 to: 2030 at: 0.48% per year						<u>In</u> <u>Out</u> <u>Total</u> AM 61 40 101 PM 77 77 154					
East/West Street: Civic Center Way																			
WEEKDAY AM Peak: 7:45 AM				east-west split															
				Counts Volume	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C				
Northbound	↶ Left	25	1	0.016	2	-16	11	1	0.007	0%	0	11	1	0.007					
	↷ Lt-Th		0	0.000				0	0.000	0%			0	0.000					
	↑ Thru	200	2	0.063	18	13	231	2	0.072	0%	0	231	2	0.072					
	↷ Th-Rt		0	0.000				0	0.000	0%			0	0.000					
	↶ Right	23	1	0.000	2	29	54	1	0.000	0%	0	54	1	0.000					
	↷ Shared		0	0.000				0	0.000	0%			0	0.000					
Southbound	↶ Left	19	1	0.012	2	0	21	1	0.013	0%	0	21	1	0.013					
	↷ Lt-Th		0	0.000				0	0.000	0%			0	0.000					
	↓ Thru	1171	2	0.366	105	59	1335	2	0.417	15%	9	1344	2	0.420					
	↷ Th-Rt		0	0.000				0	0.000	0%			0	0.000					
	↶ Right	199	1	0.000	18	-8	209	1	0.000	0%	0	209	1	0.000					
	↷ Shared		0	0.000				0	0.000	0%			0	0.000					
Eastbound	↶ Left	23	1	0.013	2	-2	23	1	0.012	0%	0	23	1	0.012					
	↷ Lt-Th		1	0.013				1	0.012	0%			1	0.012					
	→ Thru	14	0	0.000	1	-4	11	0	0.000	0%	0	11	0	0.000					
	↷ Th-Rt		0	0.000				0	0.000	0%			0	0.000					
	↶ Right	9	1	0.000	1	-4	6	1	0.000	0%	0	6	1	0.000					
	↷ Shared		0	0.000				0	0.000	0%			0	0.000					
Westbound	↶ Left	16	1	0.010	1	0	17	1	0.011	0%	0	17	1	0.011					
	↷ Lt-Th		0	0.000				0	0.000	0%			0	0.000					
	← Thru	92	1	0.058	8	-16	84	1	0.053	0%	0	84	1	0.053					
	↷ Th-Rt		0	0.000				0	0.000	0%			0	0.000					
	↶ Right	208	1	0.000	19	19	246	1	0.000	(15%) 0%	6	252	1	0.000					
	↷ Shared		0	0.000				0	0.000			0	0.000						
Critical Volumes:				North-South: 0.382				North-South: 0.424				North-South: 0.427							
				East-West: 0.071				East-West: 0.065				East-West: 0.065							
				Loss Time: 0.050				Loss Time: 0.050				Loss Time: 0.050							
Volume/capacity (v/c) ratio:				0.503				0.539				0.542							
Level of Service (LOS):				A				A				A							
PROJECT IMPACT																			
Change in v/c due to project:														0.003					
Significantly impacted?														NO					

Intersection Capacity Utilization (ICU)

Intersection No. 3				2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				
North/South Street: Malibu Canyon Road				Capacity: vphpl 1600 Dual 2880 east-west split			Ambient Growth from: 2012 to: 2030 at: 0.48% per year					In Out Total				
East/West Street: Civic Center Way												AM 61 40 101				
WEEKDAY PM Peak: 4:45 PM												PM 77 77 154				
				Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C	
Northbound	↶ Left	22	1	0.014	2	-5	19	1	0.012	0%	0	19	1	0.012		
	↶ Lt-Th		0	0.000				0	0.000	0%	0		0	0.000		
	↑ Thru	534	2	0.167	48	35	617	2	0.193	0%	0	617	2	0.193		
	↷ Th-Rt		0	0.000				0	0.000	0%	0		0	0.000		
	↷ Right	27	1	0.000	2	62	91	1	0.000	0%	0	91	1	0.000		
	↷ Shared		0	0.000				0	0.000	0%	0		0	0.000		
Southbound	↷ Left	186	1	0.116	17	34	237	1	0.148	15%	12	249	1	0.155		
	↷ Lt-Th		0	0.000				0	0.000	0%	0		0	0.000		
	↓ Thru	464	2	0.145	42	30	536	2	0.167	0%	0	536	2	0.167		
	↶ Th-Rt		0	0.000				0	0.000	0%	0		0	0.000		
	↶ Right	44	1	0.000	4	-2	46	1	0.000	0%	0	46	1	0.000		
	↶ Shared		0	0.000				0	0.000	0%	0		0	0.000		
Eastbound	↶ Left	234	1	0.117	21	-6	249	1	0.122	0%	0	249	1	0.122		
	↶ Lt-Th		1	0.117				1	0.122	0%	0		1	0.122		
	→ Thru	103	0	0.000	9	-11	101	0	0.000	0%	0	101	0	0.000		
	↷ Th-Rt		0	0.000				0	0.000	0%	0		0	0.000		
	↷ Right	37	1	0.000	3	-11	29	1	0.000	0%	0	29	1	0.000		
	↷ Shared		0	0.000				0	0.000	0%	0		0	0.000		
Westbound	↶ Left	17	1	0.011	2	0	19	1	0.012	0%	0	19	1	0.012		
	↶ Lt-Th		0	0.000				0	0.000	0%	0		0	0.000		
	← Thru	35	1	0.022	3	-5	33	1	0.021	0%	0	33	1	0.021		
	↷ Th-Rt		0	0.000				0	0.000	0%	0		0	0.000		
	↶ Right	609	1	0.000	55	55	719	1	0.000	(15%)	12	731	1	0.000		
	↷ Shared		0	0.000				0	0.000	0%	0		0	0.000		
Critical Volumes:				North-South: 0.159 East-West: 0.139 Total: 0.050			North-South: 0.179 East-West: 0.143 Total: 0.050					North-South: 0.179 East-West: 0.143 Total: 0.050				
Volume/capacity (v/c) ratio:				0.348			0.372					0.372				
Level of Service (LOS):				A			A					A				
PROJECT IMPACT																
Change in v/c due to project:														0.000		
Significantly impacted?														NO		

Intersection Capacity Utilization (ICU)

Intersection Capacity Utilization (ICU)															
Intersection No. 3		2012, EXISTING			2030, PROJECTED CUMULATIVE BASE						2030, WITH PROJECT				
North/South Street: Malibu Canyon Road		Capacity: vphpl 1600 Dual 2880 east-west split			Ambient Growth from: 2012 to: 2030 at: 0.48% per year						In Out Total				
East/West Street: Civic Center Way											Trip				
WEEKEND PM Peak: 11:45 PM											Gen 1 PM 116 110 226				
		Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C		
Northbound	Left	29	1	0.018	3	-6	26	1	0.016	0%	0	26	1	0.016	
	Lt-Th		0	0				0	0	0%	0	0	0	0	
	Thru	296	2	0.093	27	45	368	2	0.115	0%	0	368	2	0.115	
	Th-Rt		0	0				0	0	0%	0	0	0	0	
	Right	22	1	0.014	2	84	108	1	0.067	0%	0	108	1	0.067	
	Shared		0	0				0	0	0%	0	0	0	0	
Southbound	Left	233	1	0.146	21	46	300	1	0.187	15%	17	317	1	0.198	
	Lt-Th		0	0				0	0	0%	0	0	0	0	
	Thru	766	2	0.239	69	41	876	2	0.274	0%	0	876	2	0.274	
	Th-Rt		0	0				0	0	0%	0	0	0	0	
	Right	28	1	0.018	3	-3	28	1	0.017	0%	0	28	1	0.017	
	Shared		0	0				0	0	0%	0	0	0	0	
Eastbound	Left	29	1	0.021	3	-2	30	1	0.021	0%	0	30	1	0.021	
	Lt-Th		1	0.021				1	0.021	0%	0	0	1	0.021	
	Thru	32	0	0	3	-4	31	0	0	0%	0	31	0	0	
	Th-Rt		0	0				0	0	0%	0	0	0	0	
	Right	26	1	0.016	2	-4	24	1	0.015	0%	0	24	1	0.015	
	Shared		0	0				0	0	0%	0	0	0	0	
Westbound	Left	21	1	0.013	2	0	23	1	0.014	0%	0	23	1	0.014	
	Lt-Th		0	0				0	0	0%	0	0	0	0	
	Thru	28	1	0.018	3	-6	25	1	0.015	0%	0	25	1	0.015	
	Th-Rt		0	0				0	0	0%	0	0	0	0	
	Right	179	1	0.112	16	49	244	1	0.153	(15%)	17	261	1	0.163	
	Shared		0	0				0	0	0%	0	0	0	0	
Critical Volumes:		North-South: 0.257			North-South: 0.290						North-South: 0.290				
		East-West: 0.039			East-West: 0.036						East-West: 0.036				
		Loss Time: 0.050			Loss Time: 0.050						Loss Time: 0.050				
Volume/capacity (v/c) ratio:		0.346			0.376						0.376				
Level of Service (LOS):		A			A						A				
PROJECT IMPACT															
Change in v/c due to project:														0.000	
Significantly impacted?														NO	

