

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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Updated January 2015

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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 2017 cumulative traffic conditions plus the project traffic volume (“Future 2017 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 2017 & 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 2017 Cumulative Conditions

- (d) Existing 2012 traffic volumes were increased by an ambient growth factor of 1.5 % per year growth rate (7.72% total growth at 1.5% per year growth rate) to the future 2017 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 2017 without project”);
- (f) Add proposed project traffic volume to future 2017 without project traffic to evaluate future “2017 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



OVERALL STUDY AREA
KANAN DUME ROAD TO LAS FLORES CANYON ROAD



EAST STUDY AREA

CIVIC CENTER STUDY AREA

WEST STUDY AREA

FIGURE 2

7/2013

PROJECT STUDY AREA

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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).

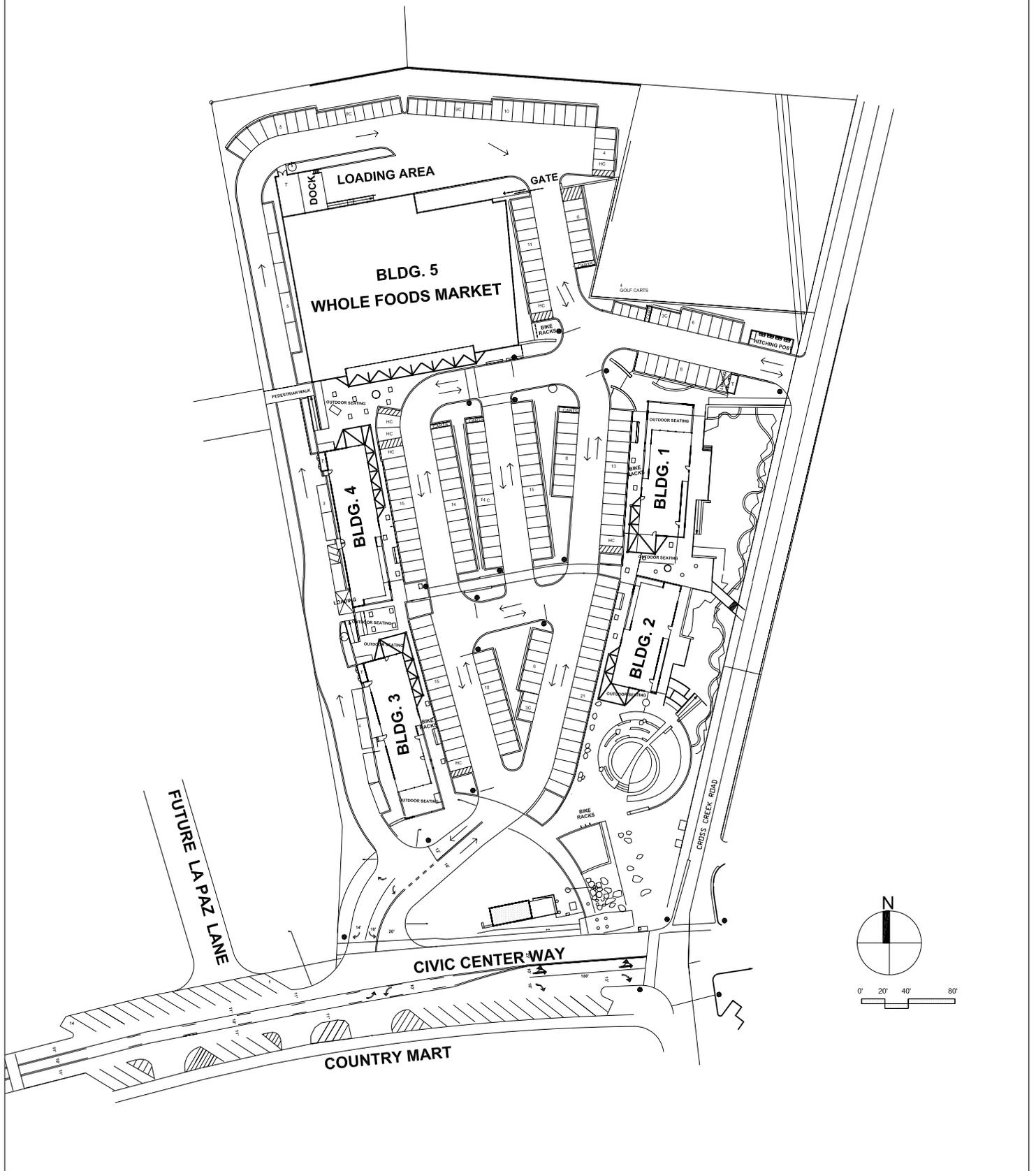


FIGURE 3

6/2013

**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.

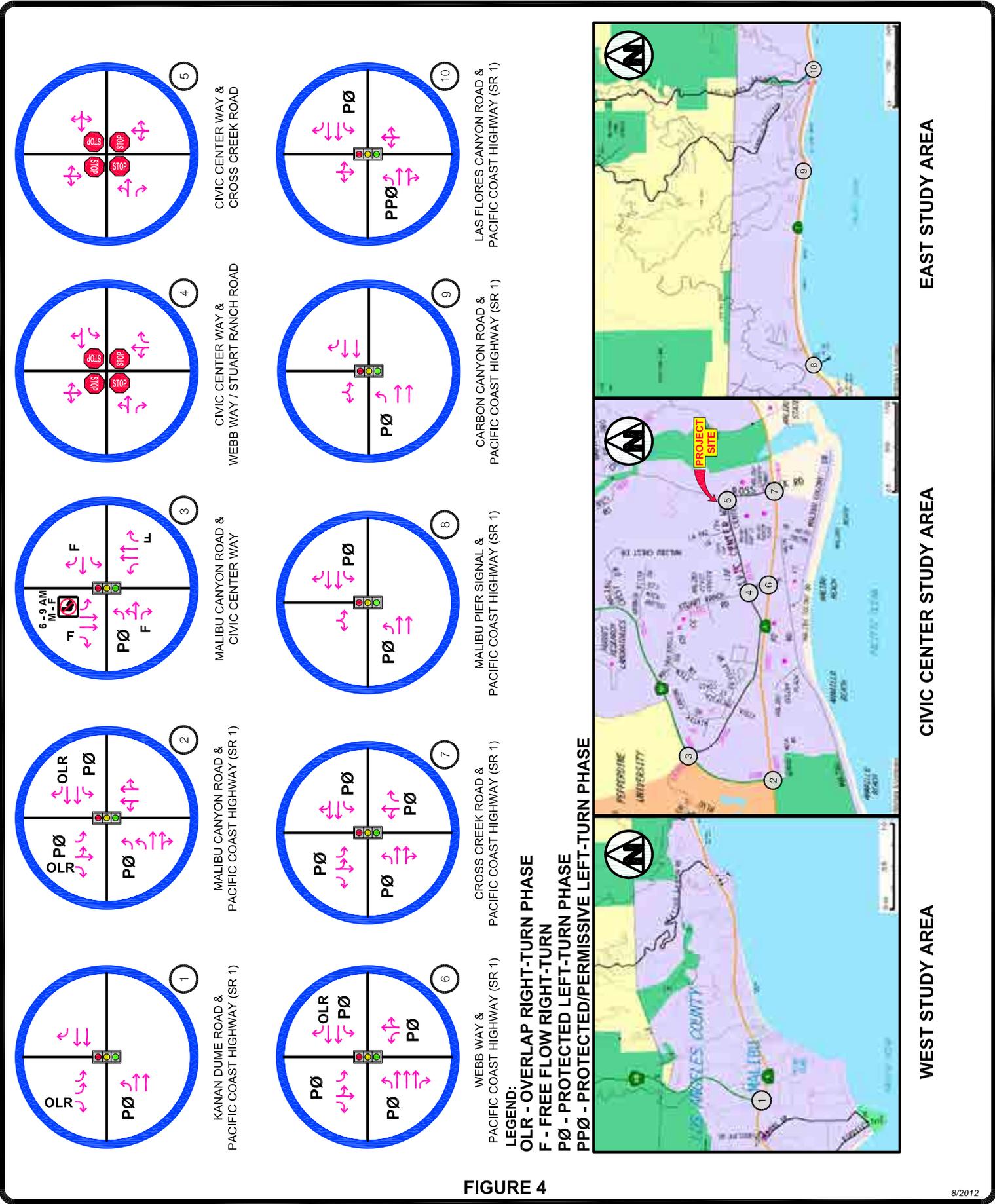


FIGURE 4

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

EAST STUDY AREA

CIVIC CENTER STUDY AREA

WEST STUDY AREA

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.

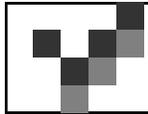
Cross Creek Road is a north-south local street with one lane in each direction. South of Civic Center Way, Cross Creek Road is a public road that provides access to the abutting commercial development and connects to Pacific Coast Highway. North of Civic Center Way, Cross Creek Road borders the east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



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>Saturday Daily</u>		<u>Mid-day Peak Hour</u>			
<u>Land Use</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 Proposed Land Use	Daily Traffic	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
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 Proposed Land Use	Daily Traffic	Weekend Mid-day					
		Total	In	Out	Total	In	Out
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			

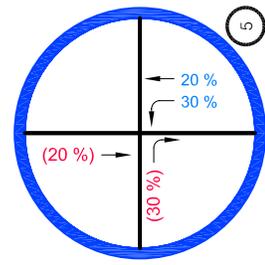
High turnover restaurant - HT
Fast food restaurant - FF



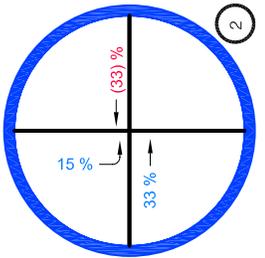
Traffic Distribution and Trip Assignment

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.

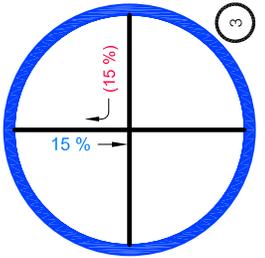
Figures 5 and 6 illustrate the estimated project traffic percentages at the selected study intersections for the morning peak hour and afternoon peak hour / Saturday mid-day, respectively. Using the traffic assignment at each intersection and the estimated peak hour traffic volume as provided in Table 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.



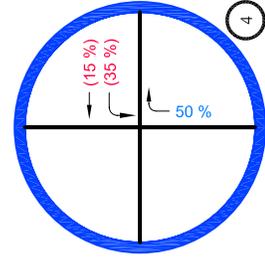
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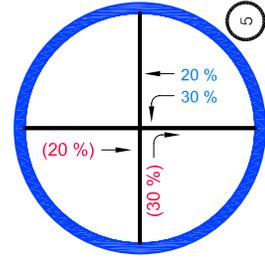
2 MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



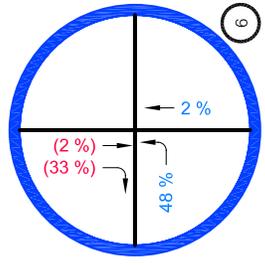
3 MALIBU CANYON ROAD & CIVIC CENTER WAY



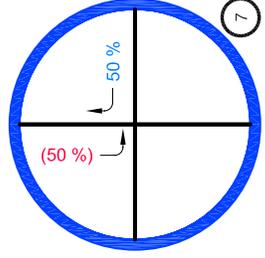
4 CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



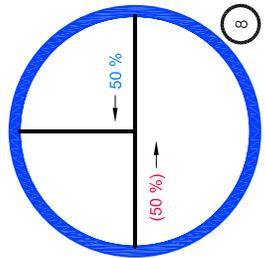
5 CIVIC CENTER WAY & CROSS CREEK ROAD



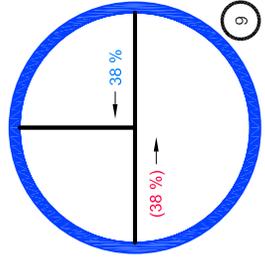
6 WEBB WAY & PACIFIC COAST HIGHWAY (SR 1)



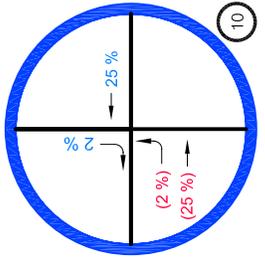
7 CROSS CREEK ROAD & PACIFIC COAST HIGHWAY (SR 1)



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)

LEGEND
 XX INBOUND
 (XX) OUTBOUND

FIGURE 5



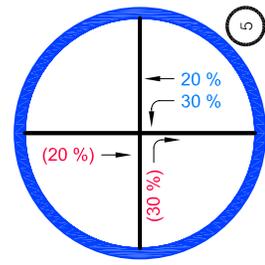
WEST STUDY AREA

CIVIC CENTER STUDY AREA

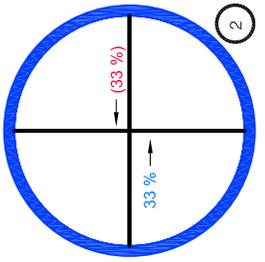
EAST STUDY AREA

**PROJECT TRAFFIC VOLUME ASSIGNMENT PERCENTAGES
 WEEKDAY AM PEAK HOUR**

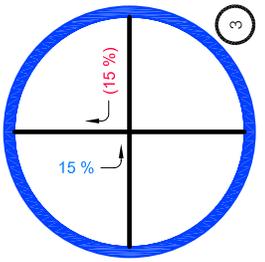
Overland Traffic Consultants, Inc.
 24325 Main Street #202, Santa Clarita, CA 91321
 (661)799-8423 v, OTC@overlandtraffic.com



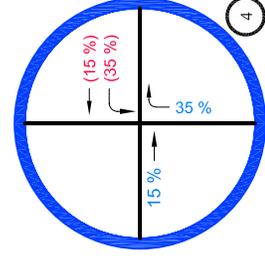
1 KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



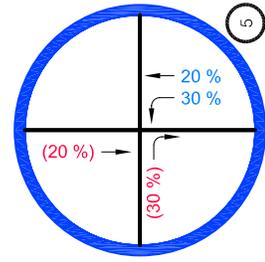
2 MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



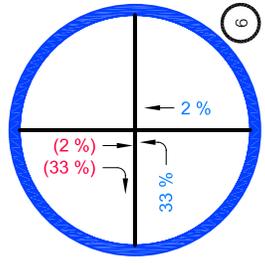
3 MALIBU CANYON ROAD & CIVIC CENTER WAY



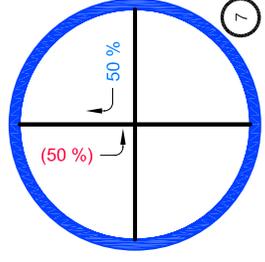
4 CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



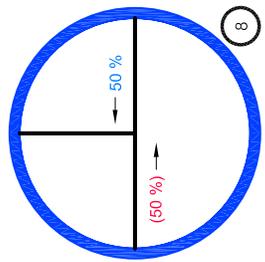
5 CIVIC CENTER WAY & CROSS CREEK ROAD



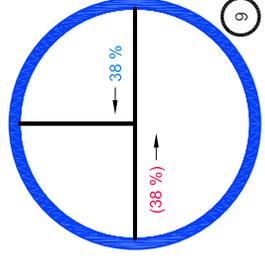
6 WEBB WAY & PACIFIC COAST HIGHWAY (SR 1)



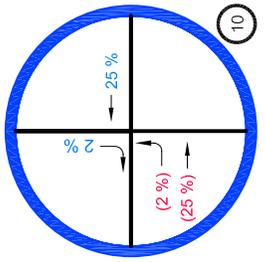
7 CROSS CREEK ROAD & PACIFIC COAST HIGHWAY (SR 1)



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)

LEGEND
 XX INBOUND
 (XX) OUTBOUND

FIGURE 6



WEST STUDY AREA

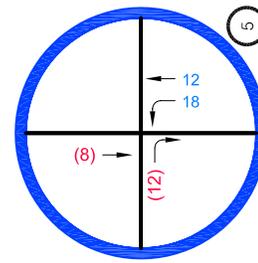
CIVIC CENTER STUDY AREA

EAST STUDY AREA

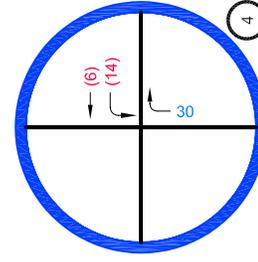
**PROJECT TRAFFIC VOLUME ASSIGNMENT PERCENTAGES
 WEEKDAY PM AND SATURDAY MID-DAY PEAK HOUR**

Overland Traffic Consultants, Inc.

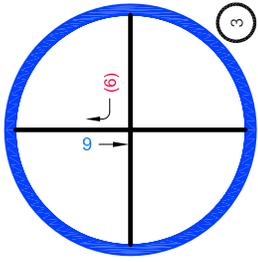
24325 Main Street #202, Santa Clarita, CA 91321
 (661)799-8423 v, OTC@overlandtraffic.com



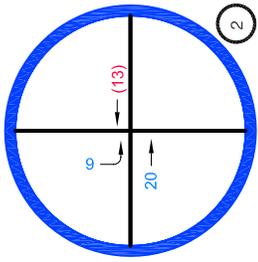
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KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



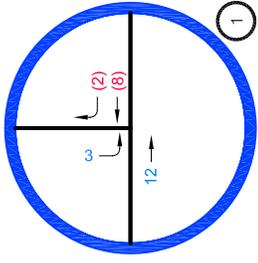
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MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



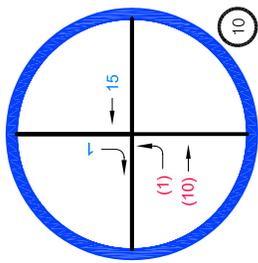
3
MALIBU CANYON ROAD &
CIVIC CENTER WAY



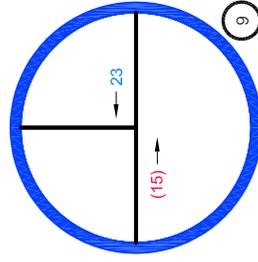
4
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



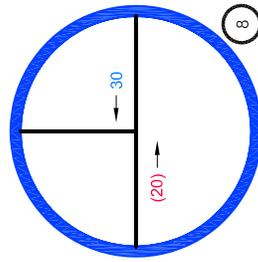
5
CIVIC CENTER WAY &
CROSS CREEK ROAD



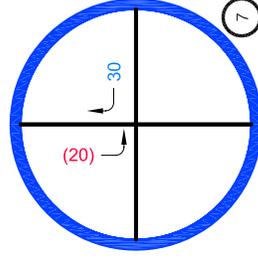
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WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



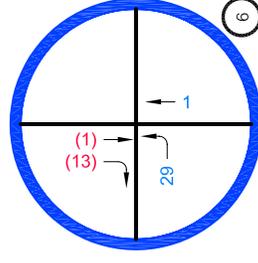
7
CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



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)

LEGEND
 XX INBOUND
 (XX) OUTBOUND

FIGURE 7



WEST STUDY AREA

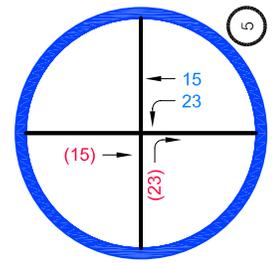
CIVIC CENTER STUDY AREA

EAST STUDY AREA

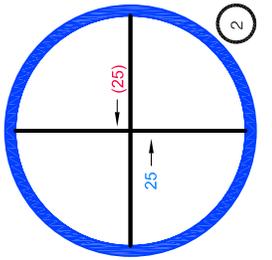
**PROJECT TRAFFIC VOLUME ASSIGNMENT
WEEKDAY AM PEAK HOUR**

Overland Traffic Consultants, Inc.

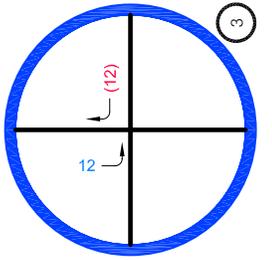
24325 Main Street #202, Santa Clarita, CA 91321
(661)799-8423 v, OTC@overlandtraffic.com



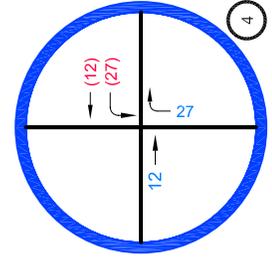
1
KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



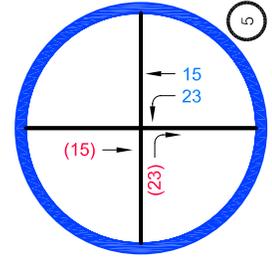
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MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



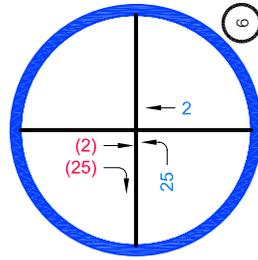
3
MALIBU CANYON ROAD &
CIVIC CENTER WAY



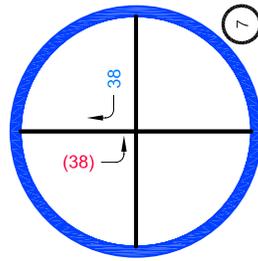
4
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



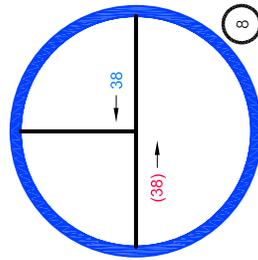
5
CIVIC CENTER WAY &
CROSS CREEK ROAD



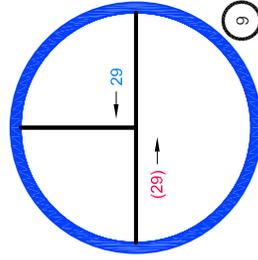
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WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)



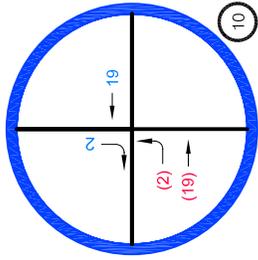
7
CROSS CREEK ROAD &
PACIFIC COAST HIGHWAY (SR 1)



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)

LEGEND
XX INBOUND
(XX) OUTBOUND

FIGURE 8



WEST STUDY AREA

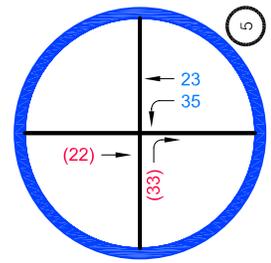
CIVIC CENTER STUDY AREA

EAST STUDY AREA

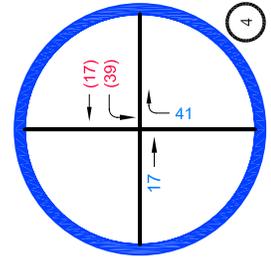
**PROJECT TRAFFIC VOLUME ASSIGNMENT
WEEKDAY PM PEAK HOUR**

Overland Traffic Consultants, Inc.

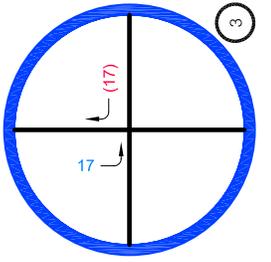
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(661)799-8423 v, OTC@overlandtraffic.com



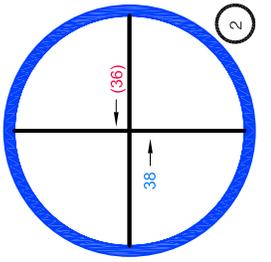
5
CIVIC CENTER WAY &
CROSS CREEK ROAD



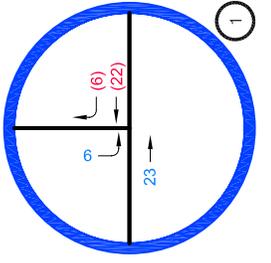
4
CIVIC CENTER WAY &
WEBB WAY / STUART RANCH ROAD



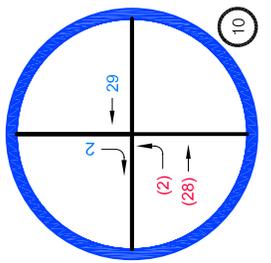
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MALIBU CANYON ROAD &
CIVIC CENTER WAY



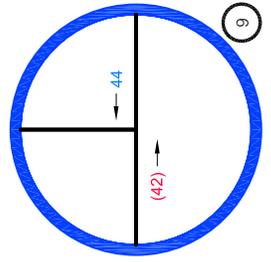
2
MALIBU CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



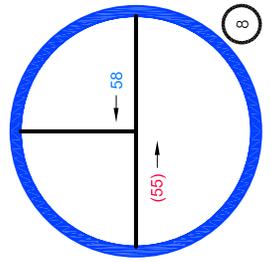
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KANAN DUME ROAD &
PACIFIC COAST HIGHWAY (SR 1)



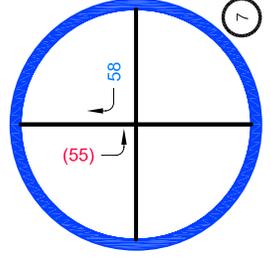
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LAS FLORES CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



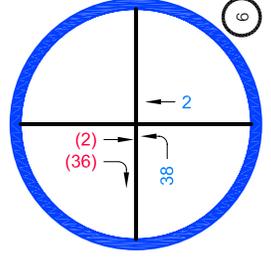
9
CARBON CANYON ROAD &
PACIFIC COAST HIGHWAY (SR 1)



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



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



6
WEBB WAY &
PACIFIC COAST HIGHWAY (SR 1)

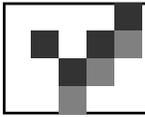
LEGEND
XX INBOUND
(XX) OUTBOUND



FIGURE 9

**PROJECT TRAFFIC VOLUME ASSIGNMENT
SATURDAY MID-DAY PEAK HOUR**

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



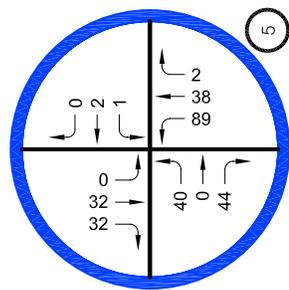
Analysis of Existing Traffic Conditions

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.

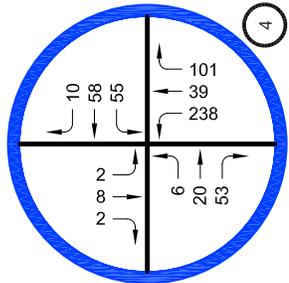
The existing 2012 peak hour traffic volumes at each study intersection are illustrated in Figure 10 for the weekday morning peak hour, Figure 11 for the weekday afternoon peak hour and Figure 12 for the Saturday mid-day peak hour. Data collection worksheets for the peak hour counts are contained in Appendix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

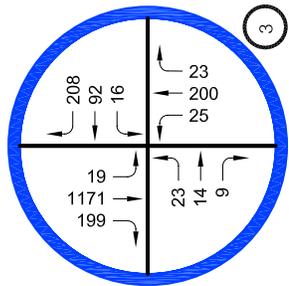
The ICU procedure adds the highest combination of conflicting traffic volume (V) at an intersection and divides the sum by the intersection capacity value for a V/C ratio. Intersection capacity (C) represents the maximum volume of vehicles which has a reasonable expectation of passing through an intersection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



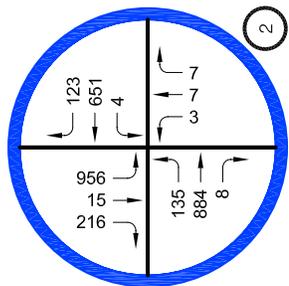
CIVIC CENTER WAY & CROSS CREEK ROAD



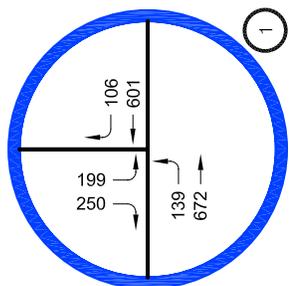
CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



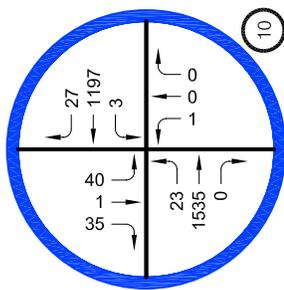
MALIBU CANYON ROAD & CIVIC CENTER WAY



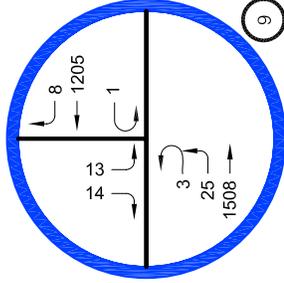
MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



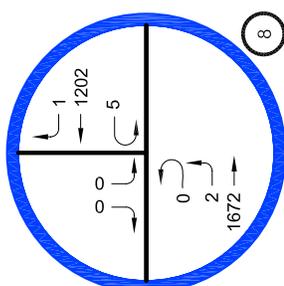
KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



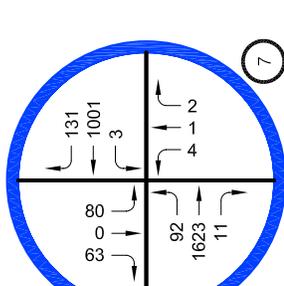
LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



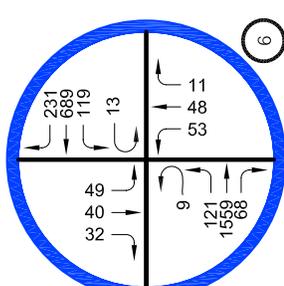
CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



MALIBU PIER SIGNAL & PACIFIC COAST HIGHWAY (SR 1)



CROSS CREEK ROAD & PACIFIC COAST HIGHWAY (SR 1)



WEBB WAY & PACIFIC COAST HIGHWAY (SR 1)



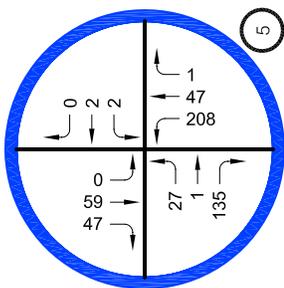
EAST STUDY AREA

CIVIC CENTER STUDY AREA

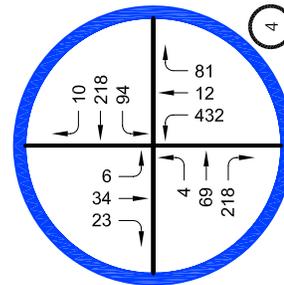
WEST STUDY AREA

FIGURE 10

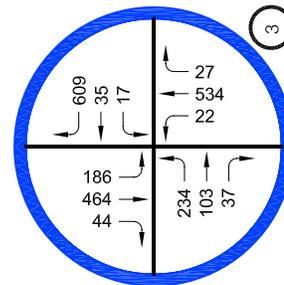
EXISTING (2012) TRAFFIC VOLUME
WEEKDAY AM PEAK HOUR



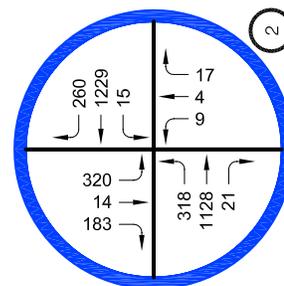
CIVIC CENTER WAY & CROSS CREEK ROAD



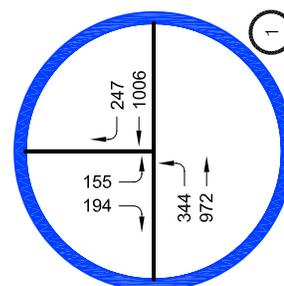
CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



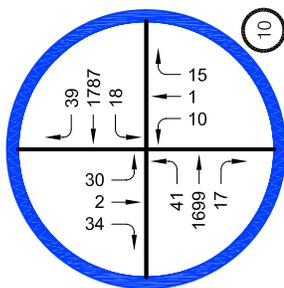
MALIBU CANYON ROAD & CIVIC CENTER WAY



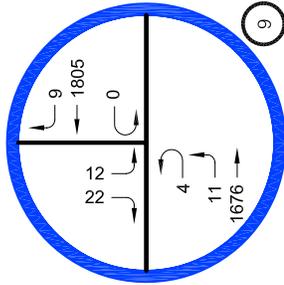
MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



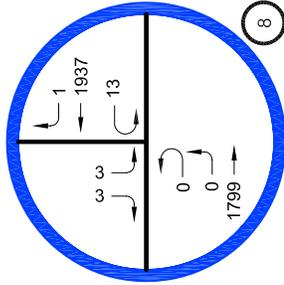
KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



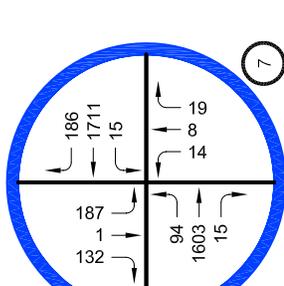
LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



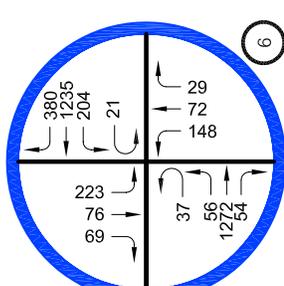
CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



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

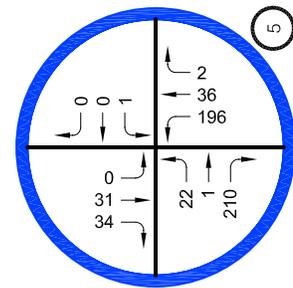
CIVIC CENTER STUDY AREA

WEST STUDY AREA

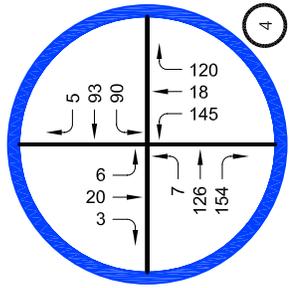
FIGURE 11

8/2012

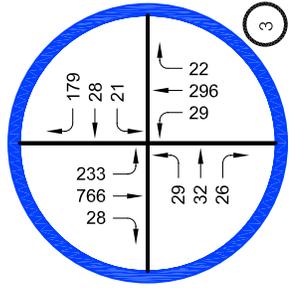
EXISTING (2012) TRAFFIC VOLUME
WEEKDAY PM PEAK HOUR



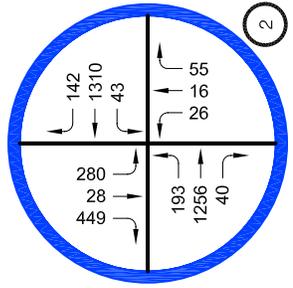
CIVIC CENTER WAY & CROSS CREEK ROAD



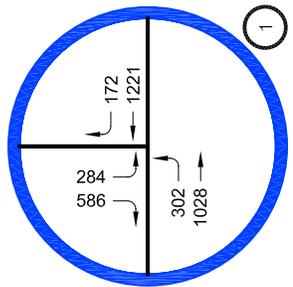
CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



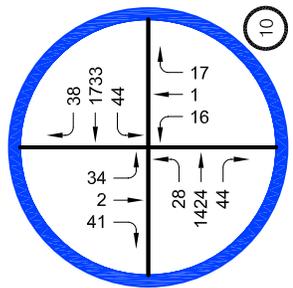
MALIBU CANYON ROAD & CIVIC CENTER WAY



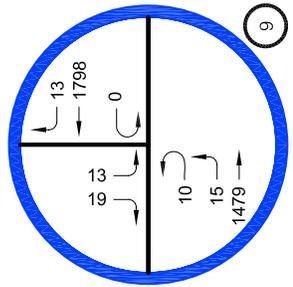
MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



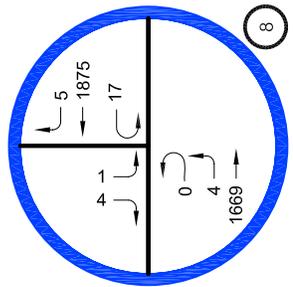
KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



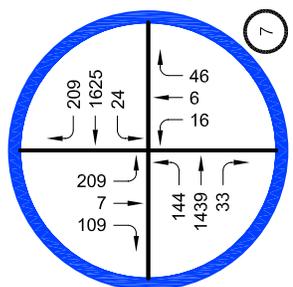
LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



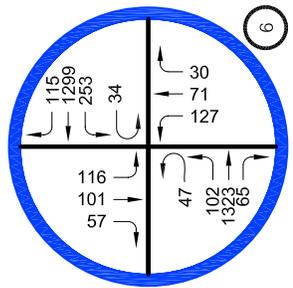
CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



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 12

2/2013

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

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

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.