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CIVIC CENTER WAY & WEBB WAY
Agency/Co.	OTC INC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2030 WITHOUT PROJECT
Analysis Time Period	AM PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	7	22	73	75	70	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	251	103	178	20	34	13
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	29	73	75	81	354	178	67	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2	0.0	1.0	0.0	0.7	0.0	0.3	
Prop. Right-Turns	0.0	1.0	0.0	0.1	0.0	1.0	0.2	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.1	0.4	-0.7	-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.03	0.06	0.07	0.07	0.31	0.16	0.06	
hd, final value (s)	6.40	5.57	6.68	6.08	5.69	4.64	5.81	
x, final value	0.05	0.11	0.14	0.14	0.56	0.23	0.11	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.1	3.3	4.4	3.8	3.4	2.3	3.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	279	323	325	331	604	428	317	
Delay (s/veh)	9.45	8.98	10.46	9.74	15.37	8.71	9.22	
LOS	A	A	B	A	C	A	A	
Approach: Delay (s/veh)	9.12		10.08		13.14		9.22	
LOS	A		B		B		A	
Intersection Delay (s/veh)	11.80							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CIVIC CENTER WAY & WEBB WAY
Agency/Co.	OTC INC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2030 WITH PROJECT
Analysis Time Period	AM PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	7	22	73	89	76	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	251	103	208	20	34	13
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	29	73	89	87	354	208	67	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2	0.0	1.0	0.0	0.7	0.0	0.3	
Prop. Right-Turns	0.0	1.0	0.0	0.1	0.0	1.0	0.2	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.1	0.4	-0.7	-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.03	0.06	0.08	0.08	0.31	0.18	0.06	
hd, final value (s)	6.51	5.68	6.75	6.15	5.76	4.71	5.91	
x, final value	0.05	0.12	0.17	0.15	0.57	0.27	0.11	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.2	3.4	4.4	3.9	3.5	2.4	3.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	279	323	339	337	604	458	317	
Delay (s/veh)	9.57	9.11	10.80	9.93	15.72	9.16	9.34	
LOS	A	A	B	A	C	A	A	
Approach: Delay (s/veh)	9.24		10.37		13.29		9.34	
LOS	A		B		B		A	
Intersection Delay (s/veh)	11.98							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CIVIC CENTER WAY & WEBB WAY
Agency/Co.	OTC INC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2030 WITHOUT PROJECT
Analysis Time Period	PM PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	23	88	270	176	284	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	469	58	131	42	86	46
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	111	270	176	295	527	131	174	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2	0.0	1.0	0.0	0.9	0.0	0.2	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.3	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.0	0.4	-0.7	-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.10	0.24	0.16	0.26	0.47	0.12	0.15	
hd, final value (s)	8.46	7.63	8.65	8.10	8.19	7.03	8.46	
x, final value	0.26	0.57	0.42	0.66	1.20	0.26	0.41	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	6.2	5.3	6.3	5.8	5.9	4.7	6.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	361	463	412	440	527	381	409	
Delay (s/veh)	14.12	20.06	17.53	25.41	135.69	12.12	16.88	
LOS	B	C	C	D	F	B	C	
Approach: Delay (s/veh)	18.33		22.46		111.09		16.88	
LOS	C		C		F		C	
Intersection Delay (s/veh)	55.58							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CIVIC CENTER WAY & WEBB WAY
Agency/Co.	OTC INC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2030 WITH PROJECT
Analysis Time Period	PM PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	23	100	270	203	296	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	469	58	158	42	86	46
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	123	270	203	307	527	158	174	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2	0.0	1.0	0.0	0.9	0.0	0.2	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.3	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.0	0.4	-0.7	-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.11	0.24	0.18	0.27	0.47	0.14	0.15	
hd, final value (s)	8.57	7.75	8.71	8.17	8.33	7.17	8.59	
x, final value	0.29	0.58	0.49	0.70	1.22	0.31	0.42	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	6.3	5.4	6.4	5.9	6.0	4.9	6.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	373	457	409	437	527	408	404	
Delay (s/veh)	14.78	20.64	19.55	27.62	144.16	13.12	17.26	
LOS	B	C	C	D	F	B	C	
Approach: Delay (s/veh)	18.81		24.41		113.93		17.26	
LOS	C		C		F		C	
Intersection Delay (s/veh)	57.26							
Intersection LOS	F							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CIVIC CENTER WAY & WEBB WAY
Agency/Co.	OTC INC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2030 WITHOUT PROJECT
Analysis Time Period	SAT MID PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	8	192	218	148	139	5
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	155	80	188	45	76	26
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	200	218	148	144	235	188	147	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	1.0	0.0	0.7	0.0	0.3	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.2	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.7	0.5	-0.0	0.3	-0.7	-0.0	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.18	0.19	0.13	0.13	0.21	0.17	0.13	
hd, final value (s)	6.89	6.16	7.54	7.00	7.19	6.15	7.18	
x, final value	0.38	0.37	0.31	0.28	0.47	0.32	0.29	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.6	3.9	5.2	4.7	4.9	3.9	4.9	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	450	468	398	394	482	438	397	
Delay (s/veh)	13.80	12.48	13.58	12.40	16.09	11.74	12.84	
LOS	B	B	B	B	C	B	B	
Approach: Delay (s/veh)	13.11		13.00		14.15		12.84	
LOS	B		B		B		B	
Intersection Delay (s/veh)	13.40							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CIVIC CENTER WAY & WEBB WAY
Agency/Co.	OTC INC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2030 WITH PROJECT
Analysis Time Period	SAT MID PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *WEBB WAY / STUART RANCH ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	8	209	218	187	156	5
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	155	80	229	45	76	26
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	217	218	187	161	235	229	147	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	1.0	0.0	0.7	0.0	0.3	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.0	1.0	0.2	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.7	0.5	-0.0	0.3	-0.7	-0.0	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.19	0.19	0.17	0.14	0.21	0.20	0.13	
hd, final value (s)	7.19	6.45	7.77	7.23	7.47	6.43	7.53	
x, final value	0.43	0.39	0.40	0.32	0.49	0.41	0.31	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.9	4.2	5.5	4.9	5.2	4.1	5.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	467	468	437	411	466	479	397	
Delay (s/veh)	15.26	13.23	15.62	13.35	17.06	13.50	13.54	
LOS	C	B	C	B	C	B	B	
Approach: Delay (s/veh)	14.24		14.57		15.30		13.54	
LOS	B		B		C		B	
Intersection Delay (s/veh)	14.60							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CROSS CREEK & CIVIC CENTER WAY
Agency/Co.	MALIBU	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2030 WITHOUT PROJECT
Analysis Time Period	AM PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *CROSS CREEK ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	44	0	103	1	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	224	41	2	0	35	35
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	44	103	3		267		70	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	0.3		0.8		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.0		0.5	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.7	0.1		0.2		-0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.04	0.09	0.00		0.24		0.06	
hd, final value (s)	5.80	4.59	5.06		4.51		4.28	
x, final value	0.07	0.13	0.00		0.33		0.08	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	3.5	2.3	3.1		2.5		2.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	294	353	253		517		320	
Delay (s/veh)	8.94	7.99	8.09		9.76		7.66	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	8.27		8.09		9.76		7.66	
LOS	A		A		A		A	
Intersection Delay (s/veh)	9.00							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CROSS CREEK & CIVIC CENTER WAY
Agency/Co.	MALIBU	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2030 WITH PROJECT
Analysis Time Period	AM PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *CROSS CREEK ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	44	0	115	1	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	242	53	2	0	43	35
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	44	115	3		297		78	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	0.3		0.8		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.0		0.4	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.7	0.1		0.2		-0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.04	0.10	0.00		0.26		0.07	
hd, final value (s)	5.90	4.69	5.19		4.55		4.38	
x, final value	0.07	0.15	0.00		0.38		0.09	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	3.6	2.4	3.2		2.6		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	294	365	253		547		328	
Delay (s/veh)	9.05	8.21	8.21		10.26		7.84	
LOS	A	A	A		B		A	
Approach: Delay (s/veh)	8.45		8.21		10.26		7.84	
LOS	A		A		B		A	
Intersection Delay (s/veh)	9.36							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CROSS CREEK & CIVIC CENTER WAY
Agency/Co.	MALIBU	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2030 WITHOUT PROJECT
Analysis Time Period	PM PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *CROSS CREEK ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	29	1	333	2	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	347	51	1	0	64	51
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	30	333	4		399		115	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	0.5		0.9		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.0		0.4	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.7	0.1		0.2		-0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.03	0.30	0.00		0.35		0.10	
hd, final value (s)	6.38	5.18	6.12		5.21		5.21	
x, final value	0.05	0.48	0.01		0.58		0.17	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.1	2.9	4.1		3.2		3.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	280	583	254		649		365	
Delay (s/veh)	9.44	12.56	9.16		15.10		9.25	
LOS	A	B	A		C		A	
Approach: Delay (s/veh)	12.30		9.16		15.10		9.25	
LOS	B		A		C		A	
Intersection Delay (s/veh)	13.16							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CROSS CREEK & CIVIC CENTER WAY
Agency/Co.	MALIBU	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2030 WITH PROJECT
Analysis Time Period	PM PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *CROSS CREEK ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	29	1	356	2	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	370	66	1	0	79	51
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	30	356	4		437		130	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	0.5		0.8		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.0		0.4	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.7	0.1		0.2		-0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.03	0.32	0.00		0.39		0.12	
hd, final value (s)	6.55	5.36	6.40		5.34		5.42	
x, final value	0.05	0.53	0.01		0.65		0.20	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.3	3.1	4.4		3.3		3.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	280	606	254		657		380	
Delay (s/veh)	9.63	13.93	9.45		17.61		9.74	
LOS	A	B	A		C		A	
Approach: Delay (s/veh)	13.59		9.45		17.61		9.74	
LOS	B		A		C		A	
Intersection Delay (s/veh)	14.89							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CROSS CREEK & CIVIC CENTER WAY
Agency/Co.	MALIBU	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2030 WITHOUT PROJECT
Analysis Time Period	SAT MID PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *CROSS CREEK ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	24	1	383	1	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	380	39	2	0	34	37
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	25	383	1		421		71	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	1.0		0.9		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.0		0.5	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.7	0.2		0.2		-0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.02	0.34	0.00		0.37		0.06	
hd, final value (s)	6.34	5.15	6.25		5.26		5.32	
x, final value	0.04	0.55	0.00		0.62		0.11	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.0	2.9	4.3		3.3		3.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	275	633	251		664		321	
Delay (s/veh)	9.33	13.91	9.26		16.30		8.95	
LOS	A	B	A		C		A	
Approach: Delay (s/veh)	13.63		9.26		16.30		8.95	
LOS	B		A		C		A	
Intersection Delay (s/veh)	14.51							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS

General Information		Site Information	
Analyst	JTO	Intersection	CROSS CREEK & CIVIC CENTER WAY
Agency/Co.	MALIBU	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2030 WITH PROJECT
Analysis Time Period	SAT MID PEAK HOUR		

Project ID *WHOLE FOODS SHOPPING CENTER*

East/West Street: *CIVIC CENTER WAY*

North/South Street: *CROSS CREEK ROAD*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	24	1	416	1	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	415	62	2	0	56	37
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	25	416	1		479		93	
% Heavy Vehicles	0	0	0		0		0	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	1.0	0.0	1.0		0.9		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.0		0.4	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.5	-0.7	0.2		0.2		-0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.02	0.37	0.00		0.43		0.08	
hd, final value (s)	6.61	5.42	6.68		5.45		5.69	
x, final value	0.05	0.63	0.00		0.72		0.15	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.3	3.1	4.7		3.4		3.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	275	640	251		646		343	
Delay (s/veh)	9.63	16.74	9.70		21.44		9.66	
LOS	A	C	A		C		A	
Approach: Delay (s/veh)	16.34		9.70		21.44		9.66	
LOS	C		A		C		A	
Intersection Delay (s/veh)	18.13							
Intersection LOS	C							

Intersection Capacity Utilization (ICU)

Intersection No. 6		2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				2030, WITH TRAFFIC MITIGATION				
North/South Street: Webb Way		Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2030 at: 0.48% per year					InOutTotal AM6140101 PM7777154								
East/West Street: Pacific Coast Highway																		
WEEKDAY AM Peak: 8:00 AM																		
		Counts Volume	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C	Adjusted Volume	Total Volume	Lanes	V / C	
Northbound	Left	53	1	0.033	5	1	59	1	0.037	0%	0	59	1	0.037	0	59	1	0.037
	Lt-Th		0	0				0	0	0%			0	0		0	0	
	Thru	48	0	0	4	2	54	0	0	2%	1	55	0	0	0	55	0	0
	Th-Rt		1	0.037				1	0.043	0%			1	0.043	0		1	0.043
	Right	11	0	0	1	2	14	0	0	0%	0	14	0	0	0	14	0	0
	Shared		0	0				0	0	0%			0	0		0	0	
Southbound	Left	49	1	0.031	4	15	68	1	0.039	0%	0	68	1	0.040	0	68	1	0.040
	Lt-Th		1	0.031				1	0.039	0%			1	0.040			1	0.040
	Thru	40	0	0.000	4	1	45	0	0.000	(2%)	1	46	0	0.000	0	46	0	0.000
	Th-Rt		0	0.000				0	0.000	0%			0	0.000	0		0	0.000
	Right	32	1	0.020	3	43	78	1	0.049	(33%)	13	91	1	0.057	0	91	1	0.057
	Shared		0	0.000				0	0.000	0%			0	0.000			0	0.000
Eastbound	Left	130	1	0.081	12	119	261	1	0.163	48%	29	290	1	0.181	0	290	2	0.101
	Lt-Th		0	0				0	0	0%			0	0	0	0		0
	Thru	1559	3	0.325	140	67	1766	3	0.368	0%	0	1766	3	0.368	0	1766	3	0.368
	Th-Rt		0	0				0	0	0%			0	0	0		0	0
	Right	68	1	0.043	6	1	75	1	0.047	0%	0	75	1	0.047	0	75	1	0.047
	Shared		0	0				0	0	0%			0	0		0	0	
Westbound	Left	132	1	0.083	12	7	151	1	0.094	0%	0	151	1	0.094	0	151	1	0.094
	Lt-Th		0	0				0	0	0%			0	0	0	0		0
	Thru	689	2	0.215	62	58	809	2	0.253	0%	0	809	2	0.253	0	809	2	0.253
	Th-Rt		0	0				0	0	0%			0	0	0		0	0
	Right	231	1	0.144	21	-8	244	1	0.152	0%	0	244	1	0.152	0	244	1	0.152
	Shared		0	0				0	0	0%			0	0		0	0	
Critical Volumes:		North-South: 0.068 East-West: 0.408 Loss Time: 0.050			North-South: 0.082 East-West: 0.462 LossTime: 0.050					North-South: 0.083 East-West: 0.462 LossTime: 0.050				North-South: 0.083 East-West: 0.462 Loss Time: 0.050				
Volume/capacity (v/c) ratio:		0.526			0.594					0.595				0.595				
Level of Service (LOS):		A			A					A				A				
PROJECT IMPACT																		
Change in v/c due to project:												0.001		Δv/c after mitigation:		0.001		
Significantly impacted?												NO		Fully mitigated?		N/A		

Intersection Capacity Utilization (ICU)

Intersection No. 6				2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				2030, WITH TRAFFIC MITIGATION			
North/South Street: Webb Way				Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2030 at: 0.48% per year					In Out Total AM 61 40 101 PM 77 77 154							
East/West Street: Pacific Coast Highway																			
WEEKDAY																			
PM Peak: 4:45 PM				Counts	Lanes	V / C	+ Amb.	+ Area	= Total	Lanes	V / C	+ Project	Total	Lanes	V / C	Adjusted	Total	Lanes	V / C
				Volume			Growth	Projects	Volume			Volume				Volume			
Northbound	↶ Left	148	1	0.093	13	2	163	1	0.102	0%	0	163	1	0.102	0	163	1	0.102	
	↶ Lt-Th		0	0				0	0	0%			0	0		0	0		
	↑ Thru	72	0	0	6	3	81	0	0	2%	2	83	0	0	0	83	0	0	
	↷ Th-Rt		1	0.063				1	0.073	0%			1	0.074	0		1	0.074	
	↷ Right	29	0	0	3	3	35	0	0	0%	0	35	0	0	0	35	0	0	
	↷ Shared		0	0				0	0	0%			0	0		0	0		
Southbound	↶ Left	223	1	0.104	20	31	274	1	0.125	0%	0	274	1	0.126	0	274	1	0.126	
	↶ Lt-Th		1	0.104				1	0.125	0%			1	0.126			1	0.126	
	↓ Thru	76	0	0.000	7	4	87	0	0.000	(2%)	2	89	0	0.000	0	89	0	0.000	
	↷ Th-Rt		0	0.000				0	0.000	0%			0	0.000			0	0.000	
	↷ Right	69	1	0.043	6	134	209	1	0.131	(33%)	25	234	1	0.146	0	234	1	0.146	
	↷ Shared		0	0.000				0	0.000	0%			0	0.000			0	0.000	
Eastbound	↶ Left	93	1	0.058	8	77	178	1	0.111	33%	25	203	1	0.127	0	203	2	0.071	
	↶ Lt-Th		0	0				0	0	0%			0	0		0		0	
	→ Thru	1272	3	0.265	115	98	1485	3	0.309	0%	0	1485	3	0.309	0	1485	3	0.309	
	↷ Th-Rt		0	0				0	0	0%			0	0		0		0	
	↷ Right	54	1	0.034	5	2	61	1	0.038	0%	0	61	1	0.038	0	61	1	0.038	
	↷ Shared		0	0				0	0	0%			0	0		0		0	
Westbound	↶ Left	225	1	0.141	20	9	254	1	0.159	0%	0	254	1	0.159	0	254	1	0.159	
	↶ Lt-Th		0	0				0	0	0%			0	0		0		0	
	← Thru	1235	2	0.386	111	131	1477	2	0.462	0%	0	1477	2	0.462	0	1477	2	0.462	
	↶ Th-Rt		0	0				0	0	0%			0	0		0		0	
	↶ Right	380	1	0.238	34	1	415	1	0.260	0%	0	415	1	0.260	0	415	1	0.260	
	↶ Shared		0	0				0	0	0%			0	0		0		0	
Critical Volumes:				North-South: 0.167					North-South: 0.198				North-South: 0.200				North-South: 0.200		
				East-West: 0.445					East-West: 0.573				East-West: 0.589				East-West: 0.533		
				Loss Time: 0.050					LossTime: 0.050				LossTime: 0.050				Loss Time: 0.050		
Volume/capacity (v/c) ratio:				0.662					0.821				0.839				0.783		
Level of Service (LOS):				B					D				D				C		
PROJECT IMPACT																			
Change in v/c due to project:												0.018		Δv/c after mitigation:		-0.038			
Significantly impacted?												NO		Fully mitigated?		N/A			

Intersection Capacity Utilization (ICU)

Intersection No. 6	2012, EXISTING	2030, PROJECTED CUMULATIVE BASE	2030, WITH PROJECT	2030, WITH TRAFFIC MITIGATION
North/South Street: Webb Way	Capacity: vphpl 1600 Dual 2880	Ambient Growth from: 2012 to: 2030 at: 0.48% per year	In Out Total Trip Gen 1 PM 116 110 226	
East/West Street: Pacific Coast Highway	nort-south split			
WEEKEND PM Peak: 12:00 PM	Counts Volume Lanes V / C	+ Amb. Growth + Area Projects = Total Volume Lanes V / C	+ Project Volume Total Volume Lanes V / C	Adjusted Volume Total Volume Lanes V / C
Northbound Left Lt-Th Thru Th-Rt Right Shared	127 1 0.079 0 0 71 0 0 1 0.063 0 0 30 0 0	11 2 140 1 0.088 0 0 6 3 80 1 0.073 0 0 3 3 36 0 0	0% 0 140 1 0.088 0% 0 0 0 2% 2 82 0 0 0% 0 0 0.074 0% 0 0 0 0% 0 0 0	0 140 1 0.088 0 0 0 0 82 1 0.074 0 0 0 0 36 0 0
Southbound Left Lt-Th Thru Th-Rt Right Shared	116 1 0.007 1 0.075 0 0 101 0 0 0 0 57 1 0 0	10 48 174 1 0.010 1 0.100 0 0 9 4 114 0 0 0 0 5 118 180 1 0 0	0% 0 174 1 0.010 0% 0 1 0.101 (2%) 2 116 0 0 0% 0 0 0 (33%) 36 216 1 0 0 0% 0 0 0	0 174 1 0.010 0 1 0.101 0 116 0 0 0 0 0 0 216 1 0 0
Eastbound Left Lt-Th Thru Th-Rt Right Shared	149 1 0.093 0 0 1323 3 0.276 0 0 65 1 0.041 0 0	13 110 272 1 0.170 0 0 119 122 1564 3 0.326 0 0 6 3 74 1 0.046 0 0	33% 38 310 1 0.194 0% 0 0 0 0% 0 1564 3 0.326 0% 0 0 0 0% 0 74 1 0.046 0% 0 0 0	0 310 2 0.108 0 0 0 0 1564 3 0.326 0 0 0 0 74 1 0.046 0 0 0
Westbound Left Lt-Th Thru Th-Rt Right Shared	287 1 0.179 0 0 1299 2 0.406 0 0 115 1 0.036 0 0	26 6 319 1 0.199 0 0 117 155 1571 2 0.491 0 0 10 2 127 1 0.025 0 0	0% 0 319 1 0.199 0% 0 0 0 0% 0 1571 2 0.491 0% 0 0 0 0% 0 127 1 0.025 0% 0 0 0	0 319 1 0.199 0 0 0 0 1571 2 0.491 0 0 0 0 127 1 0.025 0 0 0
Critical Volumes:	North-South: 0.154 East-West: 0.499 Total: 0.050	North-South: 0.188 East-West: 0.661 Total: 0.050	North-South: 0.189 East-West: 0.685 Total: 0.050	North-South: 0.189 East-West: 0.599 Total: 0.050
Volume/capacity (v/c) ratio:	0.703	0.899	0.924	0.838
Level of Service (LOS):	C	D	E	D
PROJECT IMPACT				
Change in v/c due to project:			0.025	Δv/c after mitigation: -0.061
Significantly impacted?			YES	Fully mitigated? YES

Intersection Capacity Utilization (ICU)

Intersection No. 7	2012, EXISTING	2030, PROJECTED CUMULATIVE BASE	2030, WITH PROJECT	2030, WITH TRAFFIC MITIGATION
North/South Street: Cross Creek Road	Capacity: vphpl 1600 Dual 2880	Ambient Growth from: 2012 to: 2030 at: 0.48% per year	In Out Total AM 61 40 101 PM 77 77 154	
East/West Street: Pacific Coast Highway	north-south split			
WEEKDAY AM Peak: 8:00 AM	Counts Volume Lanes V / C	+ Amb. Growth + Area Projects = Total Volume Lanes V / C	+ Project Volume = Total Volume Lanes V / C	Adjusted Volume Total Volume Lanes V / C
Northbound Left Lt-Th Thru Th-Rt Right Shared	4 0 0.000 1 1 0.003 1 0 0.000 0 0 0.000 2 1 0.000 0 0 0.000	0 0 4 0 0.000 0 0 1 0 0.000 0 0 1 0 0.000 0 0 2 1 0.000 0 0 0 0 0.000	0% 0 4 0 0.000 0% 0 1 0 0.000 0% 0 1 0 0.000 0% 0 2 1 0.000 0% 0 0 0 0.000	0 4 0 0.000 0 1 0 0.000 0 1 0 0.000 0 2 1 0.000 0 0 0 0.000
Southbound Left Lt-Th Thru Th-Rt Right Shared	80 1 0.028 1 1 0.028 0 0 0.000 0 0 0.000 63 1 0.000 0 0 0.000	7 58 145 1 0.050 0 0 0 0 0.000 6 8 77 1 0.000 0 0 0 0 0.000	(50%) 20 165 1 0.057 0% 0 0 0 0.000 0% 0 0 0 0.000 0% 0 77 1 0.000 0% 0 0 0 0.000	0 165 1 0.057 0 0 0 0.000 0 77 1 0.000 0 0 0 0.000
Eastbound Left Lt-Th Thru Th-Rt Right Shared	92 1 0.058 0 0 0.000 1623 1 0.511 1 1 0.511 11 0 0.000 0 0 0.000	8 22 122 1 0.076 0 0 0 0 0.000 146 61 1830 1 0.576 1 0 12 0 0.000 0 0 0 0 0.000	0% 0 122 1 0.076 0% 0 0 0 0.000 0% 0 1830 1 0.576 0% 0 12 0 0.000 0% 0 0 0 0.000	0 122 1 0.076 0 0 0 0.000 0 1830 1 0.576 0 12 0 0.000 0 0 0 0.000
Westbound Left Lt-Th Thru Th-Rt Right Shared	3 1 0.002 0 0 0.000 1001 1 0.354 1 1 0.354 131 0 0.000 0 0 0.000	0 0 3 1 0.002 0 0 0 0 0.000 90 43 1134 1 0.437 12 123 266 1 0.437 0 0 0 0 0.000 0 0 0 0 0.000	0% 0 3 1 0.002 0% 0 0 0 0.000 0% 0 1134 1 0.447 0% 0 1134 1 0.447 50% 30 296 0 0.000 0% 0 0 0 0.000	0 3 1 0.002 0 0 0 0.000 0 1134 2 0.354 0 1134 0 0.000 0 296 1 0.185 0 0 0 0.000
Critical Volumes:	North-South: 0.031 East-West: 0.513 Loss Time: 0.050	North-South: 0.053 East-West: 0.578 Loss Time: 0.050	North-South: 0.060 East-West: 0.578 Loss Time: 0.050	North-South: 0.060 East-West: 0.578 Loss Time: 0.050
Volume/capacity (v/c) ratio:	0.594	0.681	0.688	0.688
Level of Service (LOS):	A	B	B	B
PROJECT IMPACT				
Change in v/c due to project:			0.007	Δv/c after mitigation:
Significantly impacted?			NO	Fully mitigated?
				0.007 N/A

Intersection Capacity Utilization (ICU)

Intersection No. 7		2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT					2030, WITH TRAFFIC MITIGATION			
North/South Street: Cross Creek Road		Capacity: vphpl 1600 Dual 2880 north-south split			Ambient Growth from: 2012 to: 2030 at: 0.48% per year					InOutTotal AM6140101 PM7777154								
East/West Street: Pacific Coast Highway																		
WEEKDAY PM Peak: 4:45 PM																		
		Counts Volume	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C	Adjusted Volume	Total Volume	Lanes	V / C	
Northbound	Left	14	0	0.000	1	0	15	0	0.000	0%	0	15	0	0.000	0	15	0	0.000
	Lt-Th		1	0.014				1	0.015	0%	0	1	0.015	0	1	0.015		
	Thru	8	0	0.000	1	0	9	0	0.000	0%	0	9	0	0.000	0	9	0	0.000
	Th-Rt		0	0.000				0	0.000	0%	0	0	0.000	0	0	0.000		
	Right	19	1	0.000	2	0	21	1	0.000	0%	0	21	1	0.000	0	21	1	0.000
	Shared		0	0.000				0	0.000	0%	0	0	0.000	0	0	0.000		
Southbound	Left	187	1	0.065	17	162	366	1	0.127	(50%)	38	404	1	0.140	0	404	1	0.140
	Lt-Th		1	0.065				1	0.127	0%	0	1	0.000	0	1	0.000		
	Thru	1	0	0.000	0	0	1	0	0.000	0%	0	1	0	0.000	0	1	0	0.000
	Th-Rt		0	0.000				0	0.000	0%	0	0	0.000	0	0	0.000		
	Right	132	1	0.000	12	33	177	1	0.000	0%	0	177	1	0.000	0	177	1	0.000
	Shared		0	0.000				0	0.000	0%	0	0	0.000	0	0	0.000		
Eastbound	Left	94	1	0.059	8	21	123	1	0.077	0%	0	123	1	0.077	0	123	1	0.077
	Lt-Th		0	0.000				0	0.000	0%	0	0	0.000	0	0	0.000		
	Thru	1603	1	0.506	144	110	1857	1	0.586	0%	0	1857	1	0.586	0	1857	1	0.586
	Th-Rt		1	0.506				1	0.586	0%	0	1	0.586	0	1	0.586		
	Right	15	0	0.000	1	0	16	0	0.000	0%	0	16	0	0.000	0	16	0	0.000
	Shared		0	0.000				0	0.000	0%	0	0	0.000	0	0	0.000		
Westbound	Left	15	1	0.009	1	2	18	1	0.011	0%	0	18	1	0.011	0	18	1	0.011
	Lt-Th		0	0.000				0	0.000	0%	0	0	0.000	0	0	0.000		
	Thru	1711	1	0.593	154	96	1961	1	0.716	0%	0	1961	1	0.728	0	1961	2	0.613
	Th-Rt		1	0.593				1	0.716	0%	0	1	0.728	0	1	0.000		
	Right	186	0	0.000	17	127	330	0	0.000	50%	38	368	0	0.000	0	368	1	0.230
	Shared		0	0.000				0	0.000	0%	0	0	0.000	0	0	0.000		
Critical Volumes:		North-South: 0.079 East-West: 0.652 Loss Time: 0.050			North-South: 0.142 East-West: 0.793 Loss Time: 0.050					North-South: 0.155 East-West: 0.805 Loss Time: 0.050					North-South: 0.155 East-West: 0.690 Loss Time: 0.050			
Volume/capacity (v/c) ratio:		0.781			0.985					1.010					0.895			
Level of Service (LOS):		C			E					F					D			
PROJECT IMPACT																		
Change in v/c due to project:												0.025		Δv/c after mitigation:		-0.090		
Significantly impacted?												YES		Fully mitigated?		YES		

Intersection Capacity Utilization (ICU)