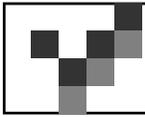
According to the traffic impact standards provided by the City of Malibu for this environmental assessment, a traffic impact is considered significant if the related increase in the V/C ratio value equals or exceeds the thresholds shown in Table 6a and 6b for signalized and un-signalized study intersections,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

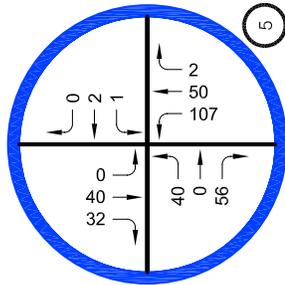
As shown in Table 7, one study intersection is impacted by the proposed project traffic volume. Using the criteria in the City’s TIA Guidelines, it has been determined that the change in traffic flow generated by the proposed project will significantly impact the intersection of Cross Creek Road and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



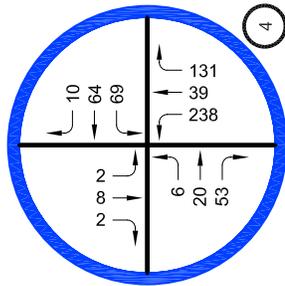
**Table 7
Existing + Project Traffic Conditions**

No.	Intersection	Peak Hour	Existing		With Project		Impact
			V/C (Delay)	LOS	V/C (Delay)	LOS	
1.	Kanan Dume Rd. & Pacific Coast Hwy.	Weekday AM	0.394	A	0.397	A	+ 0.003
		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. & Pacific Coast Hwy.	Weekday AM	0.674	B	0.684	B	+ 0.010
		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. & Civic Center Way	Weekday AM	0.503	A	0.506	A	+ 0.003
		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 Road & Civic Center Way	Weekday AM	10.14 sec.	B	10.20 sec.	B	+0.06 sec.
		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. & Civic Center Way	Weekday AM	7.80 sec.	A	8.00 sec.	A	+ 0.20 sec.
		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 & Pacific Coast Hwy.	Weekday AM	0.526	A	0.527	A	+ 0.001
		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. & Pacific Coast Hwy.	Weekday AM	0.594	A	0.601	B	+ 0.007
		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 & Pacific Coast Hwy.	Weekday AM	0.576	A	0.582	A	+ 0.006
		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. & Pacific Coast Hwy.	Weekday AM	0.538	A	0.543	A	+ 0.005
		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. & Pacific Coast Hwy.	Weekday AM	0.581	A	0.584	A	+ 0.003
		Weekday PM	0.691	B	0.700	B	+ 0.009
		Saturday Mid-day	0.679	B	0.690	B	+ 0.011

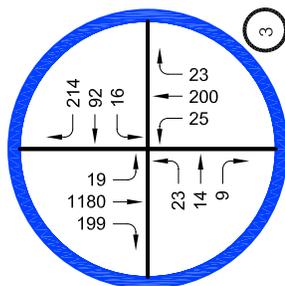
Note: All-Way Stop Control Delay in Seconds Per Vehicle; * Denotes significant traffic impact.



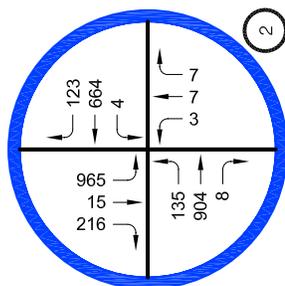
CIVIC CENTER WAY & CROSS CREEK ROAD



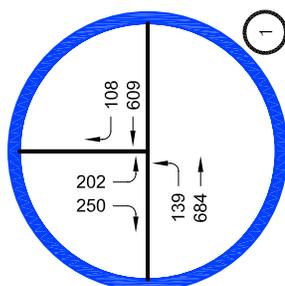
CIVIC CENTER WAY & STUART RANCH ROAD



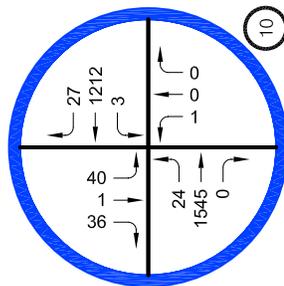
MALIBU CANYON ROAD & CIVIC CENTER WAY



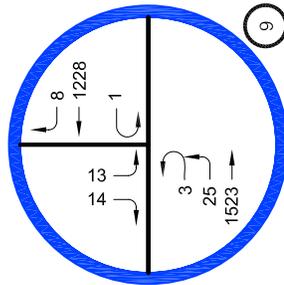
MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



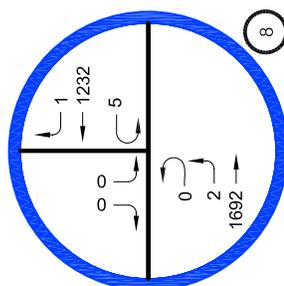
KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



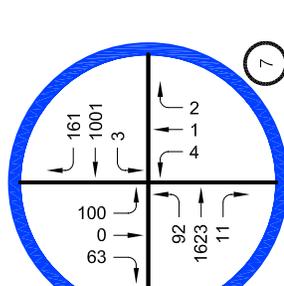
LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



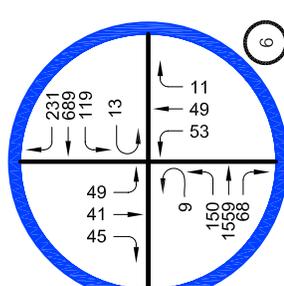
CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



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

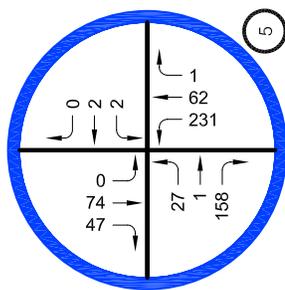
CIVIC CENTER STUDY AREA

WEST STUDY AREA

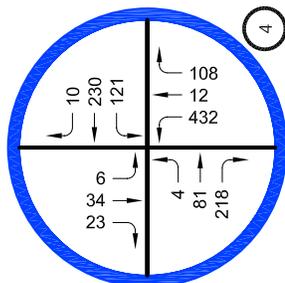
FIGURE 13

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

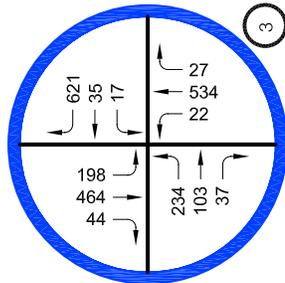
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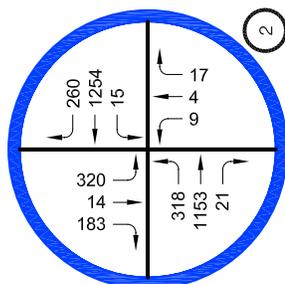
CIVIC CENTER WAY & CROSS CREEK ROAD



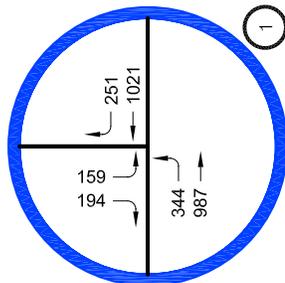
CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



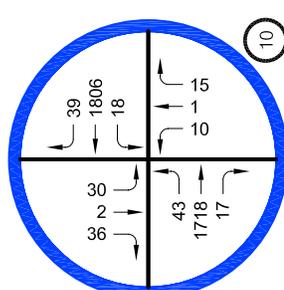
MALIBU CANYON ROAD & CIVIC CENTER WAY



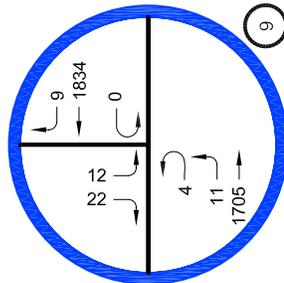
MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



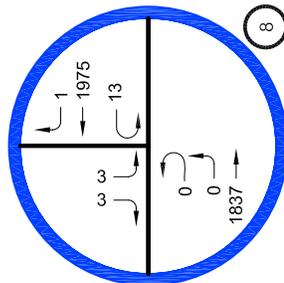
KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



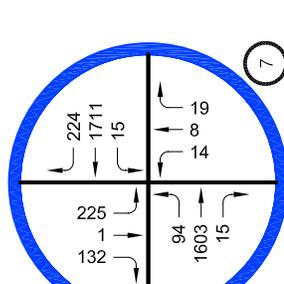
LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



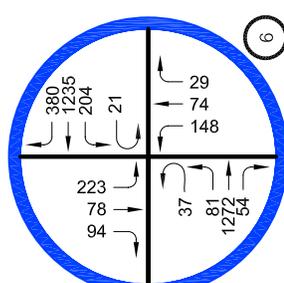
CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



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

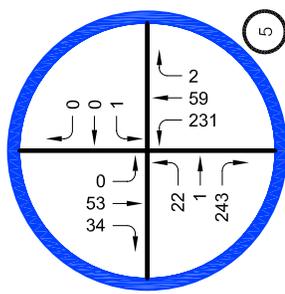
WEST STUDY AREA

FIGURE 14

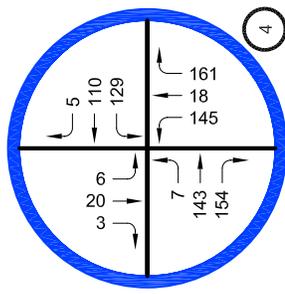
11/2012

**EXISTING (2012) TRAFFIC VOLUME
WITH PROJECT
WEEKDAY PM PEAK HOUR**

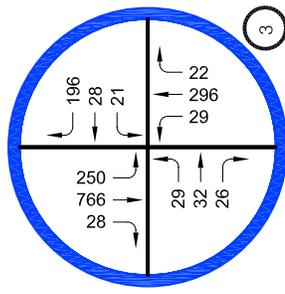
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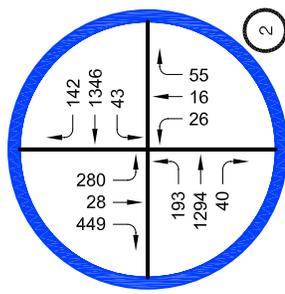
CIVIC CENTER WAY & CROSS CREEK ROAD



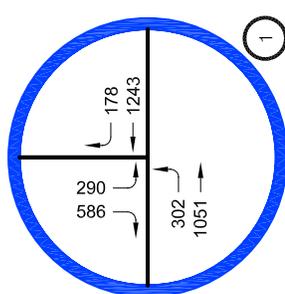
CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



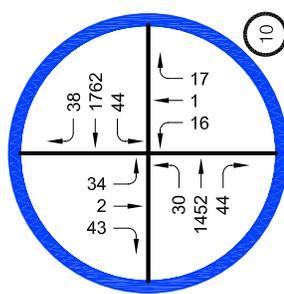
MALIBU CANYON ROAD & CIVIC CENTER WAY



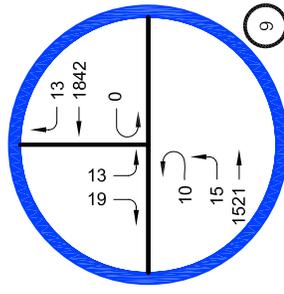
MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



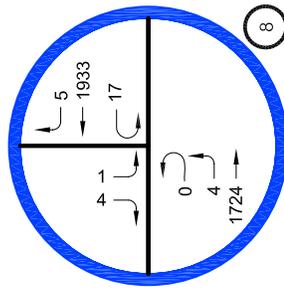
KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



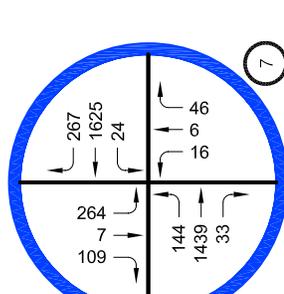
LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



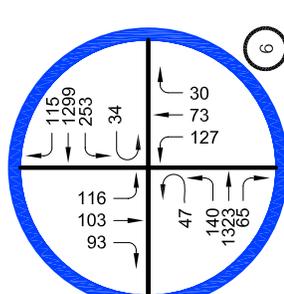
CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



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

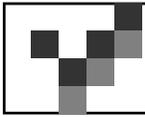
WEST STUDY AREA

FIGURE 15

2/2013

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

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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 2017 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 2017 study year. This growth factor is based on the growth rates in the City TIA Guidelines for the 2017 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 2017.

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 2017 study year. Future cumulative 2017 peak hour traffic volumes are shown in Figures 16 through 21 for the study periods.

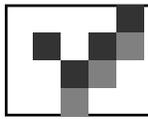
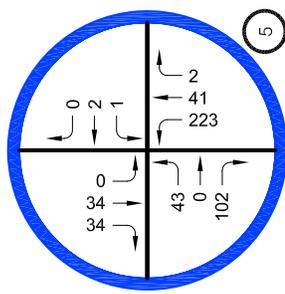


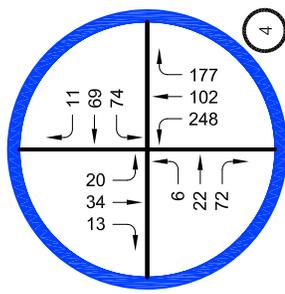
Table 8
Future (2017) + Project Traffic Conditions

No.	Intersection	Peak Hour	Without		With Project		Impact
			V/C (Delay)	LOS	V/C (Delay)	LOS	
1.	Kanan Dume Rd. & Pacific Coast Hwy.	Weekday AM	0.485	A	0.489	A	+ 0.004
		Weekday PM	0.778	C	0.786	C	+ 0.008
		Saturday Mid-day	0.778	C	0.787	C	+ 0.009
2.	Malibu Canyon Rd. & Pacific Coast Hwy.	Weekday AM	0.773	C	0.782	C	+ 0.009
		Weekday PM	0.810	D	0.818	D	+ 0.008
		Saturday Mid-day	0.937	E	0.948	E	+ 0.011 *
3.	Malibu Canyon Rd. & Civic Center Way	Weekday AM	0.532	A	0.535	A	+ 0.003
		Weekday PM	0.528	A	0.534	A	+ 0.006
		Saturday Mid-day	0.372	A	0.372	A	+ 0.000
4.	Webb Way / Stuart Ranch Road & Civic Center Way	Weekday AM	11.68 sec.	B	11.85 sec.	B	+ 0.17 sec.
		Weekday PM	53.17 sec.	F	55.04 sec.	F	+ 1.87 sec.
		Saturday Mid-day	13.27 sec.	B	14.46 sec.	B	+ 1.07 sec.
5.	Cross Creek Rd. & Civic Center Way	Weekday AM	8.98 sec.	A	9.34 sec.	B	+ 0.36 sec.
		Weekday PM	13.04 sec.	B	14.73 sec.	B	+ 1.69 sec.
		Saturday Mid-day	14.34 sec.	B	17.85 sec.	C	+ 3.51 sec.
6.	Webb Way & Pacific Coast Hwy.	Weekday AM	0.589	A	0.590	A	+ 0.001
		Weekday PM	0.843	D	0.860	D	+ 0.017
		Saturday Mid-day	0.891	D	0.915	E	+ 0.024 *
7.	Cross Creek Rd. & Pacific Coast Hwy.	Weekday AM	0.675	B	0.682	B	+ 0.007
		Weekday PM	0.976	E	1.000	E	+ 0.024 *
		Saturday Mid-day	1.011	F	1.049	F	+ 0.038 *
8.	Malibu Pier Signal & Pacific Coast Hwy.	Weekday AM	0.647	B	0.653	B	+ 0.006
		Weekday PM	0.773	C	0.785	C	+ 0.012
		Saturday Mid-day	0.774	C	0.791	C	+ 0.017
9.	Carbon Canyon Rd. & Pacific Coast Hwy.	Weekday AM	0.616	A	0.619	B	+ 0.003
		Weekday PM	0.768	C	0.777	C	+ 0.009
		Saturday Mid-day	0.790	C	0.805	D	+ 0.015
10	Las Flores Canyon Rd. & Pacific Coast Hwy.	Weekday AM	0.656	B	0.660	B	+ 0.004
		Weekday PM	0.815	D	0.825	D	+ 0.010
		Saturday Mid-day	0.815	D	0.827	D	+ 0.012

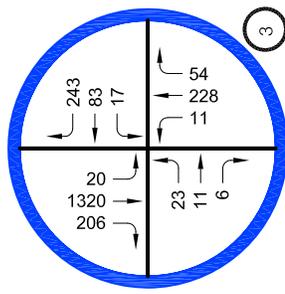
Note: All-Way Stop Control Delay in Seconds Per Vehicle; * Denotes significant traffic impact.



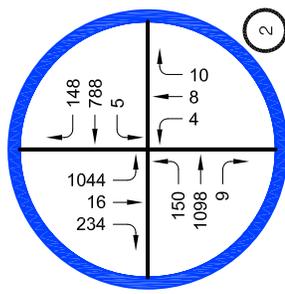
CIVIC CENTER WAY & CROSS CREEK ROAD



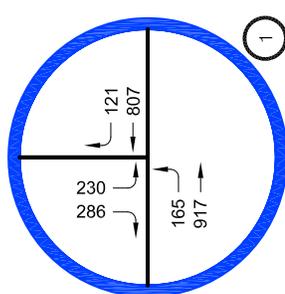
CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



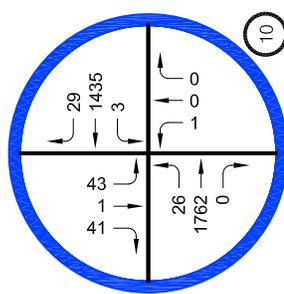
MALIBU CANYON ROAD & CIVIC CENTER WAY



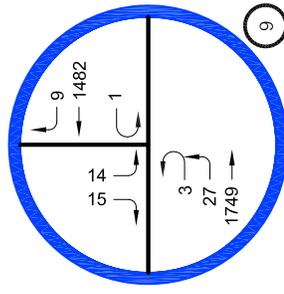
MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



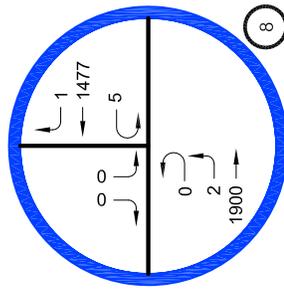
KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



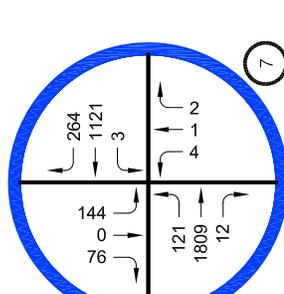
LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



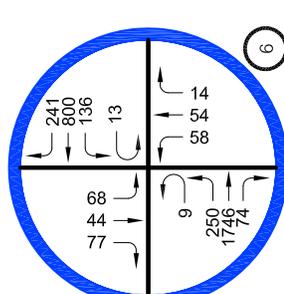
CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



MALIBU PIER SIGNAL & PACIFIC COAST HIGHWAY (SR 1)



CROSS CREEK ROAD & PACIFIC COAST HIGHWAY (SR 1)



WEBB WAY & PACIFIC COAST HIGHWAY (SR 1)



EAST STUDY AREA

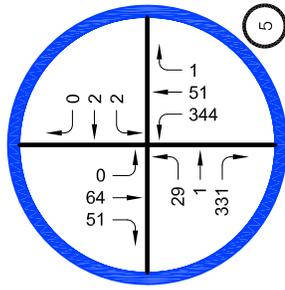
CIVIC CENTER STUDY AREA

WEST STUDY AREA

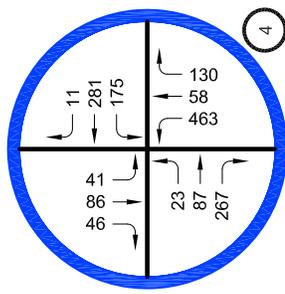
FIGURE 16

FUTURE (2017) TRAFFIC VOLUME
WITHOUT PROJECT
WEEKDAY AM PEAK HOUR

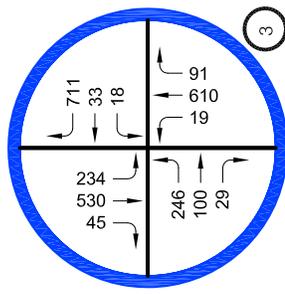
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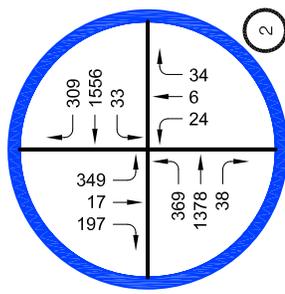
CIVIC CENTER WAY & CROSS CREEK ROAD



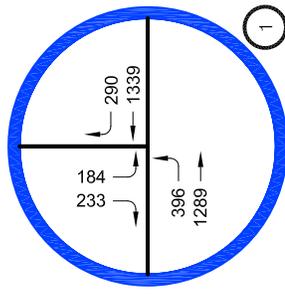
CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



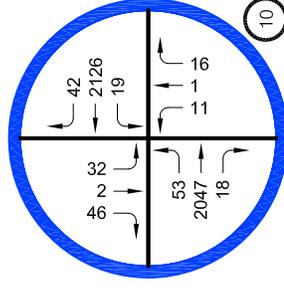
MALIBU CANYON ROAD & CIVIC CENTER WAY



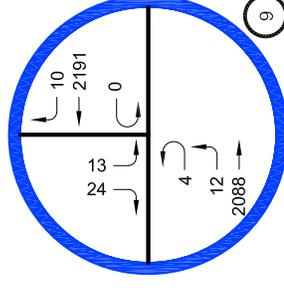
MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



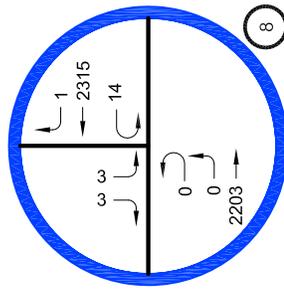
KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



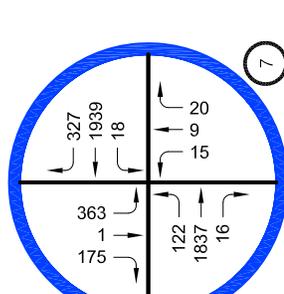
LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



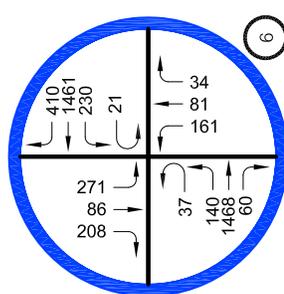
CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



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

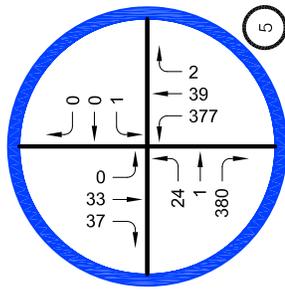
CIVIC CENTER STUDY AREA

WEST STUDY AREA

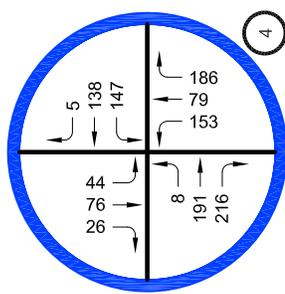
FIGURE 17

FUTURE (2017) TRAFFIC VOLUME WITHOUT PROJECT WEEKDAY PM PEAK HOUR

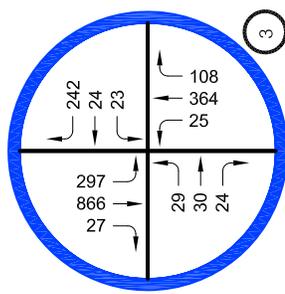
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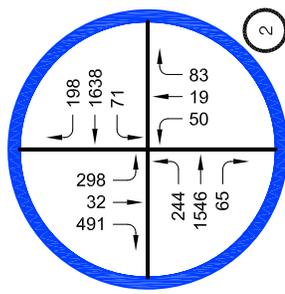
CIVIC CENTER WAY & CROSS CREEK ROAD



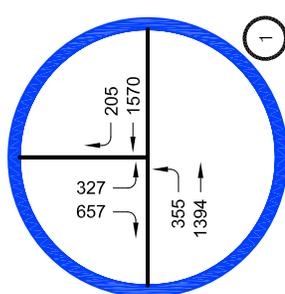
CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



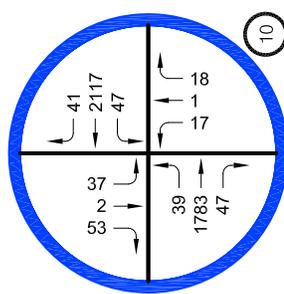
MALIBU CANYON ROAD & CIVIC CENTER WAY



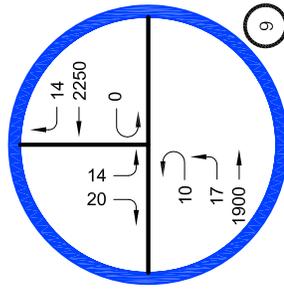
MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



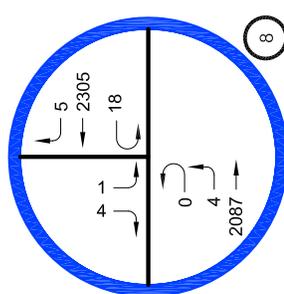
KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



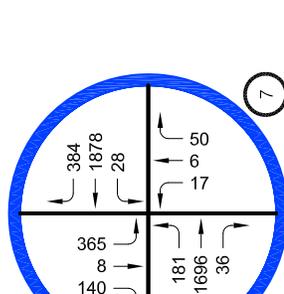
LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



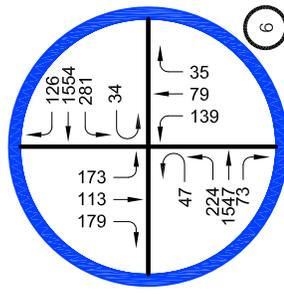
CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



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

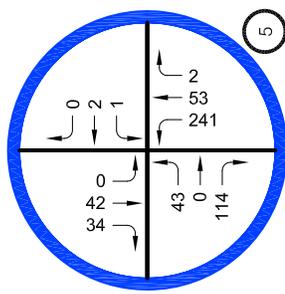
CIVIC CENTER STUDY AREA

WEST STUDY AREA

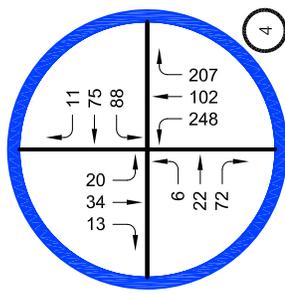
FIGURE 18

**FUTURE (2017) TRAFFIC VOLUME
WITHOUT PROJECT
SATURDAY MID-DAY PEAK HOUR**

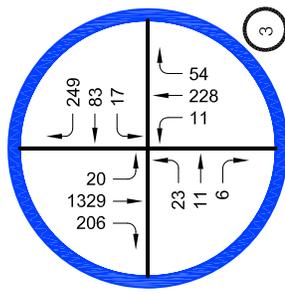
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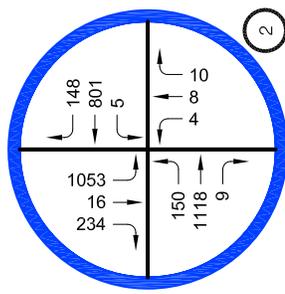
CIVIC CENTER WAY & CROSS CREEK ROAD



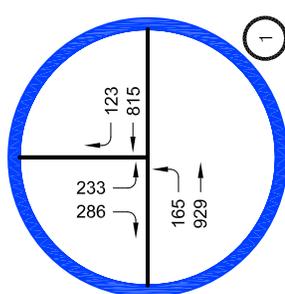
CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



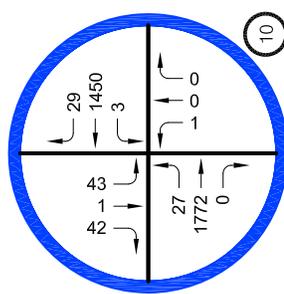
MALIBU CANYON ROAD & CIVIC CENTER WAY



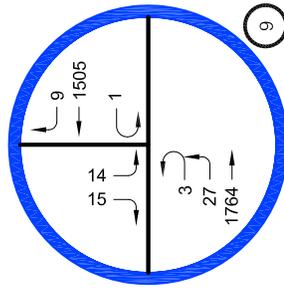
MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



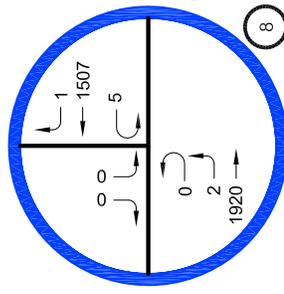
KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



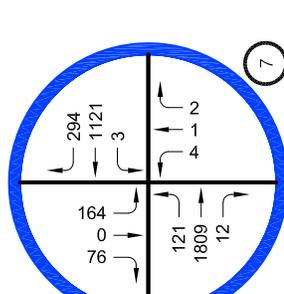
LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



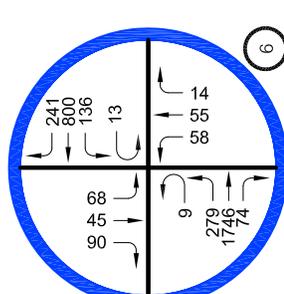
CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



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

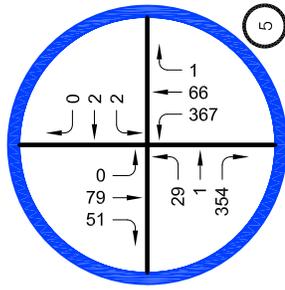
CIVIC CENTER STUDY AREA

WEST STUDY AREA

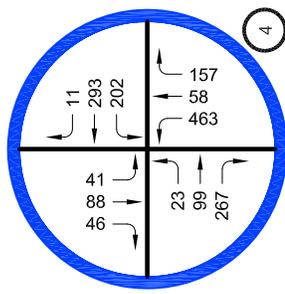
FIGURE 19

**FUTURE (2017) TRAFFIC VOLUME
WITH PROJECT
WEEKDAY AM PEAK HOUR**

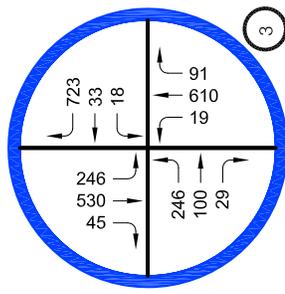
Overland Traffic Consultants, Inc.
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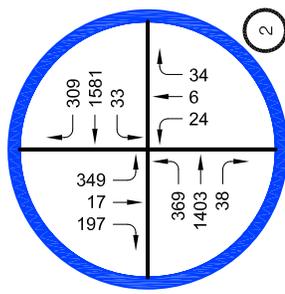
CIVIC CENTER WAY & CROSS CREEK ROAD



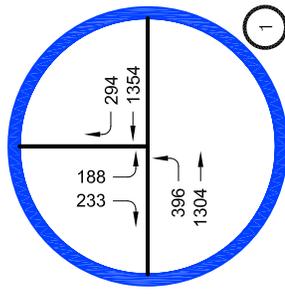
CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



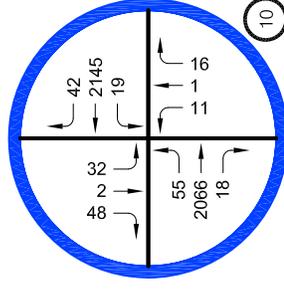
MALIBU CANYON ROAD & CIVIC CENTER WAY



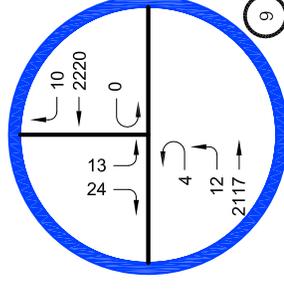
MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



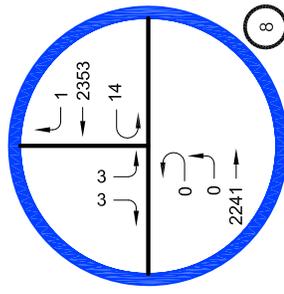
KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



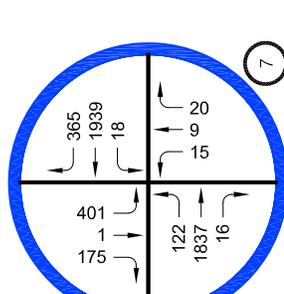
LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



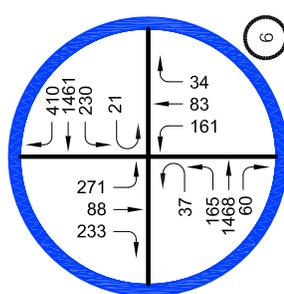
CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



MALIBU PIER SIGNAL & PACIFIC COAST HIGHWAY (SR 1)