Intersection No. 7		2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT					2030, WITH TRAFFIC MITIGATION				
North/South Street: Cross Creek Road		Capacity: vphpl 1600 Dual 2880 north-south split			<u>Ambient Growth</u> from: 2012 to: 2030 at: 0.48% per year					Trip Gen 1 PM 116 110 226									
East/West Street: Pacific Coast Highway																			
WEEKEND PM Peak: 12:00 PM																			
		Counts Volume	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C	Adjusted Volume	Total Volume	Lanes	V / C		
Northbound	↶ Left	16	0	0.000	1	0	17	0	0.000	0%	0	17	0	0.000	0	17	0	0.000	
	↶ Lt-Th		1	0.014				1	0.015	0%			1	0.015			1	0.015	
	↶ Thru	6	0	0.000	1	0	7	0	0.000	0%	0	7	0	0.000	0	7	0	0.000	
	↶ Th-Rt		0	0.000				0	0.000	0%			0	0.000			0	0.000	
	↶ Right	46	1	0.000	4	0	50	1	0.000	0%	0	50	1	0.000	0	50	1	0.000	
	↶ Shared		0	0.000				0	0.000	0%			0	0.000			0	0.000	
Southbound	↷ Left	209	1	0.073	19	140	368	1	0.128	(50%)	55	423	1	0.147	0	423	1	0.147	
	↷ Lt-Th		1	0.073				1	0.128	0%			1	0.147			1	0.147	
	↷ Thru	7	0	0.000	1	0	8	0	0.000	0%	0	8	0	0.000	0	8	0	0.000	
	↷ Th-Rt		0	0.000				0	0.000	0%			0	0.000			0	0.000	
	↷ Right	109	1	0.000	10	23	142	1	0.000	0%	0	142	1	0.000	0	142	1	0.000	
	↷ Shared		0	0.000				0	0.000	0%			0	0.000			0	0.000	
Eastbound	↶ Left	144	1	0.090	13	26	183	1	0.114	0%	0	183	1	0.114	0	183	1	0.114	
	↶ Lt-Th		0	0.000				0	0.000	0%			0	0.000			0	0.000	
	↶ Thru	1439	1	0.460	130	146	1715	1	0.547	0%	0	1715	1	0.547	0	1715	1	0.547	
	↶ Th-Rt		1	0.460				1	0.547	0%			1	0.547			1	0.547	
	↶ Right	33	0	0.000	3	0	36	0	0.000	0%	0	36	0	0.000	0	36	0	0.000	
	↶ Shared		0	0.000				0	0.000	0%			0	0.000			0	0.000	
Westbound	↶ Left	24	1	0.015	2	2	28	1	0.018	0%	0	28	1	0.018	0	28	1	0.018	
	↶ Lt-Th		0	0.000				0	0.000	0%			0	0.000			0	0.000	
	↶ Thru	1625	1	0.573	146	127	1898	1	0.714	0%	0	1898	1	0.732	0	1898	2	0.593	
	↶ Th-Rt		1	0.573				1	0.714	0%			1	0.732			0	0.000	
	↶ Right	209	0	0.000	19	159	387	0	0.000	50%	58	445	0	0.000	0	445	1	0.278	
	↶ Shared		0	0.000				0	0.000	0%			0	0.000			0	0.000	
Critical Volumes:		North-South:	0.086							North-South:	0.143				North-South:	0.162			
		East-West:	0.663							East-West:	0.828				East-West:	0.707			
		Loss Time:	0.050							Loss Time:	0.050				Total:	0.050			
Volume/capacity (v/c) ratio:				0.799							1.021					1.058			
Level of Service (LOS):				C							F					E			
PROJECT IMPACT																			
Change in v/c due to project:												0.037		Δv/c after mitigation:		-0.102			
Significantly impacted?												YES		Fully mitigated?		YES			

Intersection Capacity Utilization (ICU)

Intersection No. 8		2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				
North/South Street: Malibu Pier Signal		Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2030 at: 0.48% per year					In Out Total AM6140101 PM7777154				
East/West Street: Pacific Coast Highway														
WEEKDAY AM Peak: 7:30 AM														
		Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project	= Total Volume	Lanes	V / C	
Northbound	↶ Left	0	0	0	0	0	0	0	0	0%	0	0	0	
	↷ Lt-Th		0	0			0	0	0	0%		0	0	
	↑ Thru	0	0	0	0	0	0	0	0	0%	0	0	0	
	↘ Th-Rt		0	0			0	0	0	0%		0	0	
	↷ Right	0	0	0	0	0	0	0	0	0%	0	0	0	
	↶ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	
Southbound	↶ Left not a part of signal	0	0	0	0	0	0	0	0	0%	0	0	0	
	↷ Lt-Th		0	0			0	0	0	0%		0	0	
	↓ Thru	0	0	0	0	0	0	0	0	0%	0	0	0	
	↘ Th-Rt		0	0			0	0	0	0%		0	0	
	↷ Right	0	0	0	0	0	0	0	0	0%	0	0	0	
	↶ Shared	0	1	0	0	0	0	1	0	0%	0	1	0	
Eastbound	↶ Left	2	1	0.001	0	0	2	1	0.001	0%	0	2	1	
	↷ Lt-Th		0	0.000			0	0	0.000	0%		0	0.000	
	→ Thru	1672	2	0.523	151	99	1922	2	0.600	(50%)	20	1942	2	
	↘ Th-Rt		0	0.000			0	0	0.000	0%		0	0.000	
	↷ Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
	↶ Shared		0	0.000			0	0	0.000	0%		0	0.000	
Westbound	↶ Left	5	1	0.003	0	0	5	1	0.003	0%	0	5	1	
	↷ Lt-Th		0	0.000			0	0	0.000	0%		0	0.000	
	← Thru	1202	2	0.376	108	182	1492	2	0.466	50%	30	1522	2	
	↘ Th-Rt		0	0.000			0	0	0.000	0%		0	0.000	
	↷ Right	1	1	0.001	0	0	1	1	0.001	0%	0	1	0.001	
	↶ Shared		0	0.000			0	0	0.000	0%		0	0.000	
Critical Volumes:		North-South: 0.000 East-West: 0.526 Loss Time: 0.050			North-South: 0.000 East-West: 0.603 Loss Time: 0.050					North-South: 0.000 East-West: 0.610 LossTime: 0.050				
Volume/capacity (v/c) ratio:		0.576			0.653					0.660				
Level of Service (LOS):		A			B					B				
PROJECT IMPACT														
Change in v/c due to project:												0.007		
Significantly impacted?												NO		

Intersection Capacity Utilization (ICU)

Intersection No. 8	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT					
North/South Street: Malibu Pier Signal	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2030 at: 0.48% per year					In Out Total AM6140101 PM7777154					
East/West Street: Pacific Coast Highway														
WEEKDAY PM Peak: 4:45 PM														
	Counts Volume	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project	Volume	Total Volume	Lanes	V / C	
Northbound ↶ Left ↶ Lt-Th ↑ Thru ↷ Th-Rt ↷ Right ↷ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	0	
	0	0	0	0	0	0	0	0	0%	0	0	0	0	
	0	0	0	0	0	0	0	0	0%	0	0	0	0	
	0	0	0	0	0	0	0	0	0%	0	0	0	0	
	0	0	0	0	0	0	0	0	0%	0	0	0	0	
	0	0	0	0	0	0	0	0	0%	0	0	0	0	
Southbound ↷ Left not a aprt of signal ↷ Lt-Th ↓ Thru ↶ Th-Rt ↶ Right ↶ Shared	3	0	0	0	0	3	0	0	0%	0	3	0	0	
	0	0	0	0	0	0	0	0	0%	0	0	0	0	
	0	0	0	0	0	0	0	0	0%	0	0	0	0	
	0	0	0	0	0	0	0	0	0%	0	0	0	0	
	3	0	0	0	0	3	0	0	0%	0	3	0	0	
	0	1	0	0	0	0	1	0	0%	0	3	1	0	
Eastbound ↶ Left ↶ Lt-Th → Thru ↶ Th-Rt ↶ Right ↶ Shared	0	1	0.000	0	0	0	1	0.000	0%	0	0	1	0.000	
	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
	1799	2	0.562	162	265	2226	2	0.696	(50%)	38	2264	2	0.707	
	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
Westbound ↶ Left ↶ Lt-Th ↑ Thru ↶ Th-Rt ↶ Right ↶ Shared	13	1	0.008	1	0	14	1	0.009	0%	0	14	1	0.009	
	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
	1937	2	0.605	174	228	2339	2	0.731	50%	38	2377	2	0.743	
	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
	1	1	0.001	0	0	1	1	0.001	0%	0	1	1	0.001	
Critical Volumes:	North-South:	0.000	North-South:					0.000	North-South:					0.000
	East-West:	0.605	East-West:					0.731	East-West:					0.743
	Total:	0.050	Total:					0.050	Total:					0.050
Volume/capacity (v/c) ratio:	0.655			0.781					0.793					
Level of Service (LOS):	B			C					C					
PROJECT IMPACT														
Change in v/c due to project:												0.012		
Significantly impacted?												NO		

Intersection Capacity Utilization (ICU)

Intersection No.8														
2012, EXISTING				2030, PROJECTED CUMULATIVE BASE						2030, WITH PROJECT				
North/South Street: Malibu Pier Signal				Capacity: vphpl 1600 Dual 2880 <u>Ambient Growth</u> from: 2012 to: 2030 at: 0.48% per year + Amb. Growth + Area Projects = Total Volume Lanes V / C						In Out Total Trip Gen 1 PM 116 110 226				
East/West Street: Pacific Coast Highway														
WEEKEND PM Peak: 12:00 PM										+ Project Volume Total Volume Lanes V / C				
Northbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	0
	Lt-Th		0	0	0	0	0	0	0	0%		0	0	0
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0
	Th-Rt		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
	Shared		0	0				0	0	0%		0	0	0
Southbound	Left	1	0	0	0	0	1	0	0	0%	0	1	0	0
	Lt-Th		0	0	0	0	0	0	0	0%		0	0	0
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0
	Th-Rt		0	0	0	0	0	0	0	0%		0	0	0
	Right	4	0	0	0	0	4	0	0	0%	0	4	0	0
	Shared		1	0				1	0	0%		1	0	0
Eastbound	Left	4	1	0.003	0	0	4	1	0.003	0%	0	4	1	0.003
	Lt-Th		0	0.000				0	0.000	0%		0	0	0.000
	Thru	1669	2	0.522	150	289	2108	2	0.659	(50%)	55	2163	2	0.676
	Th-Rt		0	0.000				0	0.000	0%		0	0	0.000
	Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000
	Shared		0	0.000				0	0.000	0%		0	0	0.000
Westbound	Left	17	1	0.011	2	0	19	1	0.012	0%	0	19	1	0.012
	Lt-Th		0	0.000				0	0.000	0%		0	0	0.000
	Thru	1875	2	0.586	169	285	2329	2	0.728	50%	58	2387	2	0.746
	Th-Rt		0	0.000				0	0.000	0%		0	0	0.000
	Right	5	1	0.003	0	0	5	1	0.003	0%	0	5	1	0.003
	Shared		0	0.000				0	0.000	0%		0	0	0.000
Critical Volumes:		North-South: 0.000		North-South: 0.000		North-South: 0.000								
		East-West: 0.589		East-West: 0.731		East-West: 0.749								
Loss Time:		0.050		Loss Time: 0.050		Loss Time: 0.050								
Volume/capacity (v/c) ratio:		0.639		0.781		0.799								
Level of Service (LOS):		B		C		C								
PROJECT IMPACT														
Change in v/c due to project:													0.018	
Significantly impacted?													NO	

Intersection Capacity Utilization (ICU)

Intersection Capacity Utilization (ICU)														
Intersection No.9		2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				
North/South Street: Carbon Canyon Road		Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2030 at: 0.48% per year					In Out Total				
East/West Street: Pacific Coast Highway										AM 61 40 101				
WEEKDAY AM Peak: 8:00 AM										PM 77 77 154				
		Counts	Lanes	V / C	+ Amb.	+ Area	= Total	Lanes	V / C	+ Project	= Total	Lanes	V / C	
		Volume			Growth	Projects	Volume			Volume	Volume			
Northbound	Left	0	0	0	0	0	0	0	0	0%	0	0	0	
	Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	
	Th-Rt	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	
Shared		0	0	0	0	0	0	0	0	0%	0	0	0	
Southbound	Left	13	0	0	1	0	14	0	0	0%	0	14	0	
	Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	
	Thru	0	0	0	0	0	0	0	0	0%	0	0	0	
	Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0	
	Right	14	0	0	1	0	15	0	0	0%	0	15	0	
Shared		1	0.017		0	0	15	1	0.018	0%	0	15	1	0.018
Eastbound	Left	28	1	0.018	3	0	31	1	0.019	0%	0	31	1	0.019
	Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	0
	Thru	1508	2	0.471	136	124	1768	2	0.552	(38%)	15	1783	2	0.557
	Th-Rt	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
Shared		0	0	0	0	0	0	0	0	0%	0	0	0	0
Westbound	Left	1	0	0	0	0	1	0	0	0%	0	1	0	0
	Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	0
	Thru	1205	2	0.377	108	184	1497	2	0.468	38%	23	1520	2	0.475
	Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0	0
	Right	8	1	0.005	1	0	9	1	0.005	0%	0	9	1	0.005
Shared		0	0	0	0	0	0	0	0	0%	0	0	0	0
Critical Volumes:		North-South:		0.017	North-South:		0.018	North-South:		0.018				
		East-West:		0.471	East-West:		0.552	East-West:		0.557				
		Loss Time:		0.050	Loss Time:		0.050	LossTime:		0.050				
Volume/capacity (v/c) ratio:				0.538			0.620			0.625				
Level of Service (LOS):				A			B			B				
PROJECT IMPACT														
Change in v/c due to project:													0.005	
Significantly impacted?													NO	

Intersection Capacity Utilization (ICU)

Intersection No.9		2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				
North/South Street: Carbon Canyon Road		Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2030 at: 0.48% per year					In Out Total				
East/West Street: Pacific Coast Highway										AM 61 40 101				
WEEKDAY PM Peak: 4:15 PM										PM 77 77 154				
		Counts Volume	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C	
Northbound	↶ Left	0	0	0	0	0	0	0	0	0%	0	0	0	
	↶ Lt-Th <u>N/B RTOR:</u>	0	0	0	0	0	0	0	0	0%	0	0	0	
	↑ Thru Existing: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	
	↷ Th-Rt Projected: 50%	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	
↷ Shared	0	0	0	0	0	0	0	0	0%	0	0	0		
Southbound	↷ Left	12	0	0	1	0	13	0	0	0%	0	13	0	
	↷ Lt-Th <u>S/B RTOR:</u>	0	0	0	0	0	0	0	0	0%	0	0	0	
	↓ Thru Existing: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	
	↶ Th-Rt Projected: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	
	↶ Right	22	0	0	2	0	24	0	0	0%	0	24	0	
↶ Shared	1	0.021	0.009	1	0	16	1	0.023	0%	0	16	1		
Eastbound	↶ Left	15	1	0.009	1	0	16	1	0.010	0%	0	16	1	
	↶ Lt-Th <u>E/B RTOR:</u>	0	0	0	0	0	0	0	0	0%	0	0	0	
	→ Thru Existing: 50%	1676	2	0.524	151	282	2109	2	0.659	(38%)	29	2138	2	
	↷ Th-Rt Projected: 50%	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	
↷ Shared	0	0	0	0	0	0	0	0	0%	0	0	0		
Westbound	↶ Left	0	0	0	0	0	0	0	0	0%	0	0	0	
	↶ Lt-Th <u>W/B RTOR:</u>	0	0	0	0	0	0	0	0	0%	0	0	0	
	← Thru Existing: 50%	1805	2	0.564	162	247	2214	2	0.692	38%	29	2243	2	
	↶ Th-Rt Projected: 50%	0	0	0	0	0	0	0	0	0%	0	0	0	
	↶ Right	9	1	0.006	1	0	10	1	0.006	0%	0	10	1	
↶ Shared	0	0	0	0	0	0	0	0	0%	0	0	0		
Critical Volumes:		North-South: 0.021				North-South: 0.023				North-South: 0.023				
		East-West: 0.573				East-West: 0.702				East-West: 0.711				
		Loss Time: 0.050				Loss Time: 0.050				LossTime: 0.050				
Volume/capacity (v/c) ratio:		0.644				0.775						0.784		
Level of Service (LOS):		B				C						C		
PROJECT IMPACT														
Change in v/c due to project:												0.009		
Significantly impacted?												NO		