CROSS CREEK ROAD & PACIFIC COAST HIGHWAY (SR 1)



WEBB WAY & PACIFIC COAST HIGHWAY (SR 1)



EAST STUDY AREA

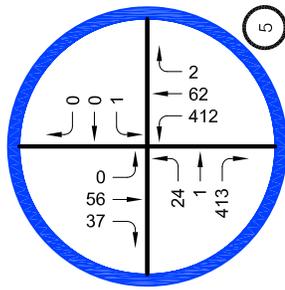
CIVIC CENTER STUDY AREA

WEST STUDY AREA

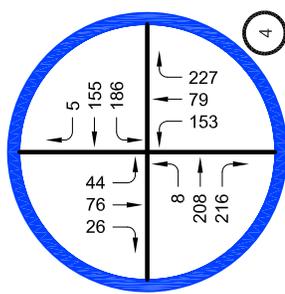
FIGURE 20

FUTURE (2017) TRAFFIC VOLUME WITH PROJECT WEEKDAY PM PEAK HOUR

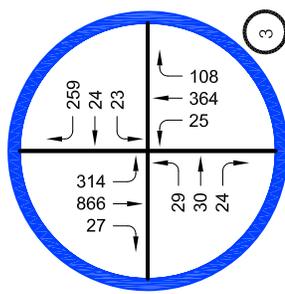
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 24325 Main Street #202, Santa Clarita, CA 91321
 (661)799-8423, OTC@overlandtraffic.com



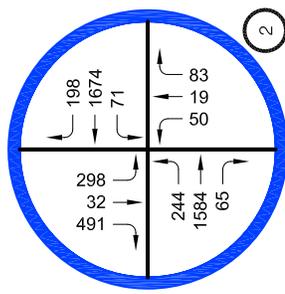
CIVIC CENTER WAY & CROSS CREEK ROAD



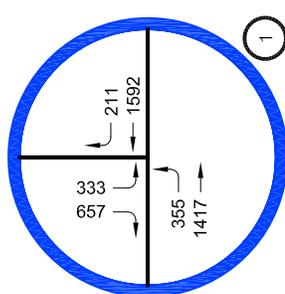
CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



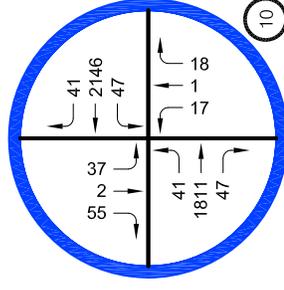
MALIBU CANYON ROAD & CIVIC CENTER WAY



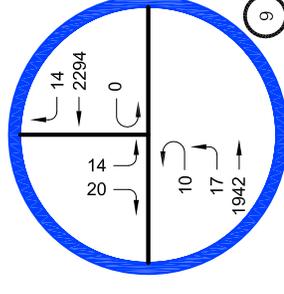
MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



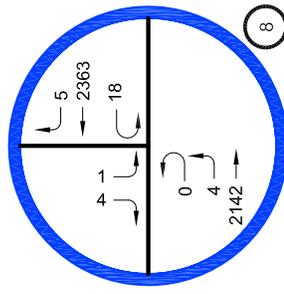
KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



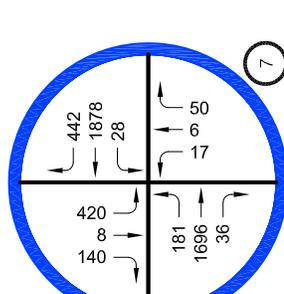
LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



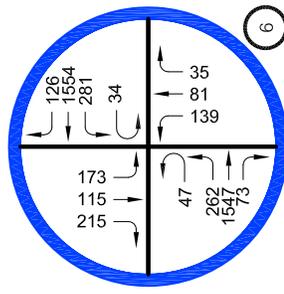
CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



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 21

FUTURE (2017) TRAFFIC VOLUME WITH PROJECT SATURDAY MID-DAY PEAK HOUR

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Based on the 2017 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.

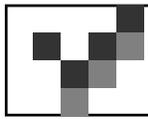
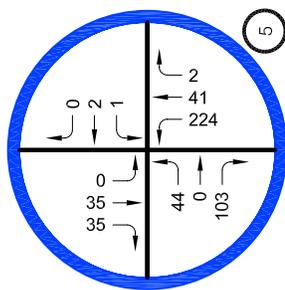


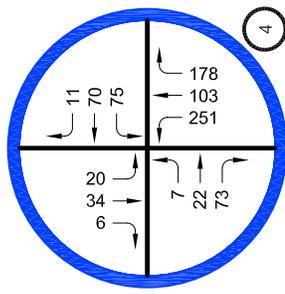
Table 9
Future (2030) + Project Traffic Conditions

No.	Intersection	Peak Hour	Without		With Project		Impact
			V/C (Delay)	LOS	V/C (Delay)	LOS	
1.	Kanan Dume Rd. & Pacific Coast Hwy.	Weekday AM	0.490	A	0.493	A	+ 0.003
		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. & Pacific Coast Hwy.	Weekday AM	0.781	C	0.791	C	+ 0.010
		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. & Civic Center Way	Weekday AM	0.539	A	0.542	A	+ 0.003
		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 Road & Civic Center Way	Weekday AM	11.80 sec.	B	11.98	B	+0.18 sec.
		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. & Civic Center Way	Weekday AM	9.00 sec.	A	9.36 sec.	A	+ 0.36 sec.
		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 & Pacific Coast Hwy.	Weekday AM	0.594	A	0.595	A	+ 0.001
		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. & Pacific Coast Hwy.	Weekday AM	0.681	B	0.688	B	+ 0.007
		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 & Pacific Coast Hwy.	Weekday AM	0.653	B	0.660	B	+ 0.007
		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. & Pacific Coast Hwy.	Weekday AM	0.620	B	0.625	B	+ 0.005
		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. & Pacific Coast Hwy.	Weekday AM	0.664	B	0.667	B	+ 0.003
		Weekday PM	0.824	D	0.832	D	+ 0.008
		Saturday Mid-day	0.824	D	0.835	D	+ 0.011

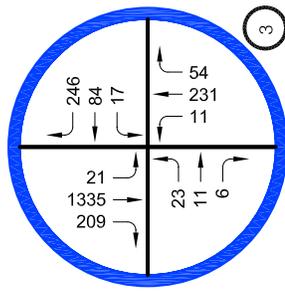
Note: All-Way Stop Control Delay in Seconds Per Vehicle; * Denotes significant traffic impact.



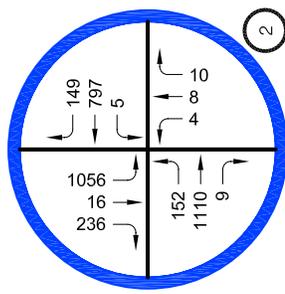
CIVIC CENTER WAY & CROSS CREEK ROAD



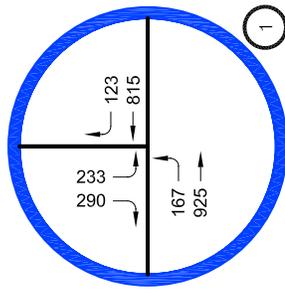
CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



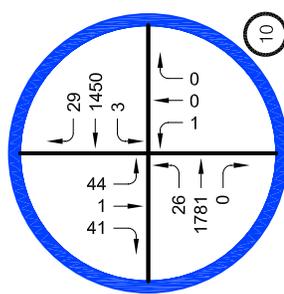
MALIBU CANYON ROAD & CIVIC CENTER WAY



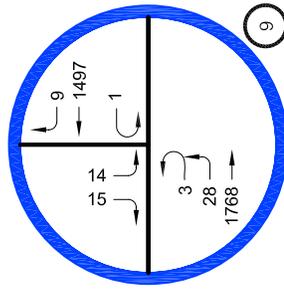
MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



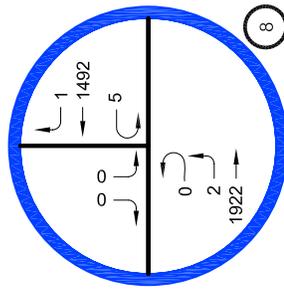
KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



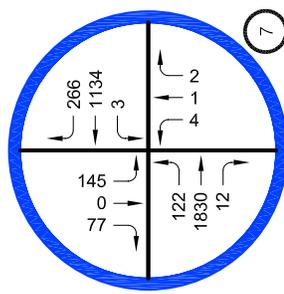
LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



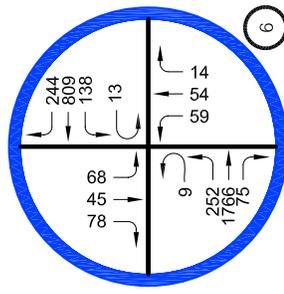
CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



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

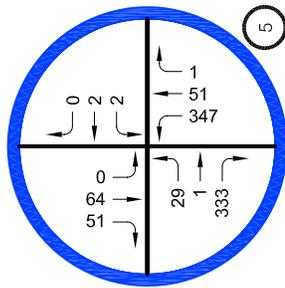
CIVIC CENTER STUDY AREA

WEST STUDY AREA

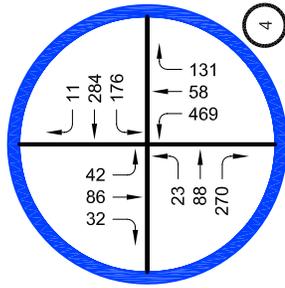
FIGURE 22

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

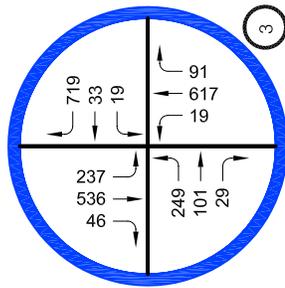
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 (661)799-8423, OTC@overlandtraffic.com



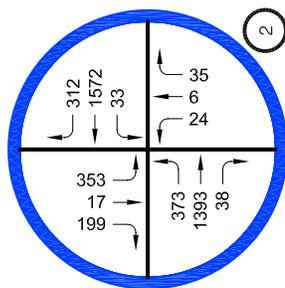
CIVIC CENTER WAY & CROSS CREEK ROAD



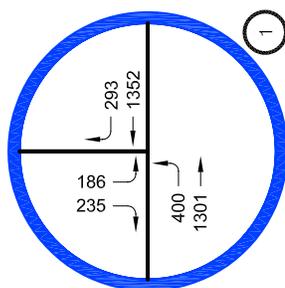
CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



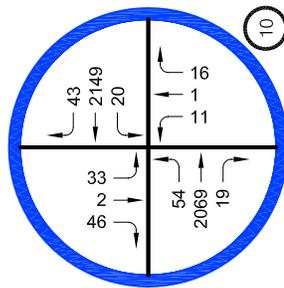
MALIBU CANYON ROAD & CIVIC CENTER WAY



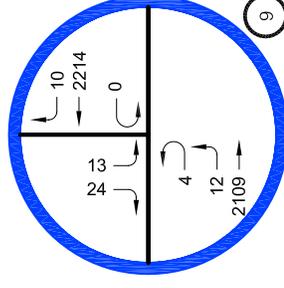
MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



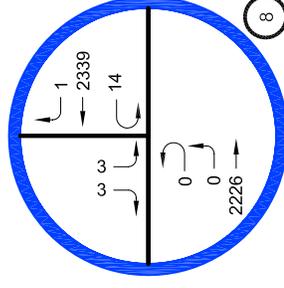
KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



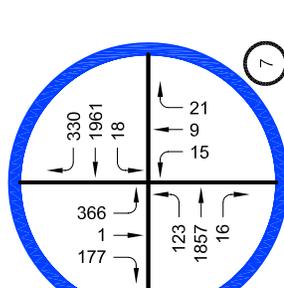
LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



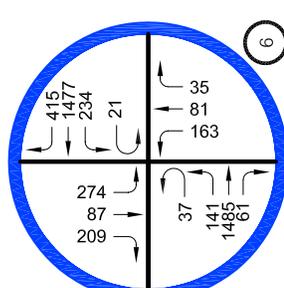
CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



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

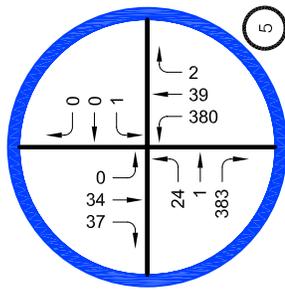
CIVIC CENTER STUDY AREA

WEST STUDY AREA

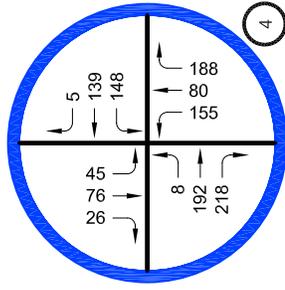
FIGURE 23

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

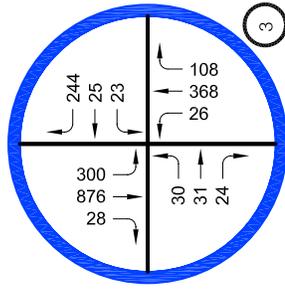
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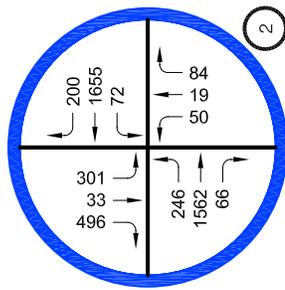
CIVIC CENTER WAY & CROSS CREEK ROAD



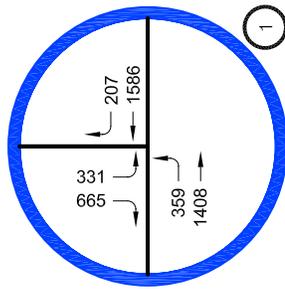
CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



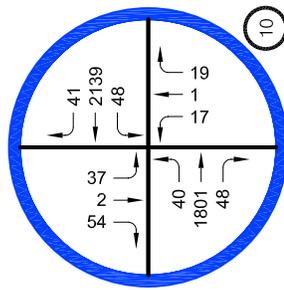
MALIBU CANYON ROAD & CIVIC CENTER WAY



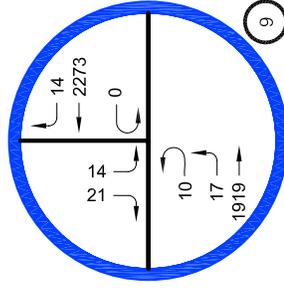
MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



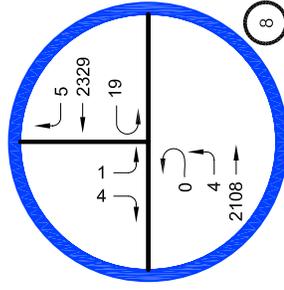
KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



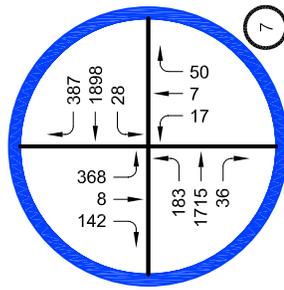
LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



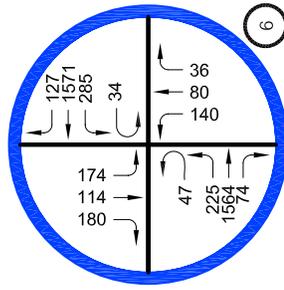
CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



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

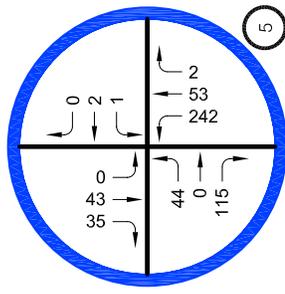
CIVIC CENTER STUDY AREA

WEST STUDY AREA

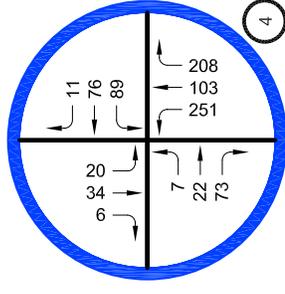
FIGURE 24

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

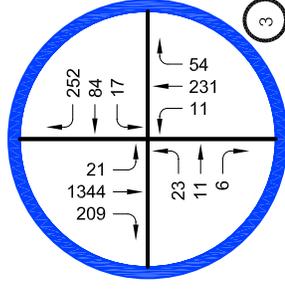
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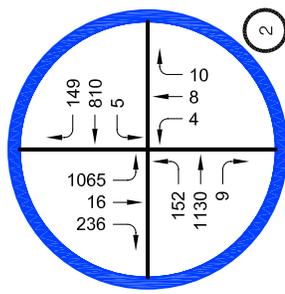
CIVIC CENTER WAY & CROSS CREEK ROAD



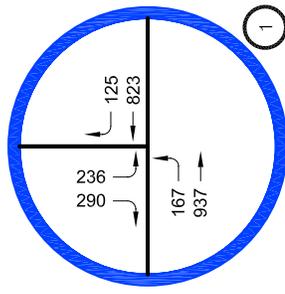
CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



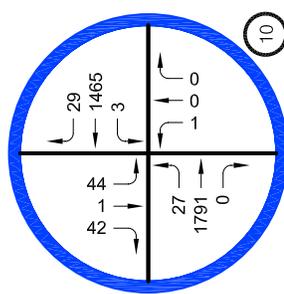
MALIBU CANYON ROAD & CIVIC CENTER WAY



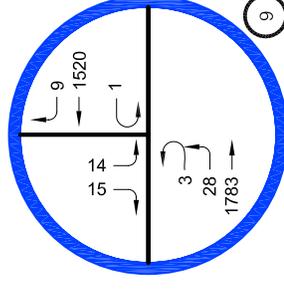
MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