Intersection Capacity Utilization (ICU)

Intersection No. 9		2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				
North/South Street: Carbon Canyon Road		Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2030 at: 0.48% per year					<u>In</u> <u>Out</u> <u>Total</u>				
East/West Street: Pacific Coast Highway										Trip Gen 1 PM 116 110 226				
WEEKEND PM Peak: 1:00 PM														
		Counts			+ Amb.	+ Area	= Total			+ Project	Total			
		Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	
Northbound	↶ Left	0	0	0	0	0	0	0	0	0%	0	0	0	
	↶ Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	
	↑ Thru	0	0	0	0	0	0	0	0	0%	0	0	0	
	↗ Th-Rt	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	
	↘ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	
Southbound	↘ Left	13	0	0	1	0	14	0	0	0%	0	0	0	
	↘ Lt-Th		0	0		0		0	0	0%		0	0	
	↓ Thru	0	0	0	0	0	0	0	0	0%	0	0	0	
	↙ Th-Rt		0	0		0		0	0	0%		0	0	
	↙ Right	19	0	0	2	0	21	0	0	0%	0	0	0	
	↙ Shared	1	0.020		1	0.022		1	0.022	0%		1	0.022	
Eastbound	↘ Left	25	1	0.016	2	0	27	1	0.017		27	1	0.017	
	↘ Lt-Th		0	0		0		0	0	0%		0	0	
	→ Thru	1479	2	0.462	133	307	1919	2	0.600	(38%)	42	1961	2	0.613
	↗ Th-Rt		0	0		0		0	0	0%		0	0	
	↗ Right	0	0	0	0	0	0	0	0	0%	0	0	0	
	↗ Shared		0	0		0		0	0	0%		0	0	
Westbound	↘ Left	0	0	0	0	0	0	0	0	0%	0	0	0	
	↘ Lt-Th		0	0		0		0	0	0%		0	0	
	↑ Thru	1798	2	0.562	162	313	2273	2	0.710	38%	44	2317	2	0.724
	↗ Th-Rt		0	0		0		0	0	0%		0	0	
	↗ Right	13	1	0.008	1	0	14	1	0.009	0%	0	14	1	0.009
	↗ Shared		0	0		0		0	0	0%		0	0	
Critical Volumes:		North-South:	0.020	North-South:					0.022	North-South:		0.022		
		East-West:	0.578	East-West:					0.727	East-West:		0.741		
		Loss Time:	0.050	Loss Time:					0.050	Loss Time:		0.050		
Volume/capacity (v/c) ratio:		0.648			0.799					0.813				
Level of Service (LOS):		B			C					D				
PROJECT IMPACT														
Change in v/c due to project:												0.014		
Significantly impacted?												NO		

Intersection Capacity Utilization (ICU)

Intersection No.10		2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				
North/South Street: Las Flores Canyon Rd.		Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2030 at: 0.48% per year					In Out Total AM 61 40 101 PM 77 77 154				
East/West Street: Pacific Coast Highway														
WEEKDAY AM Peak: 7:45 AM														
		Counts Volume	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C	
Northbound	↶ Left	1	0	0	0	0	1	0	0	0%	0	1	0	0
	↶ Lt-Th		0	0				0	0	0%			0	0
	↷ Thru	0	0	0	0	0	0	0	0	0%	0	0	0	0
	↶ Th-Rt		0	0				0	0	0%			0	0
	↷ Right	0		0	0	0	0	0	0	0%	0	0	0	0
	↷ Shared		1	0.001				1	0.001	0%			1	0.001
Southbound	↷ Left	40	0	0	4	0	44	0	0	0%	0	44	0	0
	↷ Lt-Th		0	0				0	0	0%			0	0
	↶ Thru	1	0	0	0	0	1	0	0	0%	0	1	0	0
	↷ Th-Rt		0	0				0	0	0%			0	0
	↶ Right	35	0	0	3	3	41	0	0	2%	1	42	0	0
	↶ Shared		1	0.048				1	0.054	0%			1	0.054
Eastbound	↶ Left	23	1	0.014	2	1	26	1	0.016	(2%)	1	27	1	0.017
	↶ Lt-Th		0	0				0	0	0%			0	0
	↷ Thru	1535	1	0.480	138	108	1781	1	0.557	(25%)	10	1791	1	0.560
	↶ Th-Rt		1	0.480				1	0.557	0%			1	0.560
	↷ Right	0	0	0	0	0	0	0	0	0%	0	0	0	0
	↷ Shared		0	0				0	0	0%			0	0
Westbound	↶ Left	3	1	0.002	0	0	3	1	0.002	0%	0	3	1	0.002
	↶ Lt-Th		0	0				0	0	0%			0	0
	↷ Thru	1197	2	0.374	108	145	1450	2	0.453	25%	15	1465	2	0.458
	↶ Th-Rt		0	0				0	0	0%			0	0
	↷ Right	27	1	0.017	2	0	29	1	0.018	0%	0	29	1	0.018
	↷ Shared		0	0				0	0	0%			0	0
Critical Volumes:		North-South: 0.049 East-West: 0.482 Loss Time: 0.050			North-South: 0.055 East-West: 0.559 Loss Time: 0.050					North-South: 0.055 East-West: 0.562 LossTime: 0.050				
Volume/capacity (v/c) ratio:		0.581			0.664					0.667				
Level of Service (LOS):		A			B					B				
PROJECT IMPACT														
Change in v/c due to project:													0.003	
Significantly impacted?													NO	

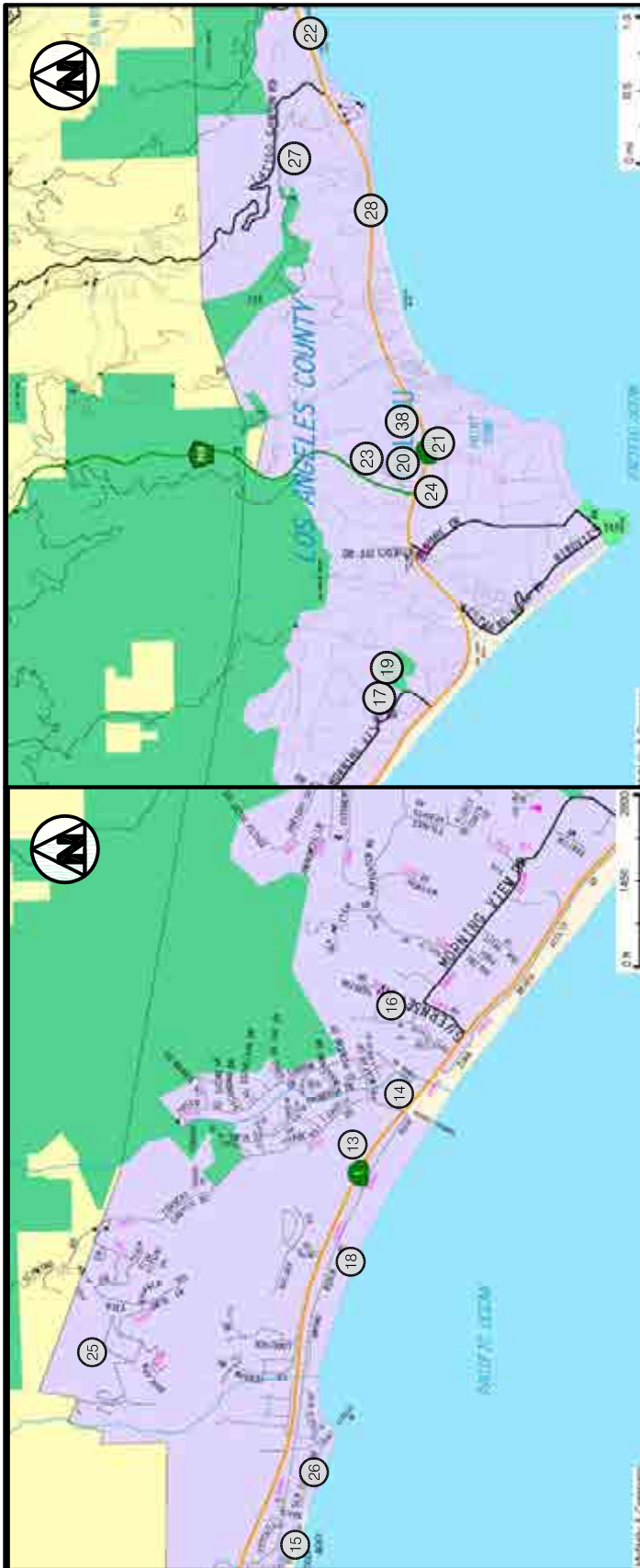
Intersection Capacity Utilization (ICU)

Intersection No.10		2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				
North/South Street: Las Flores Canyon Rd.		Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2030 at: 0.48% per year					In Out Total AM 61 40 101 PM 77 77 154				
East/West Street: Pacific Coast Highway														
WEEKDAY														
PM Peak: 4:30 PM		Counts			+ Amb.	+ Area	= Total			+ Project	Total			
		Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	
Northbound	↵ Left	10	0	0	1	0	11	0	0	0%	0	11	0	0
	↵ Lt-Th		0	0				0	0	0%		0	0	0
	↑ Thru	1	0	0	0	0	1	0	0	0%	0	1	0	0
	↗ Th-Rt		0	0				0	0	0%		0	0	0
	↘ Right	15	0	0	1	0	16	0	0	0%	0	16	0	0
↔ Shared			1	0.016				1	0.018	0%		1	0.018	
Southbound	↵ Left	30	0	0	3	0	33	0	0	0%	0	33	0	0
	↵ Lt-Th		0	0				0	0	0%		0	0	0
	↓ Thru	2	0	0	0	0	2	0	0	0%	0	2	0	0
	↘ Th-Rt		0	0				0	0	0%		0	0	0
	↘ Right	34	0	0	3	9	46	0	0	2%	2	48	0	0
↔ Shared			1	0.041				1	0.051	0%		1	0.052	
Eastbound	↵ Left	41	1	0.026	4	9	54	1	0.034	(2%)	2	56	1	0.035
	↵ Lt-Th		0	0				0	0	0%		0	0	0
	→ Thru	1699	1	0.531	153	217	2069	1	0.647	(25%)	19	2088	1	0.652
	↗ Th-Rt		1	0.531				1	0.647	0%		1	0.652	
	↘ Right	17	0	0	2	0	19	0	0	0%	0	19	0	0
↔ Shared			0	0				0	0	0%		0	0	0
Westbound	↵ Left	18	1	0.011	2	0	20	1	0.012	0%	0	20	1	0.012
	↵ Lt-Th		0	0				0	0	0%		0	0	0
	↑ Thru	1787	2	0.558	161	201	2149	2	0.672	25%	19	2168	2	0.677
	↗ Th-Rt		0	0				0	0	0%		0	0	0
	↘ Right	39	1	0.024	4	0	43	1	0.027	0%	0	43	1	0.027
↔ Shared			0	0				0	0	0%		0	0	0
Critical Volumes:		North-South: 0.057				North-South: 0.069				North-South: 0.070				
		East-West: 0.584				East-West: 0.705				East-West: 0.712				
		Total: 0.050				Total: 0.050				Total: 0.050				
Volume/capacity (v/c) ratio:		0.691				0.824						0.832		
Level of Service (LOS):		B				D						D		
PROJECT IMPACT														
Change in v/c due to project:												0.008		
Significantly impacted?												NO		

Intersection Capacity Utilization (ICU)

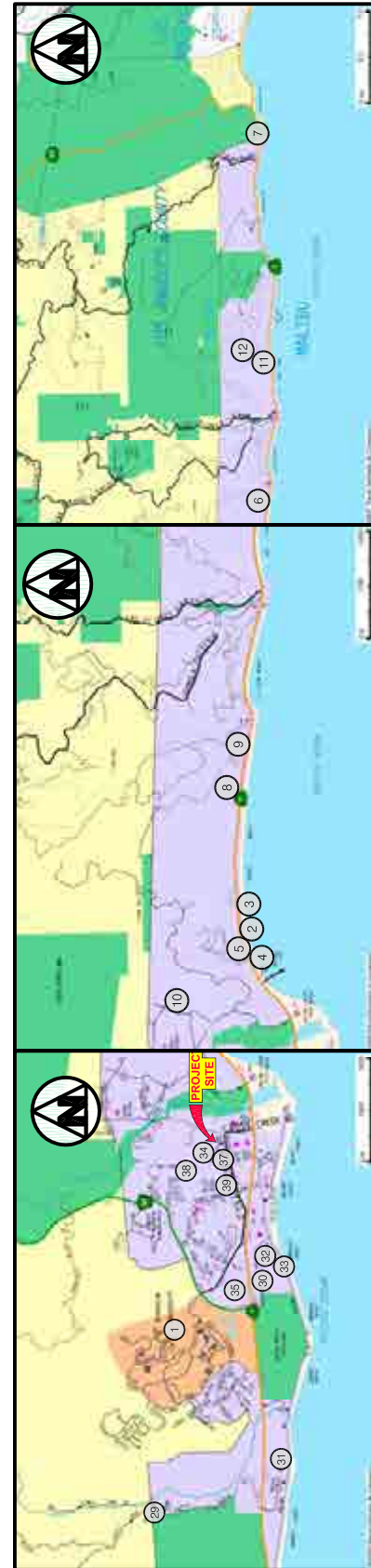
Intersection No. 10		2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT					
North/South Street: Las Flores Canyon Rd.		Capacity: vphpl 1600 Dual 2880		Ambient Growth from: 2012 to: 2030 at: 0.48% per year					Trip Gen 1 PM 116 110 226						
East/West Street: Pacific Coast Highway															
WEEKEND PM Peak: 12:00 PM															
		Counts	Lanes	V / C	+ Amb.	+ Area	= Total	Lanes	V / C	+ Project	Total	Lanes	V / C		
		Volume			Growth	Projects	Volume			Volume	Volume				
Northbound	↵ Left	16	0	0	1	0	17	0	0	0%	0	17	0	0	
	↵ Lt-Th		0	0				0	0	0%			0	0	
	↑ Thru	1	0	0	0	0	1	0	0	0%	0	1	0	0	
	↵ Th-Rt		0	0				0	0	0%			0	0	
	↵ Right	17	0	0	2	0	19	0	0	0%	0	19	0	0	
↵ Shared			1	0.021				1	0.023	0%			1	0.023	
Southbound	↵ Left	34	0	0	3	0	37	0	0	0%	0	37	0	0	
	↵ Lt-Th		0	0				0	0	0%			0	0	
	↓ Thru	2	0	0	0	0	2	0	0	0%	0	2	0	0	
	↵ Th-Rt		0	0				0	0	0%			0	0	
	↵ Right	41	0	0	4	9	54	0	0	2%	2	56	0	0	
↵ Shared			1	0.048				1	0.058	0%			1	0.059	
Eastbound	↵ Left	28	1	0.018	3	9	40	1	0.025	(2%)	2	42	1	0.026	
	↵ Lt-Th		0	0				0	0	0%			0	0	
	→ Thru	1424	1	0.445	128	249	1801	1	0.563	(25%)	28	1829	1	0.572	
	↵ Th-Rt		1	0.445				1	0.563	0%			1	0.572	
	↵ Right	44	0	0	4	0	48	0	0	0%	0	48	0	0	
↵ Shared			0	0				0	0	0%			0	0	
Westbound	↵ Left	44	1	0.028	4	0	48	1	0.030	0%	0	48	1	0.030	
	↵ Lt-Th		0	0				0	0	0%			0	0	
	↑ Thru	1733	2	0.542	156	250	2139	2	0.668	25%	29	2168	2	0.677	
	↵ Th-Rt		0	0				0	0	0%			0	0	
	↵ Right	38	1	0.024	3	0	41	1	0.026	0%	0	41	1	0.026	
↵ Shared			0	0				0	0	0%			0	0	
Critical Volumes:		North-South:	0.069		North-South:					0.081		North-South:		0.082	
		East-West:	0.560		East-West:					0.693		East-West:		0.703	
		Loss Time:	0.050		Loss Time:					0.050		Loss Time:		0.050	
Volume/capacity (v/c) ratio:				0.679						0.824				0.835	
Level of Service (LOS):				B						D				D	
PROJECT IMPACT															
Change in v/c due to project:													0.011		
Significantly impacted?													NO		

APPENDIX H
RELATED PROJECT INFORMATION
PROVIDED BY THE CITY OF MALIBU (AUGUST 1, 2012)



POINT DUME STUDY AREA

WEST STUDY AREA



EAST STUDY AREA

CARBON BEACH STUDY AREA

CIVIC CENTER STUDY AREA

RELATED PROJECTS LOCATION MAP



Overland Traffic Consultants, Inc.

24325 Main Street #202, Santa Clarita, CA 91321
(661)799-8423, OTC@overlandtraffic.com

12/2012

RELATED PROJECTS DESCRIPTIONS AND LOCATIONS

Number	Name/Location	Size	Land Use Description
1	Pepperdine Univeristy		Campus Wide upgrades
2	22716 Pacific Coast Highway	7,100 sf	Restaurant
3	22706 Pacific Coast Highway	5,904 sf	Restaurant
4	22959 Pacific Coast Highway	2,630 sf	Office
		4,517 sf	Retail
5	22729 Pacific Coast Highway	2,499 sf	Office
6	22065 Pacific Coast Hghway	8 units	Condominiums
7	18805,07,09 Pacific Coast Highway	3 du	Single Family
8	22301,03,05,09 Pacific Coast Highway	4 du	Single Family
9	21997 and 22003 Pacific Coast Highway	2 du	Single Family
10	3314 Serra Road	3 du	Single Family
11	20624 and 20630 Pacific Coast Highway	2 du	Single Family
12	2110 Seaboard	4 du	Single Family
13	6155 Trancas Canyon Road	32 units	Townhomes
14	30745 Pacific Coast Highway	53,423 sf	Shopping Center
15	31720.5 Pacific Coast Highway	Public Access Improvements	
16	6270,6304,6312,6282,6398 Sea Star Drive	5 du	Single Family
17	30215 Morning View Drive	35,315 sf	High School Improvements
18	Broad Beach Road	Restoration Project	
19	30215 Morning View Drive	Sports Field Lighting	
20	28811 Pacific Coast Highway	3 du	Single Family
21	28722 Pacific Coast Highway	6,033 sf	Fire Station
22	26038.5 Pacific Coast Highway	Fish Ladder Project	
23	6061 Galahad Road	4 du	Single Family
24	6271 and 6277 Zuma Mesa Drive	2 du	Single Family
25	31537 Anacapa View Drive	Trancas Highlands Water Assessment Project	
26	31864 and 31866 Sea Level Drive	2 du	Single Family
27	5905 and 5909 Latigo Canyon Road	2 du	Single Family
28	27535 Pacific Coast Highway	2 du	Single Family
29	3500 Puerco Canyon Road	7 du	Single Family
30	24120 Pacific Coast Highway	5 du	Single Family
		1 field	Baseball Field
31	24903 Pacific Coast Highway	9,685 sf	Office
32	23915 Malibu Road	7 du	Single Family
33	24038 Malbu Canyon Road	SMMC Beach Access Improvements	
34	23465 Civic Center Way	53,825 sf	Office/Institutional
		77,110 sf	Retail
35	Rancho Malibu Hotel	19,849 sf	Hotel Retail
		20,928 sf	Hotel Spa
		146 room	Hotel
36	City of Malibu	Wastewater Treatment Facility	
37	23525 Civic Center Way	25,000 sf	Satellite Campus (200 Students)
38	28455 Pacific Coast Highway	5.12 acres	102 du (6 du per acre)
	28401 Pacific Coast Highway	3.25 acres	20 du (6 du per acre)
	370 Laz Paz Lane	2.30 acres	14 du (6 du per acre)
39	23575 Civic Center Way	76,000 sf	Shopping Center
Source: City Malibu for Cumulative Listing May 2012			
n/a - not available			

[illegible]

Los Angeles County

Pepperdine Campus Life Project	Project would develop and re-develop property within an existing approximately 365 acre area on the Pepperdine campus through a two-phase development program that will take 12 years.	24255 PCH	PA; pending approval of an amendment at CCC	Six components of proposed development include approximately 394,137 sf of net new development comprised of the following: 1) Student Housing Rehabilitation; 2) Athletics and Events Center and Parking Structure; 3) Upgraded NCAA Soccer Field and Maintenance Facilities; 4) Town Square and Welcome Center over Subterranean Parking; 5) Enhanced Recreation Center Area; and 6) School of Law Parking Structure.	County of Los Angeles Regional Planning, S. Danner
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East Malibu

Project Name	Brief Description	Location	Status	Size	Planner
Pierview	New restaurant	22716 PCH	PA; UC	7,100 sf; 70 parking spaces (joint use parking agreement with 22706 PCH to donate 10 spaces - total of 59 spaces required for this use with 1 extra)	S. Edmondson
Windsail	New restaurant	22706 PCH	PA; UC	5,904 sf; 64 parking spaces (joint use parking agreement with 22716 PCH for 10 additional spaces - total of 74 spaces required for this use)	S. Edmondson
N/A	New office and retail	22959 PCH	UPR	2,630 sf office; 4,517 sf retail; 31 parking spaces	J. Smith
N/A	New office	22729 PCH	PA; pre-BPC	2,499 sf; 32 parking spaces	H. Ly
Carbon Condominiums	New condominium	22065 PCH	UC	8 units	J. Smith
N/A	LLA and 3 NSFRs	18805, 18807 & 18809 PCH	PA; BPC	9,559 sf, 9,141 sf, and 7,429 sf	S. Edmondson
N/A	4 NSFRs	22301, 22303, 22305 and 22309 PCH	PA; BPC	9,529 sf, 8,649 sf, 8,271 sf, and 9,249 sf	S. Edmondson
N/A	LLA and 2 NSFRs	21997 and 22003 PCH	PA; BPC	9,818 sf and 8,542 sf	A. Fernandez
Serra Retreat	3 lot subdivision	3314 Serra Rd	PA; pending Final Parcel Map approval	Development potential for each lot equals a maximum TDSF of 7,037 sf, 7,033 sf, and 7,740 sf	S. Danner
N/A	2 NSFR	20624 and 20630 PCH	UPR	2,911 sf and 2,911 sf	R. Mollica
Seaboard	4 lot LLA and 1 NSFR	21100 Seaboard	UPR	10,517 sf NSFR and improve 2,590 linear feet of roadway. Proposed lot sizes are 7.6, 1.3, 20 and 2.6 acres.	A. Fernandez

Civic Center Area

Project Name	Brief Description	Location	Status	Size	Planner
Crummer	7 lot subdivision (5 for residential)	24120 PCH	UPR; final project scope pending	(Preliminary) 5 NSFRs; expanded parking for Bluffs Park; 1.74 acre dedication to City for recreation use	H. Ly
Hajian	New office	24903 PCH	PA; UC	9,685 sf; 44 parking spaces	H. Ly
Towing Subdivision	7 lot subdivision (4 for residential)	23915 Malibu Rd	PA; BPC	4 NSFRs	S. Danner
Rancho Malibu Hotel	New hotel and spa	4000 MCR (NW corner of MCR and PCH, along Winter Canyon Rd)	UPR	146-room luxury hotel with related facilities. The hotel's 141,428 sf main building contains a retail component, day spa, fitness center, lobby, restaurant, bar, banquet and meeting facilities, and guest rooms. Development also includes 133,873 sf of detached buildings which include guest rooms. A large swimming pool, subterranean parking structure, function lawn, landscaping, and hardscape. CUP for live entertainment, events, alcohol sales and a TTM for a commercial airspace subdivision (146 hotel rooms and 2 retail spaces will be available for private ownership).	S. Danner
SMMC Beach Public Access Improvements	Public beach access improvements and a new stairway	24038 Malibu Rd	PA; pre-BPC	Beach access	R. Mollica
La Paz Shopping Center	New retail, office and institutional development	23465 Civic Center Way	PA; BPC	112,058 sf retail and office; 20,000 sf institutional; 543 parking spaces	S. Edmondson
Whole Foods Shopping Center	New retail development	23401 CCW	UPR	25,000 sf grocery; 14,839 sf retail/commercial (up to 4,000 sf restaurant); 220 parking spaces	B. Blue
City of Malibu Civic Center Wastewater Treatment Facility	Wastewater treatment and treated water recycling facility	unknown	Testing and preliminary design underway, pending CDP submittal	Scheduled to be online by November 2015 to serve first phase of Civic Center (commercial parcels); second phase by 2019 (residential parcels)	B. Blue
Santa Monica College	New satellite campus on 2.94 acre ground lease site out of 9.18 acre County Civic Center parcel	23525 CCW (APN 4458-022-904, lease area addressed as 23555 by County)	Pending CDP submittal	+/- 25,000 sf building to replace vacant County Sheriff facility; will serve +/- 200 FTE; 2 classrooms, 3 lab/studios, multipurpose room, 2,100 sf lecture hall, 5,700 sf sheriff substation, interpretive center	B. Blue
Housing Element Update	Overlay to allow up to 20 dwelling units per acre on three sites	28455 PCH, 28401 Pacific Coast Highway, 3700 La Paz Lane (APNs 4458-022-023 and 4458-022-024)	UPR	5.12, 3.25 and 2.3 ac sites -> change from allowing 6 units per ac up to 20 units per ac	S. Danner, R. Mollica
Malibu Sycamore Village	New non-residential mixed use commercial project	23575 CCW (APN 4458-022-011); addressed as 23789 Stuart Ranch Rd per LA County Assessor	UPR	Two projects alternatives submitted: 1) 76,000 sf retail, restaurant, and office space with a public benefit of a 5,000 sf urgent care facility, and 360 pkg spaces ; 2) 60,000 sf of retail, restaurant, and office space with 300 pkg spaces; project site is a 10 acre commercial parcel and both alternatives include outdoor exhibition space.	J. Smith