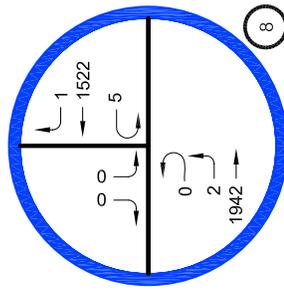
KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



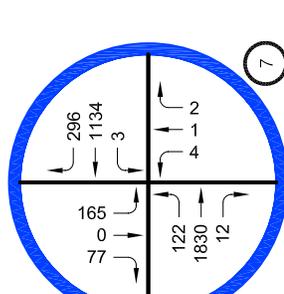
LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



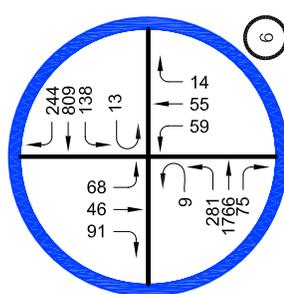
CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



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

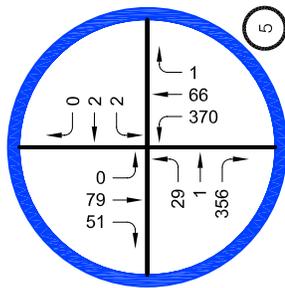
CIVIC CENTER STUDY AREA

WEST STUDY AREA

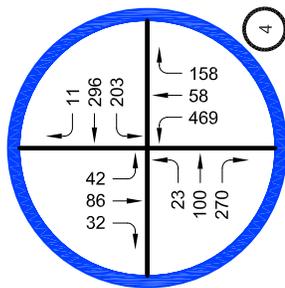
FIGURE 25

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

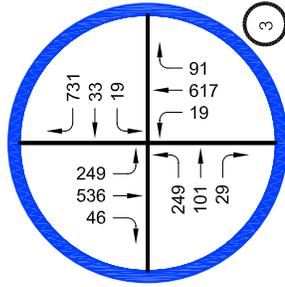
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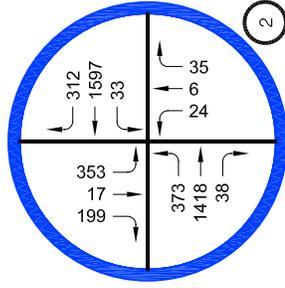
CIVIC CENTER WAY & CROSS CREEK ROAD



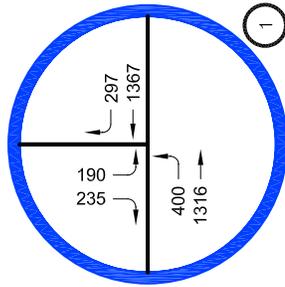
CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



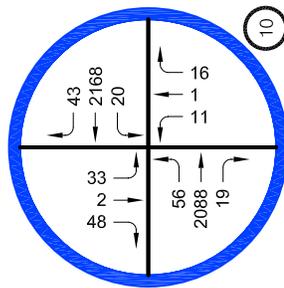
MALIBU CANYON ROAD & CIVIC CENTER WAY



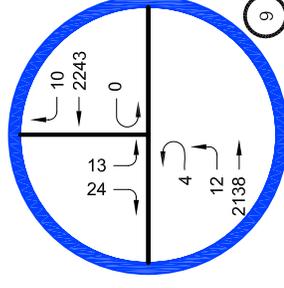
MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



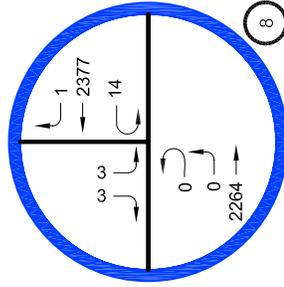
KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



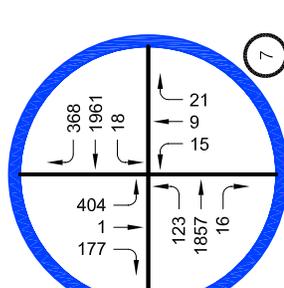
LAS FLORES CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



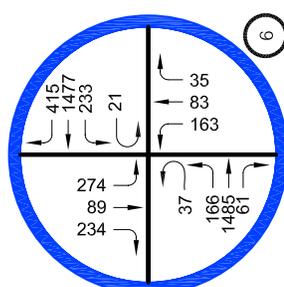
CARBON CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



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

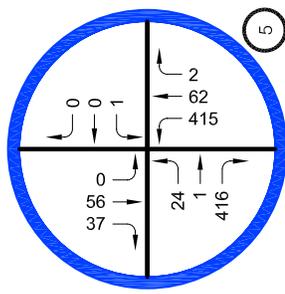
WEST STUDY AREA

FIGURE 26

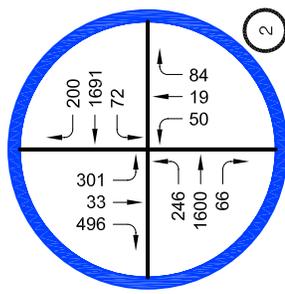
11/2012

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

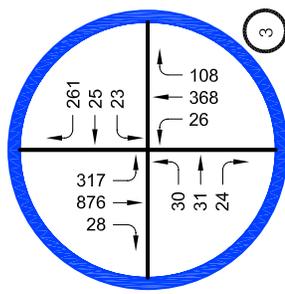
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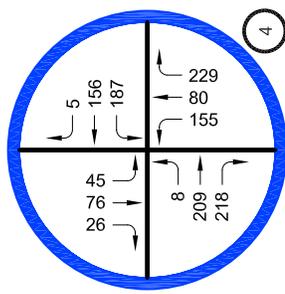
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KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



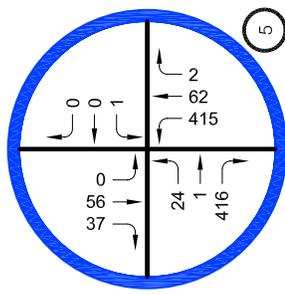
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MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



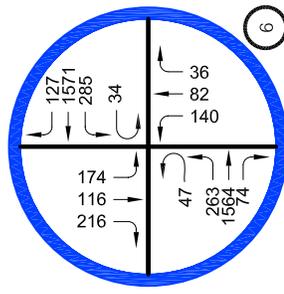
3
MALIBU CANYON ROAD & CIVIC CENTER WAY



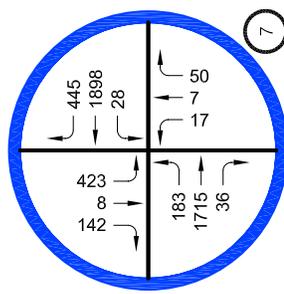
4
CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



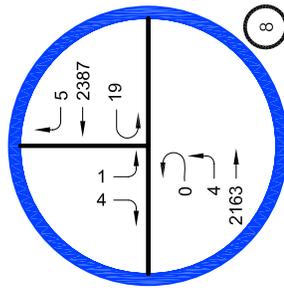
5
CIVIC CENTER WAY & CROSS CREEK ROAD



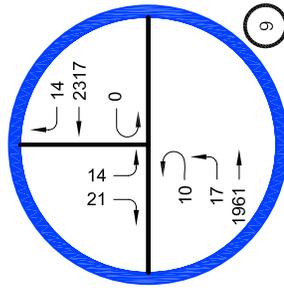
6
WEBB WAY & PACIFIC COAST HIGHWAY (SR 1)



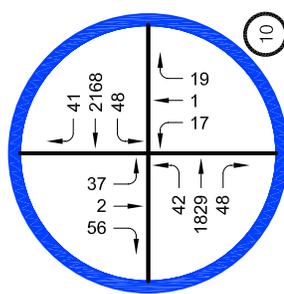
7
CROSS CREEK ROAD & PACIFIC COAST HIGHWAY (SR 1)



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)



EAST STUDY AREA

CIVIC CENTER STUDY AREA

WEST STUDY AREA

FIGURE 27

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

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Analysis of Future Driveway Capacity

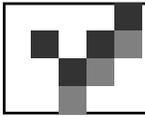
An additional capacity analysis has been conducted at the two proposed shopping center driveways. The same HCM procedures for calculating intersection vehicle delays have been used to calculate the expected vehicle delays at the project serving driveways. Using the estimated driveway volumes and the 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>2017</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	12.0	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

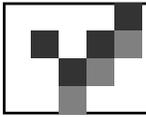
For the purposes of the CMP, a significant traffic impact occurs when the proposed project increases the V/C ratio by 2% or more at LOS F or causes LOS F. The City of Malibu's traffic impact criteria are more stringent and were therefore applied to the CMP Intersections.

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.

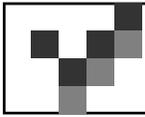
Recent 24-hour traffic counts on the study street segments were conducted (Thursday, July 12, 2012 and on Saturday July 14, 2012) to determine the amount of existing traffic currently utilizing the roadways. The traffic volume growth on the street segments was calculated using the same procedures as 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>	<u>Capacity</u>	<u>Peak Hour</u>	<u>Existing Condition</u>					<u>Future 2017 Condition</u>					<u>Future 2030 Condition</u>			
				<u>Volume</u>	<u>V/C</u>	<u>LOS</u>	<u>Project Volume</u>	<u>Percent Increase</u>	<u>Volume</u>	<u>V/C</u>	<u>LOS</u>	<u>Percent Increase</u>	<u>Volume</u>	<u>V/C</u>	<u>LOS</u>	<u>Percent 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%	3,344	1.08	F	1.5%	3,381	1.09	F	1.5%	
			PM (4-6)	3,721	1.20	F	76	2.0%	4,506	1.45	F	1.7%	4,553	1.47	F	1.7%	
			Sat. (11-1)	3,552	1.15	F	113	3.2%	4,401	1.42	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%	2,284	0.74	C	1.4%	2,308	0.74	C	1.4%	
			PM (4-6)	2,888	0.93	E	50	1.7%	3,561	1.15	F	1.4%	3,598	1.16	F	1.4%	
			Sat. (11-1)	3,274	1.06	F	74	2.3%	4,034	1.30	F	1.8%	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%	2,042	0.73	C	0.7%	2,065	0.74	C	0.7%	
			PM (4-6)	2,071	0.83	D	24	1.2%	2,377	0.95	E	1.0%	2,403	0.96	E	1.0%	
			Sat. (11-1)	1,531	0.58	A	34	2.2%	1,825	0.69	B	1.9%	1,845	0.70	C	1.8%	



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 (2017) Cumulative + Project" conditions and Table 14 for the "Future (2030) Cumulative + Project" conditions.

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

No.	Intersection	Peak Hour	Without Project		With Project + Mitigation		
			V/C	LOS	V/C	LOS	Impact
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

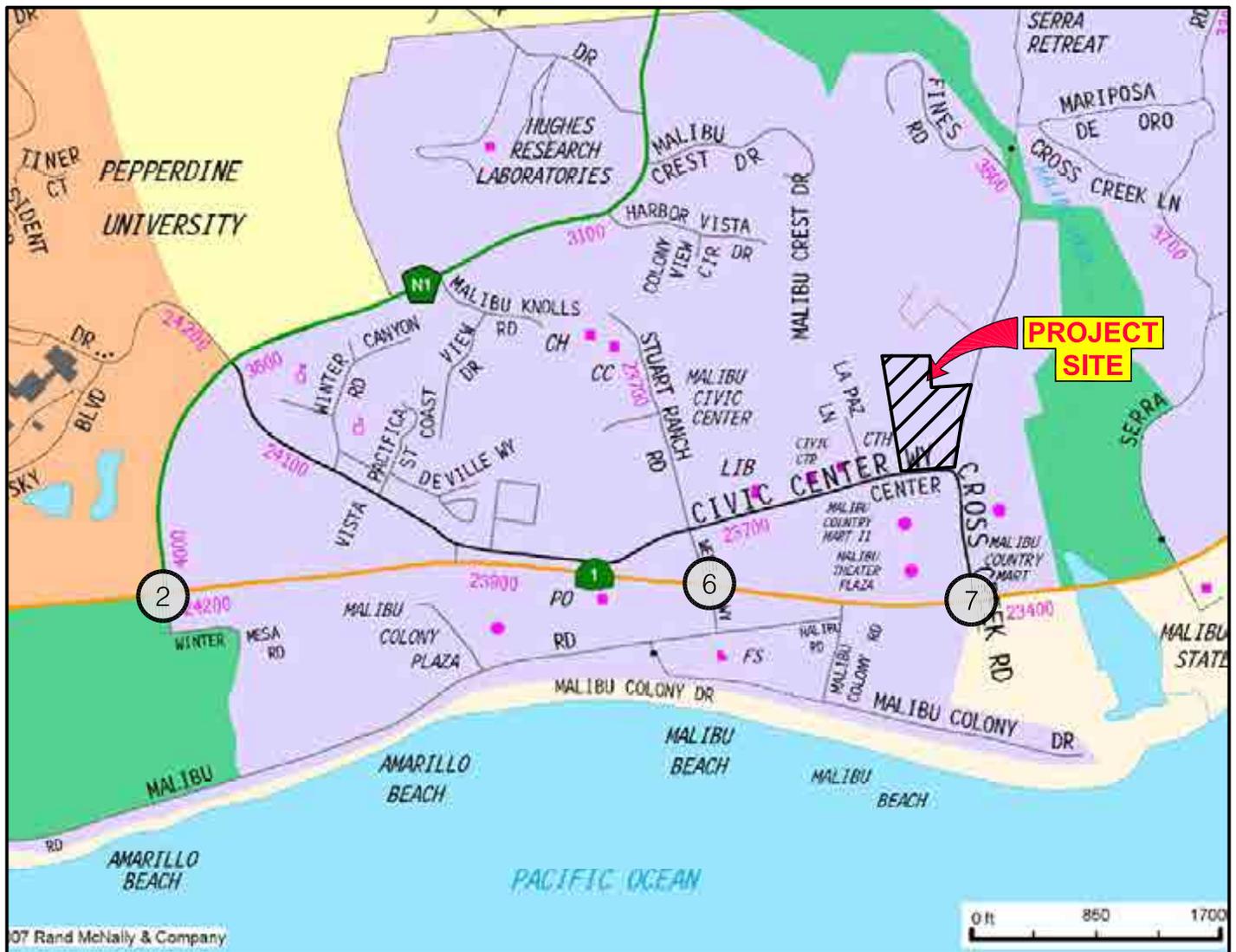
Table 13
Future (2017) Traffic Conditions With Project + Mitigation

No.	Intersection	Peak Hour	Without Project		With Project + Mitigation		
			V/C	LOS	V/C	LOS	Impact
2.	Malibu Canyon Rd. & Pacific Coast Hwy.	Weekday AM	0.773	C	0.776	C	+ 0.003
		Weekday PM	0.810	D	0.814	D	+ 0.004
		Saturday Mid	0.937	E	0.931	E	- 0.005
6.	Webb Way & Pacific Coast Hwy.	Weekday AM	0.589	A	0.590	A	+ 0.001
		Weekday PM	0.843	D	0.802	D	- 0.041
		Saturday Mid	0.891	D	0.830	D	- 0.061
7.	Cross Creek Road & Pacific Coast Hwy.	Weekday AM	0.675	B	0.682	B	+ 0.007
		Weekday PM	0.976	E	0.887	D	- 0.089
		Saturday Mid	1.011	F	0.911	E	- 0.100