West Malibu

Project Name	Brief Description	Location	Status	Size	Planner
Trancas Town	New residential development	6155 TCR	Pending CDP submittal; zone change UPR	Zone change from Rural Residential to Multi-Family; 32 detached townhomes (preliminary)	B. Blue
HOWS / Trancas Country Market	Remodel and expansion of existing retail	30745 PCH (at TCR)	PA; UC	53,423 sf total (27,695 sf existing; 25,728 sf new); 339 parking spaces	R. Mollica
SMMC Lechuza Beach Public Access Improvements	Several public access improvements along the areas of East Sea Level, West Sea Level and Bunnie Lane, including stairways	31720.5 PCH	UPR	Beach access stairways, view platforms, public restroom and 4 ADA parking spaces	S. Danner
Sea Star Estates	5 NSFRs (infill)	6270, 6304, 6312, 6282, and 6398 Sea Star Dr	UPR	5 NSFRs on 5 existing parcels	S. Edmondson
Malibu High and Middle School Campus Improvement Project	New admin building, remodel existing buildings, new parking area and site improvements	30215 Morning View Drive	UPR	35,315 sf of new construction, 12,509 sf of renovation/modernization of existing buildings, new 150 space parking lot, various parking and site improvements	J. Smith
Broad Beach Restoration Project	Beachwide rock revetment, off-shore sand dredging, sand nourishment, dune restoration	Broad Beach Road	UPR	Westward terminus of Zuma Beach to 6525 Point Lechuza	CA State Lands Commission / Coastal Commission, S. Danner
Malibu Athletic Field Lighting Project	Sports field lighting	30215 Morning View Drive	BPC (State)	Four 70 ft tall lights installed on the MHS football field/track (limited usability allowed - 16 nights/yr till 10:30pm between Nov to May and 45 nights/yr till 7:30pm between Nov to Mar - no lights used between June to Aug per year)	J. Smith
28811 PCH Subdivision	3 lot subdivision	28811 PCH	UPR	Potential development for each lot equals a maximum TDSF of 8,620 sf, 8,342 sf, and 8,470 sf	S. Danner
LA County Fire Station No. 71	Fire station reconstruction	28722 PCH	UPR	6,033 sf total (2,881 sf existing; 3,152 sf new); 12 parking spaces; temporary fire station relocation to Zuma Beach Lifeguard HQ	J. Smith
Solstice Creek Fish Ladder	New fish ladder project at mouth of Solstice Creek / across a portion of Dan Blocker Beach	26038.5 PCH	BPC (State)	Bridge culvert and stream channel reconstruction with rock weirs and step-pools for a total length of 436 feet	S. Edmondson
Galahad Subdivision	5 lot subdivision; 4 buildable lots and 1 open space lot	6061 Galahad Rd	UPR	Potential development for each lot equals a maximum TDSF of 7,044 sf, 7,142 sf, 7,234 sf, and 8,414 sf	A. Fernandez
Zuma Mesa	LLA and 2 NSFR	6271 and 6277 Zuma Mesa Dr	PA; UC	5,329 sf and 6,984 sf	A. Fernandez
Trancas Highlands Water Assessment District	Water tank/line, buster pump station and NSFR	31537 Anacapa View Dr, Anacapa View Dr and TCR	PA, assessment district formation process underway	500,000 gallon water tank, +/- 12,400 linear feet of trenching, assessment district (+/- 66 existing lots), one NSFR +/- 11,000 sf	B. Blue
Sea Level	2 NSFR (infill) and road widening project	31864 and 31866 Sea Level Dr	UPR	2,185 sf and 1,925 sf, 2,000 sf; and 130 linear feet of road widening (Sea Level Dr)	A. Fernandez
N/A	2-lot LLA and 2 NSFR	5905 and 5909 Latigo Canyon Rd	UPR	Lot line adjustment and construction of 2 NSFR - 8,223 sf and 5,935 sq respectively	S. Danner
N/A	TPM	27535 PCH	PA	Subdivision of 1 lot into 2 lots	H. Ly
Puerco Canyon Road Extension	Road extension	3500 Puerco Canyon Rd	UPR	3,500 linear feet of road extension to provide access to 7 residentially zoned lots (1 City lot/6 County lots)	S. Danner

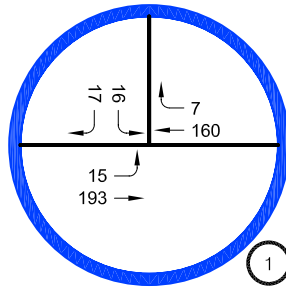
City of Malibu Cumulative Projects Listing
Updated August 1, 2012

Acronyms

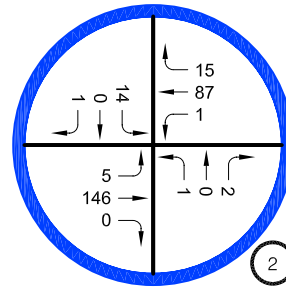
ac = acres
BPC = in building plan check
CCC = California Coastal Commission
CCD = Cross Creek Drive
CCW = Civic Center Way
CDP = coastal development permit
LLA = lot line adjustment
MCR = Malibu Canyon Road
NSFR = new, single-family residence
PA = planning approval / CDP received
PCH = Pacific Coast Highway
sf = square feet
TCR = Trancas Canyon Road
UC = under construction
UPR = still under planning review

RELATED PROJECT TRAFFIC VOLUME
WEEKDAY AM PEAK HOUR

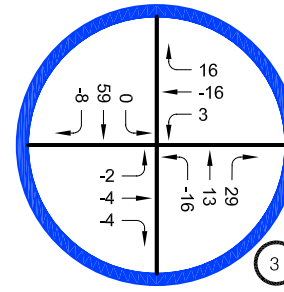
EXHIBIT H1



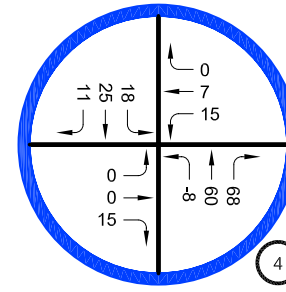
KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



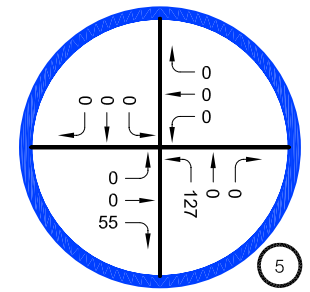
MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



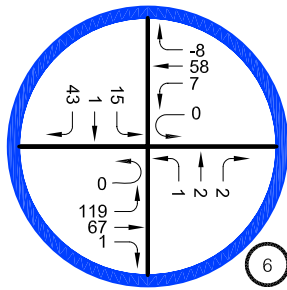
MALIBU CANYON ROAD & CIVIC CENTER WAY



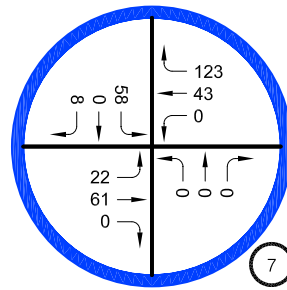
CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



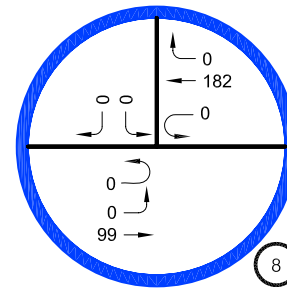
CIVIC CENTER WAY & CROSS CREEK ROAD



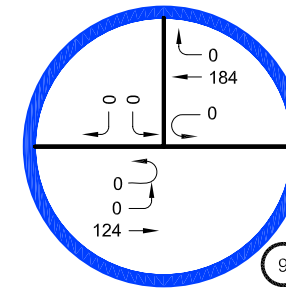
WEBB WAY & PACIFIC COAST HIGHWAY (SR 1)



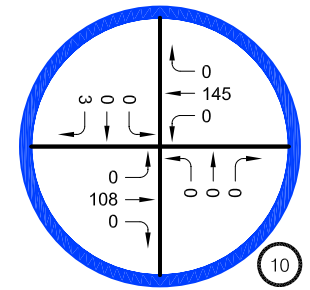
CROSS CREEK ROAD & PACIFIC COAST HIGHWAY (SR 1)



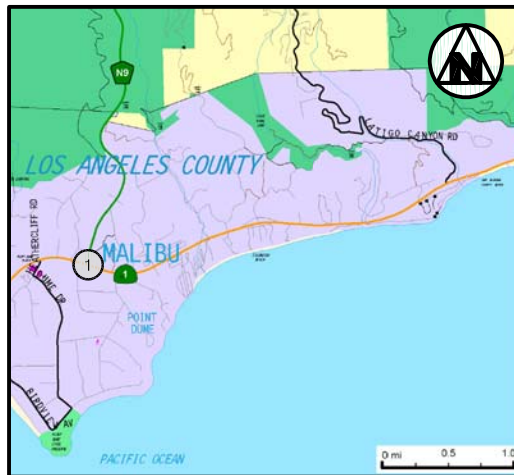
MALIBU PIER SIGNAL & PACIFIC COAST HIGHWAY (SR 1)



CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



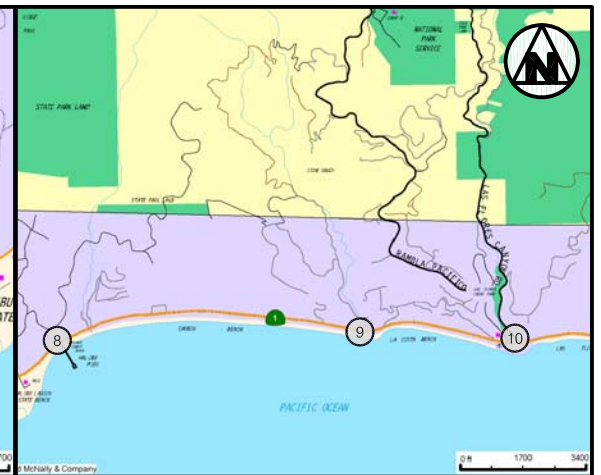
LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



WEST STUDY AREA



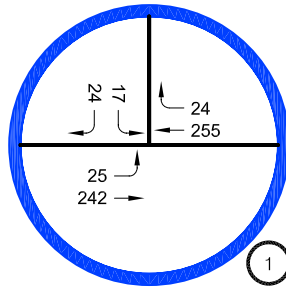
CIVIC CENTER STUDY AREA



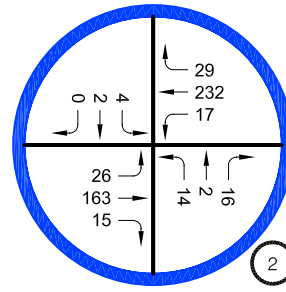
EAST STUDY AREA

RELATED PROJECT TRAFFIC VOLUME
WEEKDAY PM PEAK HOUR

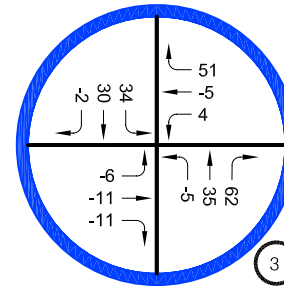
EXHIBIT H2



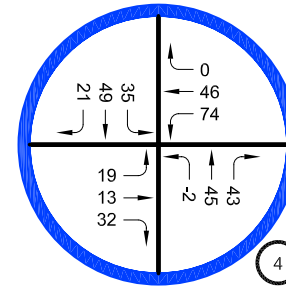
1 KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



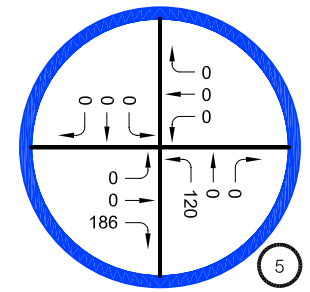
2 MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



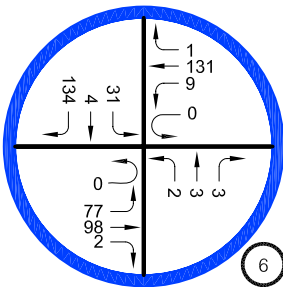
3 MALIBU CANYON ROAD & CIVIC CENTER WAY



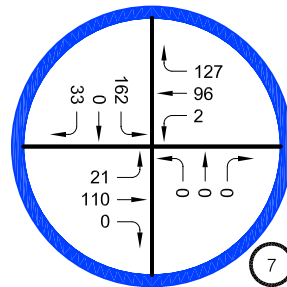
4 CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



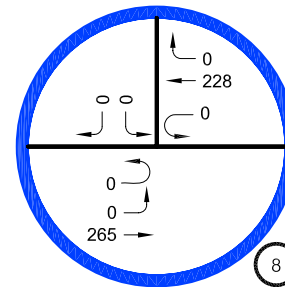
5 CIVIC CENTER WAY & CROSS CREEK ROAD



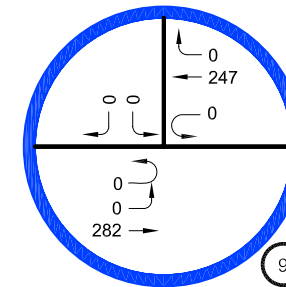
6 WEBB WAY & PACIFIC COAST HIGHWAY (SR 1)



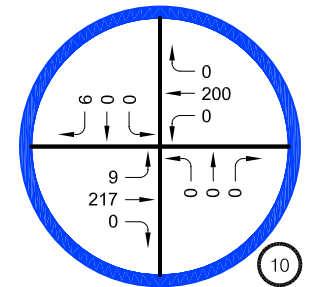
7 CROSS CREEK ROAD & PACIFIC COAST HIGHWAY (SR 1)