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**

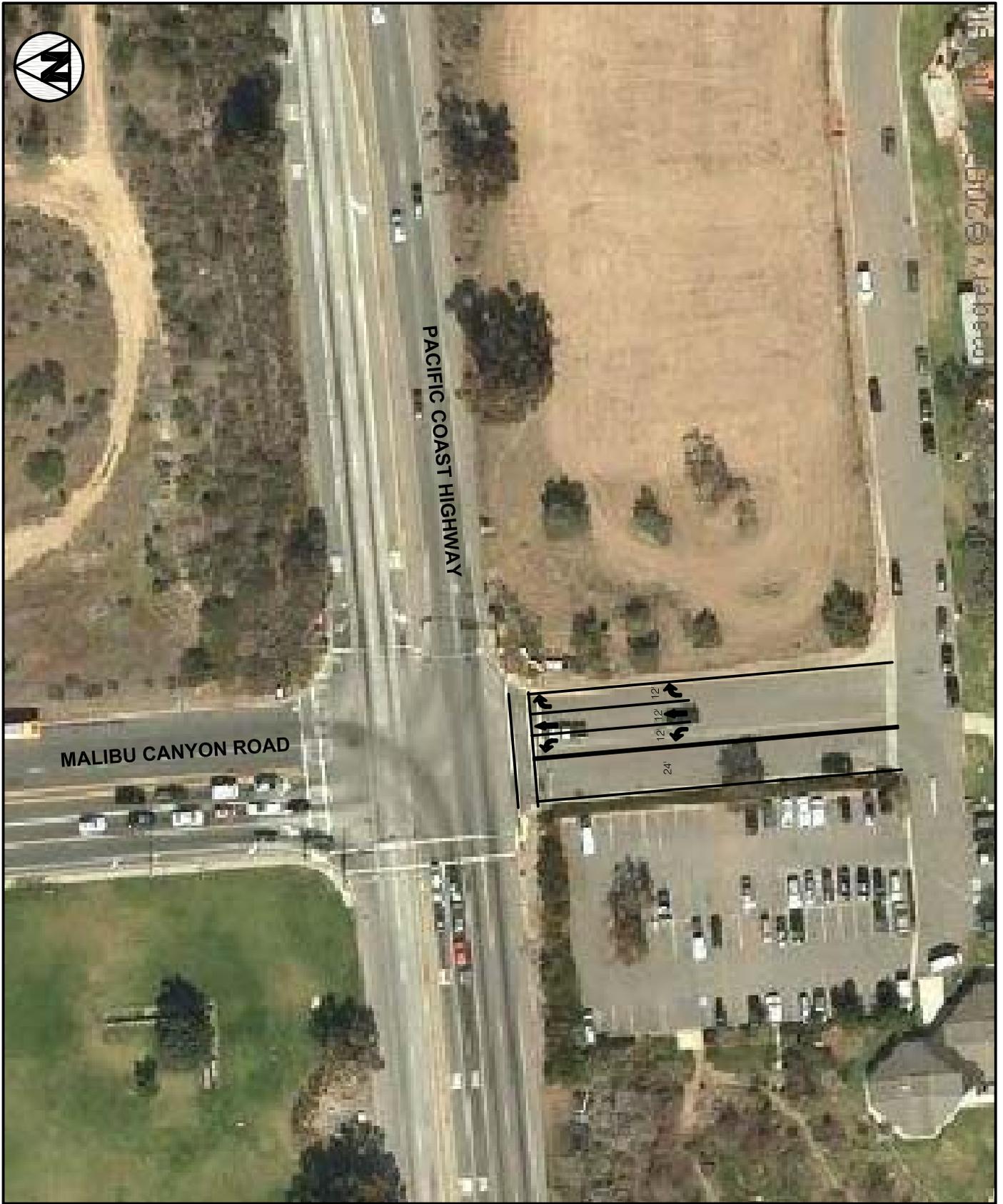
**#7 PACIFIC COAST HIGHWAY AND CROSS CREEK ROAD
EXISTING + PROJECT - WEEKDAY AFTERNOON AND SATURDAY MID -DAY
FUTURE 2015 AND 2030 - WEEKDAY AFTERNOON AND SATURDAY MIDDAY**

FIGURE 28

12/2012

SIGNIFICANTLY IMPACTED STUDY INTERSECTIONS

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MALIBU CANYON ROAD

PACIFIC COAST HIGHWAY

24'

12'

12'

12'

MALIBU CANYON ROAD AND PACIFIC COAST HIGHWAY

FIGURE 29

1/2013

CONCEPTUAL TRAFFIC MITIGATION

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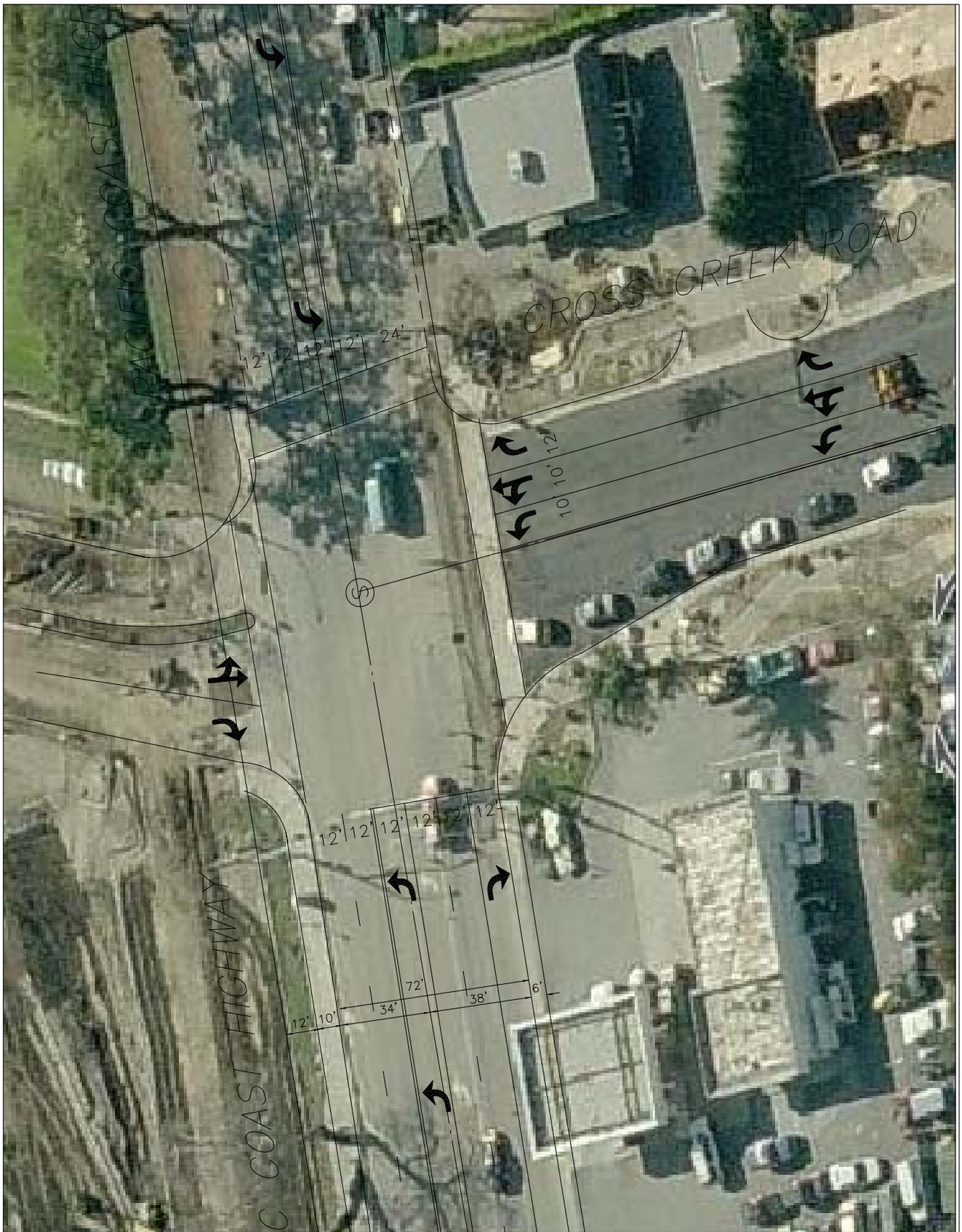
WEBB WAY AND PACIFIC COAST HIGHWAY

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


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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 2017 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 (2017 and 2030).

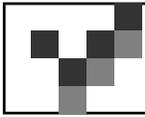
No.	Intersection	Existing						Future 2017						Future 2030					
		Without Project			With Project			Without Project			With Project			Without Project			With Project		
		LOS			LOS			LOS			LOS			LOS			LOS		
		AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
4	Civic Center Way and Stuart Ranch Rd. / Webb Way	B	C	A	B	C	B	B	F	B	B	F	B	B	F	B	B	F	B
5	Civic Center Way and Cross Creek Rd.	A	A	A	A	A	A	A	B	B	A	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 2017			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	1.87	1.07	0.18	1.68	1.2
5	Civic Center Way and Cross Creek Road	0.2	0.55	0.9	0.36	1.69	3.51	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 2017 with the cumulative development to justify a traffic signal. Therefore a new traffic signal will be necessary in 2017 based on the cumulative development presented in this study. The peak hour traffic signal warrant is illustrated in Figure 32.

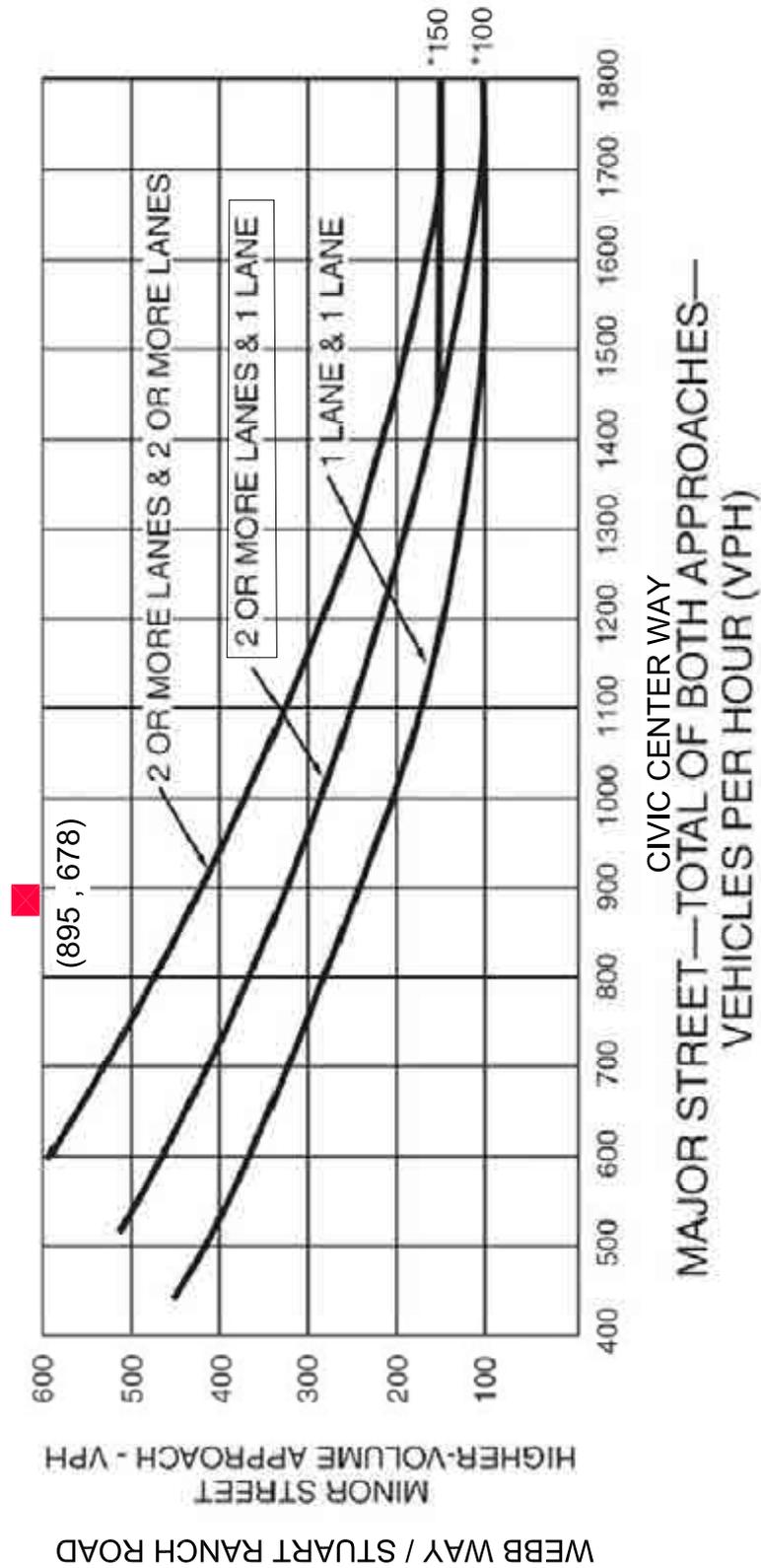
Civic Center Way and Cross Creek Road

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
 2017 + PROJECT

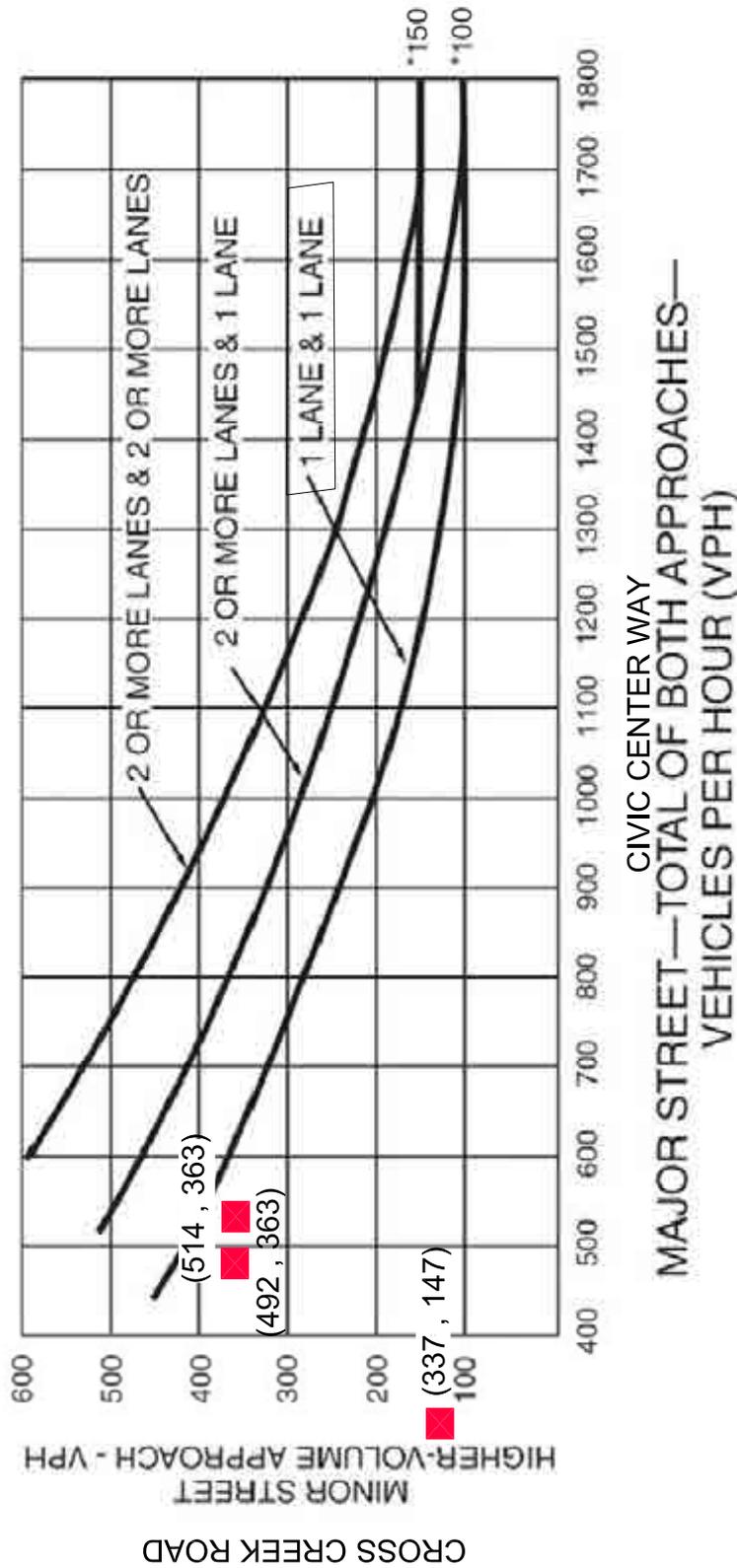


*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

■ WEEKDAY PM PEAK HOUR

FIGURE 32

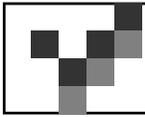
Figure 4C-3. Warrant 3, Peak Hour
 CIVIC CENTER WAY AND CROSS CREEK ROAD
 2030 + PROJECT



*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



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.