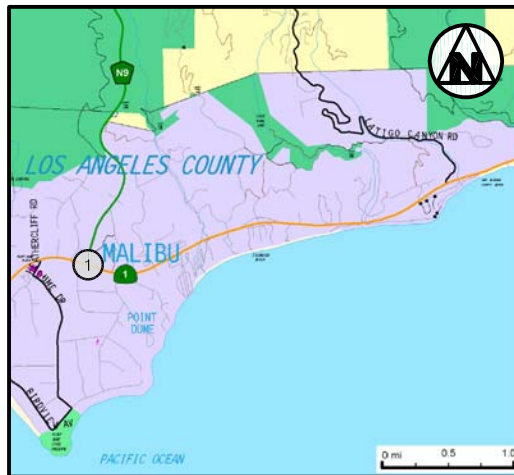
8 MALIBU PIER SIGNAL & PACIFIC COAST HIGHWAY (SR 1)



9 CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



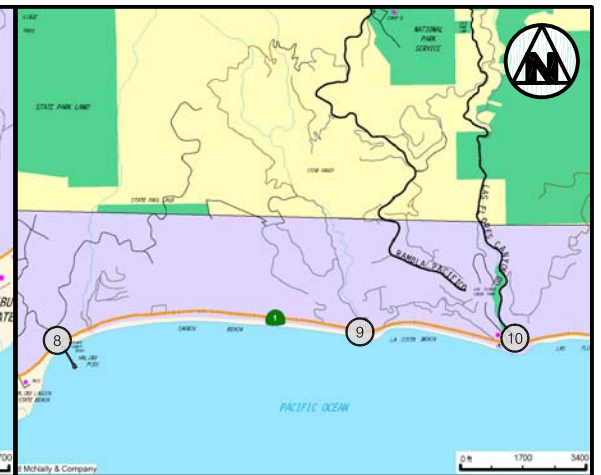
10 LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



WEST STUDY AREA



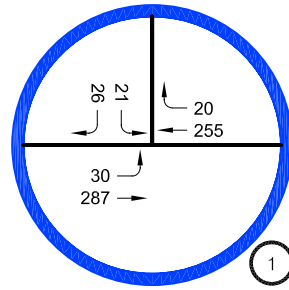
CIVIC CENTER STUDY AREA



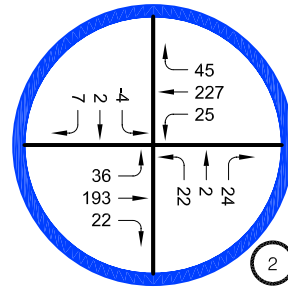
EAST STUDY AREA

RELATED PROJECT TRAFFIC VOLUME
SATURDAY MID - DAY PEAK HOUR

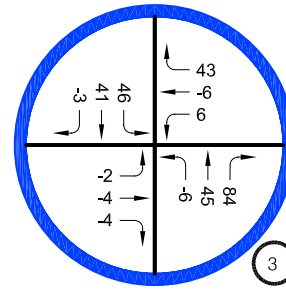
EXHIBIT H3



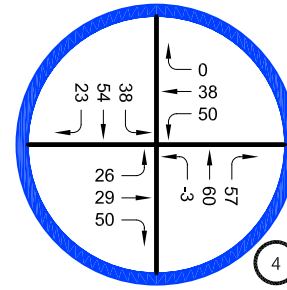
KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



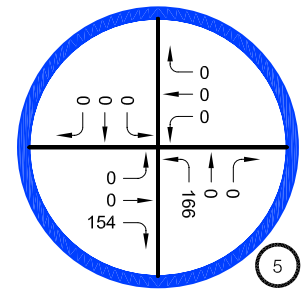
MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



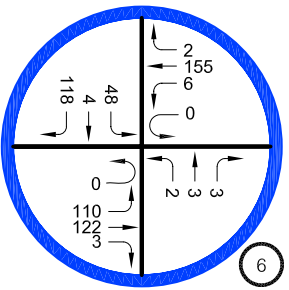
MALIBU CANYON ROAD & CIVIC CENTER WAY



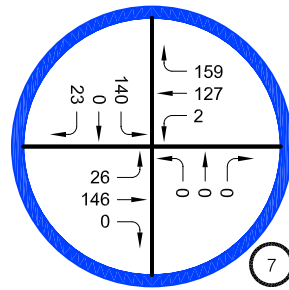
CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



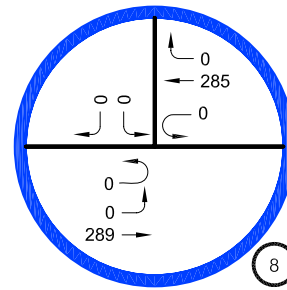
CIVIC CENTER WAY & CROSS CREEK ROAD



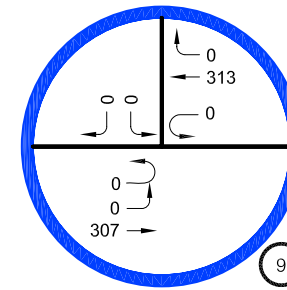
WEBB WAY & PACIFIC COAST HIGHWAY (SR 1)



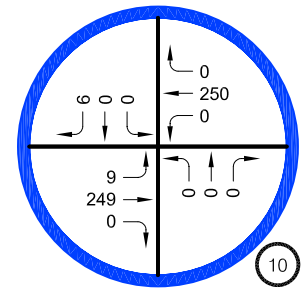
CROSS CREEK ROAD & PACIFIC COAST HIGHWAY (SR 1)



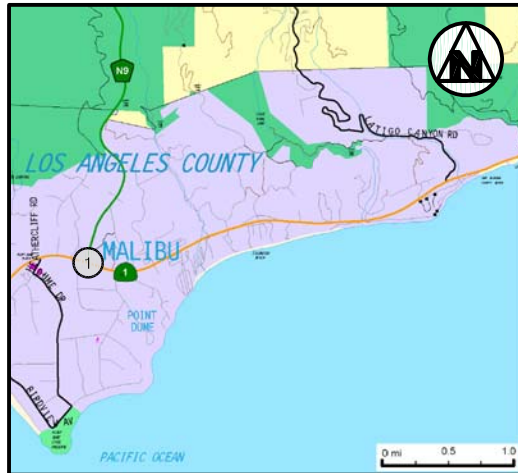
MALIBU PIER SIGNAL & PACIFIC COAST HIGHWAY (SR 1)



CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



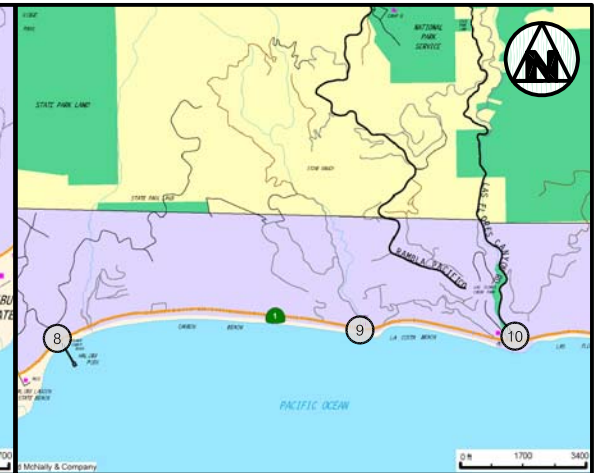
LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



WEST STUDY AREA



CIVIC CENTER STUDY AREA



EAST STUDY AREA

APPENDIX I
SUPPLEMENTAL STAND-ALONE TRAFFIC GENERATION ANALYSIS

The following analysis presents a supplemental project traffic generation estimate based on the sum of all uses calculated individually as a stand-alone uses. supplemental traffic generation estimate calculated for each use as a stand-alone development. The ITE 9th Edition traffic generation rates for retail shopping center, supermarket and restaurant land uses have been applied for this supplemental analysis. Table I - 1 contains the ITE traffic generation rate for each stand-alone land use.

Table I - 1
Stand-alone Trip Generation Rates
(Weekday and Saturday)

<u>Land Use</u>	<u>ITE Code</u>	<u>Weekday Daily</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
			<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Shopping Center (per 1,000 G.L.S.F)	820	42.70	0.96	0.60	0.36	3.71	1.78	1.93
Supermarket (per 1,000 G.L.S.F)	850	102.24	3.40	2.11	1.29	9.48	4.83	4.65
Restaurant High- turnover (per 1,000 sf)	932	127.15	10.81	5.95	4.86	9.85	5.91	3.94
Restaurant Fast Food (per 1,000 sf)	933	716.00	43.87	26.32	17.55	26.15	13.34	12.81

<u>Land Use</u>	<u>Saturday</u>		<u>Mid-day Peak Hour</u>	
	<u>Daily</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Shopping Center (per 1,000 G.L.S.F)	49.97	4.82	2.51	2.31
Supermarket (per 1,000 G.L.S.F)	177.59	10.65	5.43	5.22
Restaurant High-turnover (per 1,000 sf)	158.37	14.07	7.46	6.61
Restaurant Fast Food (per 1,000 sf)	696.00	54.55	26.73	27.82

For standalone uses the ITE pass-by rates have been used as shown in Table I - 2. The calculation of stand-alone uses results in a traffic generation of 2,556 daily weekday trips, 114 morning peak hour trips and 215 afternoon peak hour trips. On Saturday the daily trip generation is estimated at 4,006 daily trips with 272 Saturday mid-day peak hour trips. Table I - 2 shows the detailed trip generation for each use for each time period.

Table I - 2
Estimated Stand-alone Traffic Generation
(Weekday AM, PM and Saturday Mid-day Peak Hours)

Weekday Traffic Generation

	Daily	AM Peak Hour			PM Peak Hour		
<u>Proposed Land Use</u>	<u>Traffic</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
24,549 s.f. Supermarket	2,510	84	52	32	233	119	114
9,876 s.f. Shopping Center	422	9	6	3	37	18	19
2,500 s.f. Restaurant (HT)	318	27	15	12	25	15	10
<u>1,500 s.f. Restaurant (FF)</u>	<u>1,074</u>	<u>66</u>	<u>40</u>	<u>26</u>	<u>39</u>	<u>20</u>	<u>19</u>
Subtotal Totals	4,324	186	113	73	334	172	162
Less 36% Pass-by Market	- 904	- 30	- 19	- 11	- 84	- 43	- 41
Less 20% Pass-by Retail	- 84	- 2	- 1	- 1	- 7	- 3	- 4
<u>Less 43% Pass-by Food</u>	<u>- 780</u>	<u>- 40</u>	<u>- 24</u>	<u>- 16</u>	<u>- 28</u>	<u>- 15</u>	<u>- 12</u>
New Traffic	2,556	114	69	45	215	111	105

Saturday Traffic Generation

	Daily	Weekend Mid-day		
<u>Proposed Land Use</u>	<u>Traffic</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
24,549 s.f. Supermarket	4,360	261	133	128
9,876 s.f. Shopping Center	494	48	25	23
2,500 s.f. Restaurant (HT)	396	35	19	16
<u>1,500 s.f. Restaurant (FF)</u>	<u>1,044</u>	<u>82</u>	<u>40</u>	<u>42</u>
Subtotal Totals	6,294	426	217	209
Less 36% Pass-by Market	-1,570	- 94	- 48	- 46
Less 20% Pass-by Retail	- 99	- 10	- 5	- 5
<u>Less 43% Pass-by Food</u>	<u>- 619</u>	<u>- 50</u>	<u>- 25</u>	<u>- 25</u>
New Traffic	4,006	272	139	133

Source: ITE Volume 1 User's Guide and Handbook

ITE9th Edition Table 5.10 Pass-by for Land Use 850 Supermarket

ITE9th Edition Table 5.6 Pass-by for Land Use 820 Shopping Center

ITE9th Edition Table 5.22 Pass-by for Land Use 932 High Turnover Restaurant

For the reasons listed below, the stand-alone approach to trip generation is not recommended for this project:

- Traffic calculations based on stand-alone uses do not account for the internal trip-making characteristics between the uses of a shopping center site with common parking and therefore overstates the traffic flow to and from the shopping center.
- Sufficient data on internal capture trips is not available to predict the necessary stand-alone adjustments with adequate confidence. The term internal capture

trip is used to describe a trip already present on site for another purpose and thus do not generate another vehicle trip to the site. For example, a restaurant patron that also shops at the supermarket does not generate a new trip but is already accounted for in the trip generation for the restaurant.

- The ITE traffic data for shopping centers is collected at the common access points for the shopping center as a whole. Therefore, all the internal interaction between the shopping center uses and attraction of each other's internal trip generation is accounted for.
- The shopping center trip generation is considered a conservative analysis for several reasons: A higher pass-by percentage of trips (20% applied) could be expected given the unique linear city geography of Malibu, attraction of nearby land uses within the civic center area and the high volume of pass through traffic between Calabasas and Los Angeles. Commuters using Malibu Canyon Road could stop at the proposed shopping center and should not be counted as new traffic to and from the civic center area. ITE 9th Edition Table 5.6, lists a 34% average pass-by trip percentage for shopping centers. Furthermore, residents traveling from Santa Monica and the west end of the city would also be expected to stop rather than making a trip solely to and from the proposed center.

Table I - 3 below compares the traffic generation using the shopping center/restaurant rates and the stand-alone single-use rates.

Table I - 3

Comparison of Project Traffic Generation Estimates

<u>Weekday Traffic Generation</u>	<u>Daily Traffic</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
		<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Stand-Alone	2,556	114	69	45	215	111	105
Shopping Center/Restaurant	<u>2,290</u>	<u>101</u>	<u>61</u>	<u>40</u>	<u>154</u>	<u>77</u>	<u>77</u>
Difference	266	13	8	5	61	34	28
<u>Weekend Traffic Generation</u>	<u>Daily Traffic</u>	<u>Weekend Mid-day</u>					
		<u>Total</u>	<u>In</u>	<u>Out</u>			
Stand-Alone	4,006	272	139	133			
Shopping Center/Restaurant	<u>2,528</u>	<u>226</u>	<u>116</u>	<u>110</u>			
Difference	1,478	46	23	23			