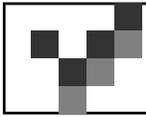


Table 15
ULI Parking Standards

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

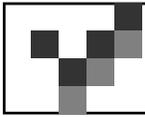
Use	Total	Parking Ratio	Total Number of Spaces Required	Notes
Shopping Center (with outdoor seating)	43,225 s.f.	1 / 200 s.f.	217	Excess 3 spaces
Shopping Center (without outdoor seating)	38,425 s.f.	1 / 200 s.f.	192	Excess 28 spaces
Calculation based on Shopping Center use (includes outdoor seating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

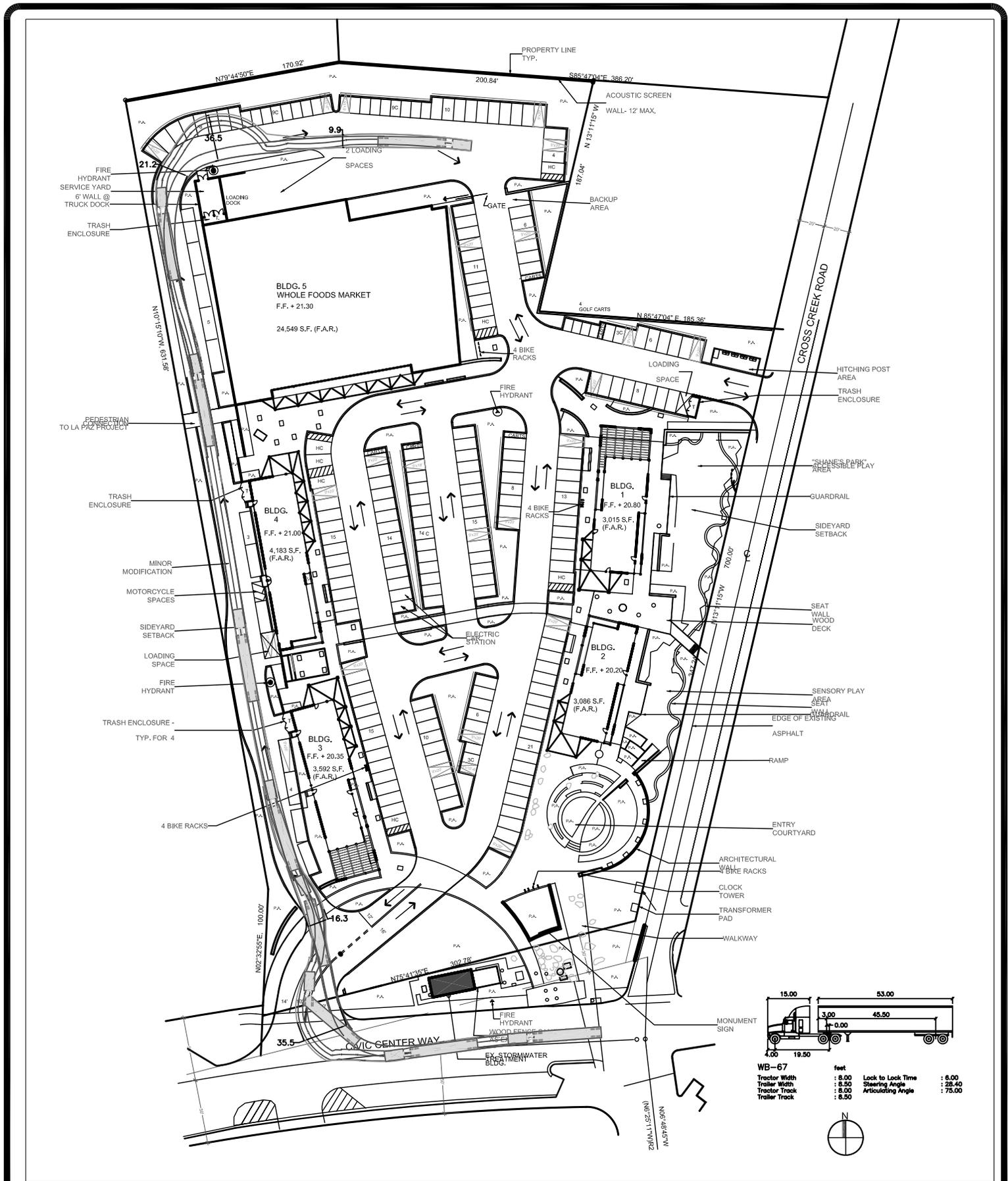


FIGURE 1

7/16/2012

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

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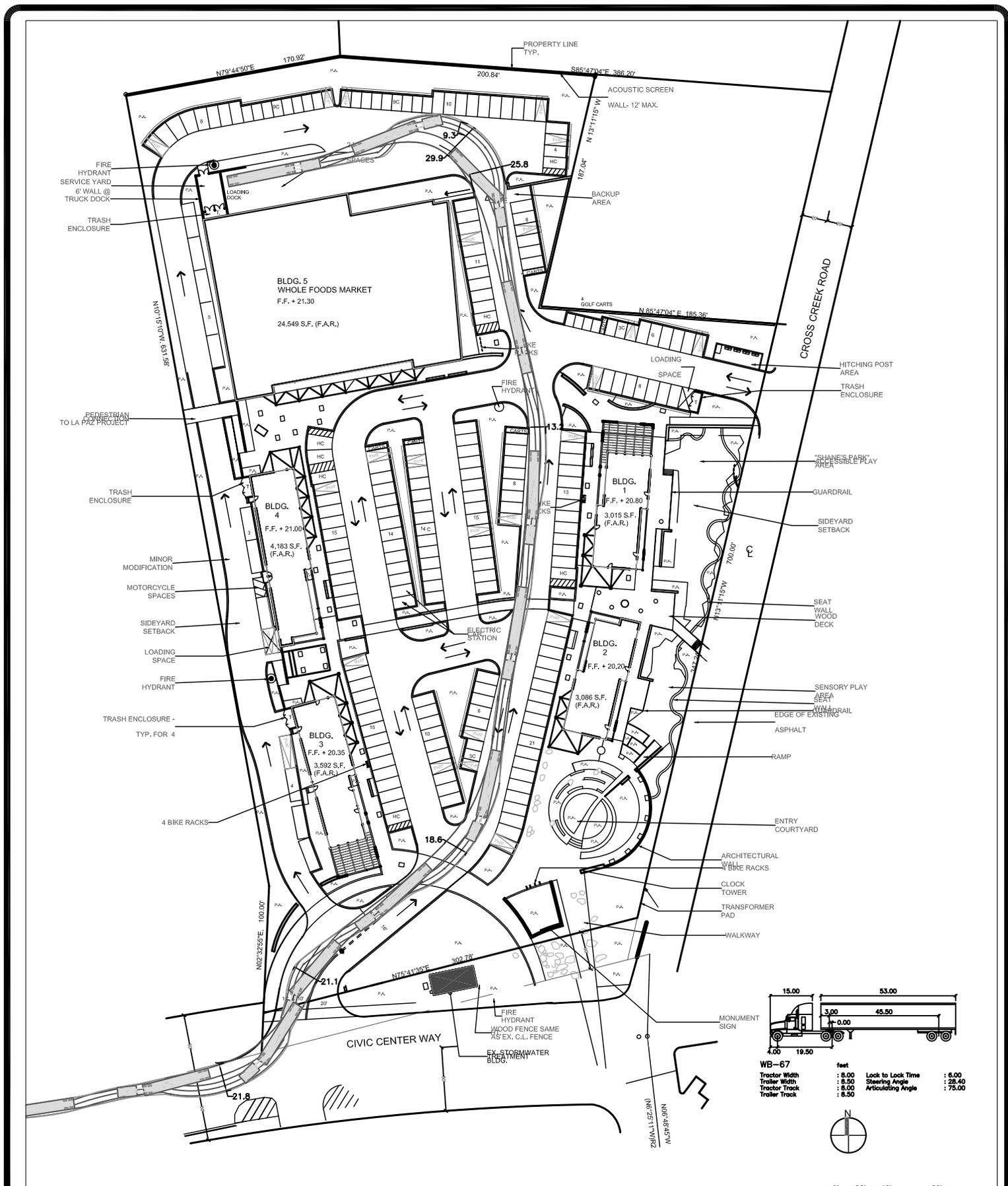


FIGURE 2

7/16/2012

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

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**APPENDIX B
LAND USE MAPS**

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

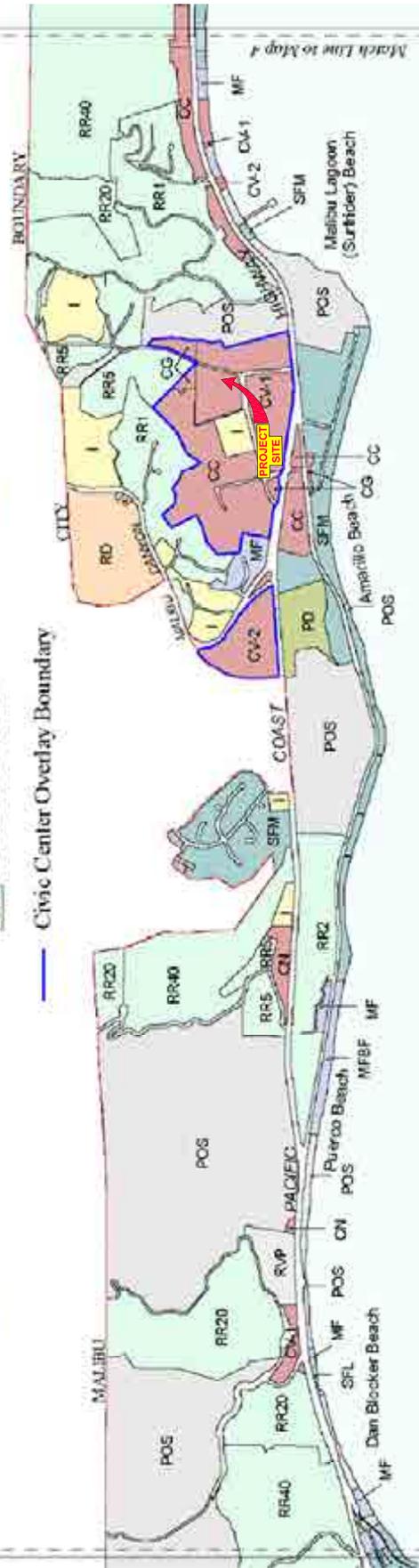
Land Use Designations

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

PD	Planned Development
MF	Multi-Family Residential - 6 du/acre
MFBF	Multi-Family Beach Front
POS	Public Open Space
RO	Industrial/RSO
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



Match Line to Map 2

Match Line to Map 4

P a c i f i c

O c e a n



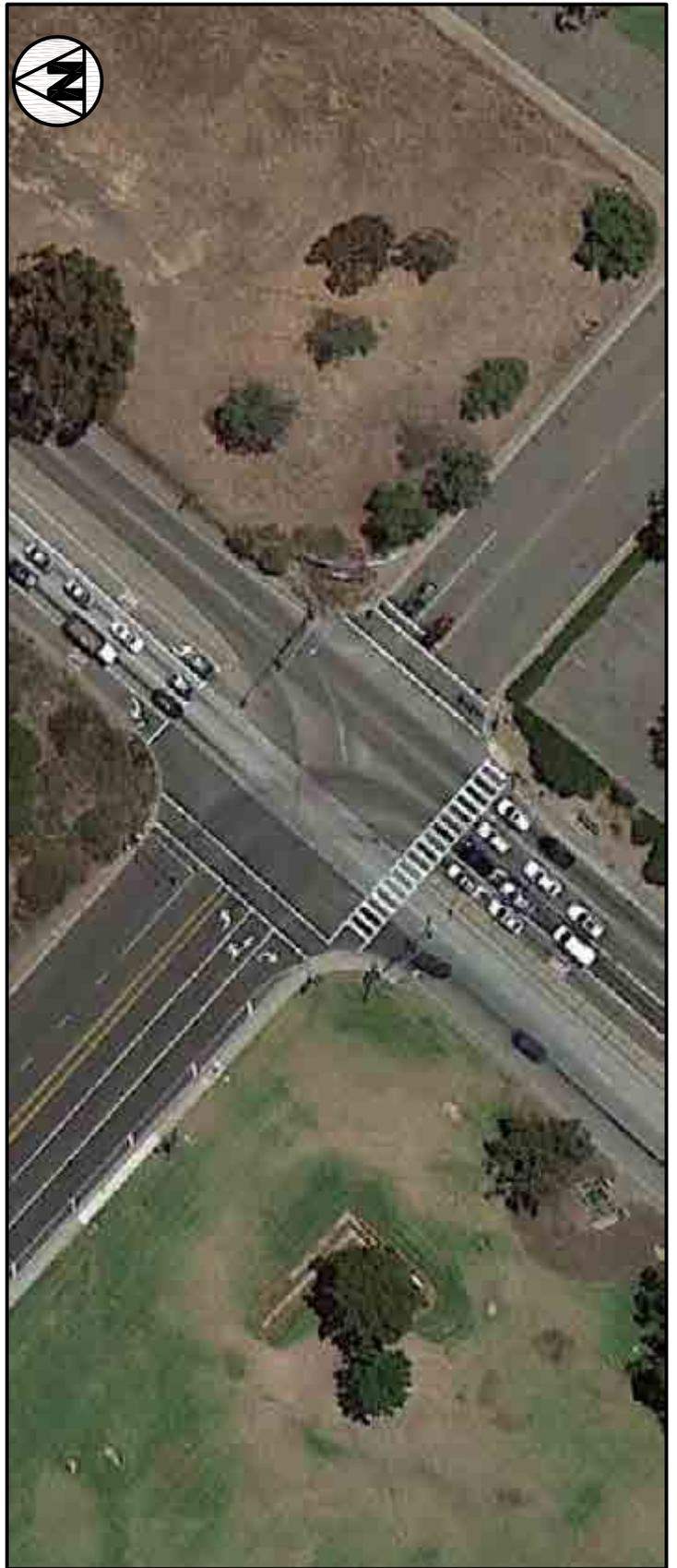
Sources: CCC Public Access Database, Malibu/Santa Monica Mountains Area Plan, LA County Parks and Recreation, 1985.

CSM Revised B/C

**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

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**MALIBU CANYON ROAD AND
CIVIC CENTER WAY**



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

1/2013

STUDY INTERSECTIONS 3 AND 4



**CIVIC CENTER WAY AND
CROSS CREEK ROAD**



**WEBB WAY AND
PACIFIC COAST HIGHWAY**

1/2013

STUDY INTERSECTIONS 5 AND 6

 **Overland Traffic Consultants, Inc.**
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(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.**
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**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.**
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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	10:44	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	4:48	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

Saturday

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

Sunday

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

Sunday

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 and 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.

Avisos especiales

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

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.

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



APPENDIX E
TRAFFIC COUNT DATA

ITM Peak Hour Summary

Prepared by:



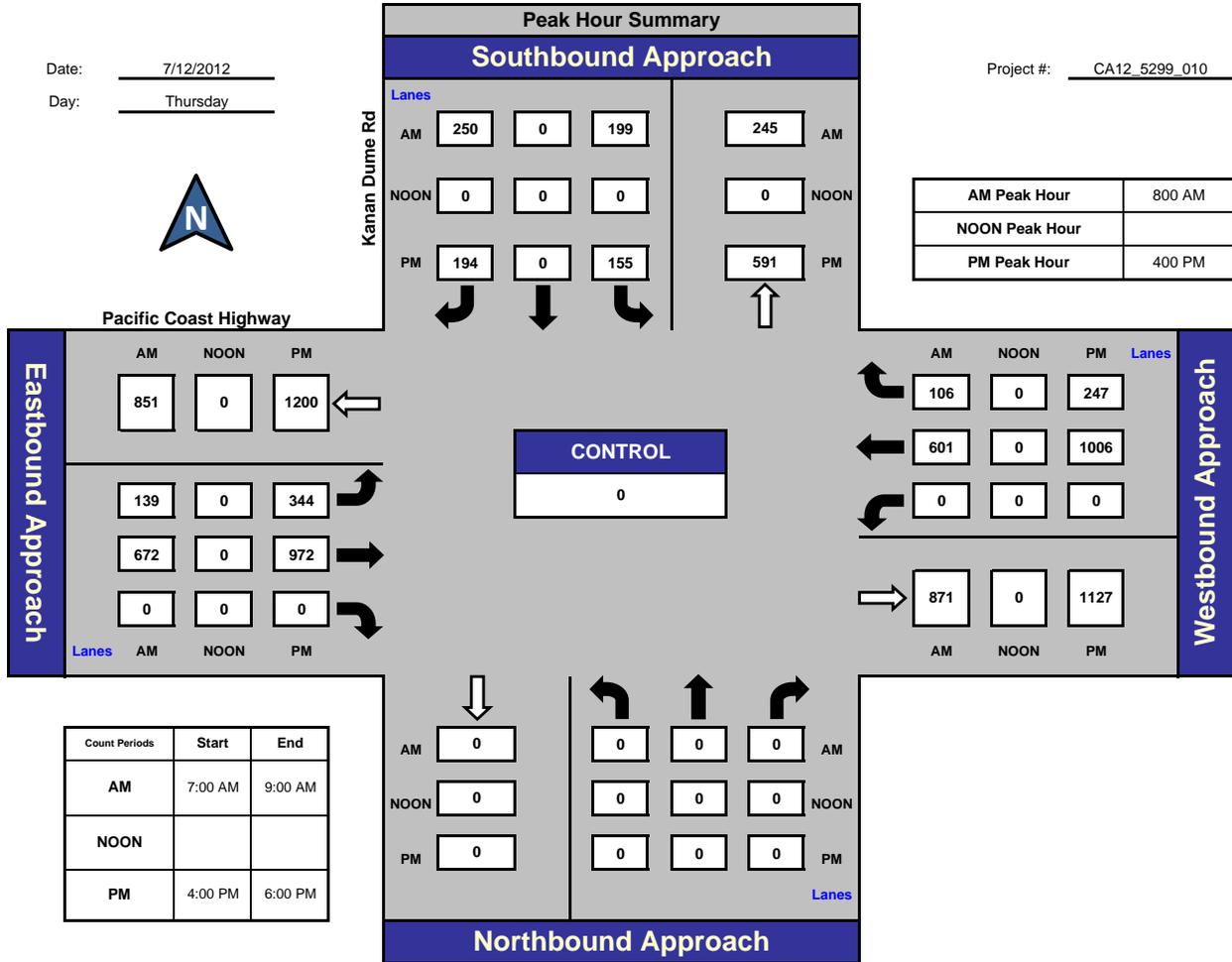
National Data & Surveying Services

Kanan Dume Rd and Pacific Coast Highway, City of Malibu

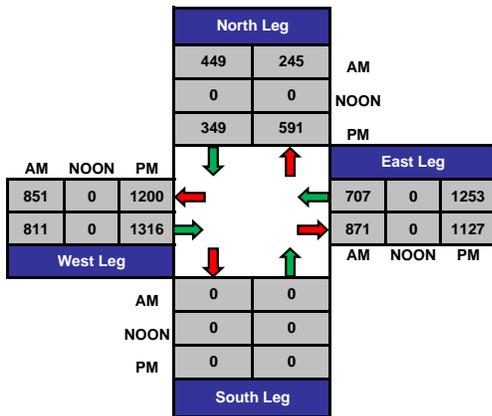
Date: 7/12/2012

Day: Thursday

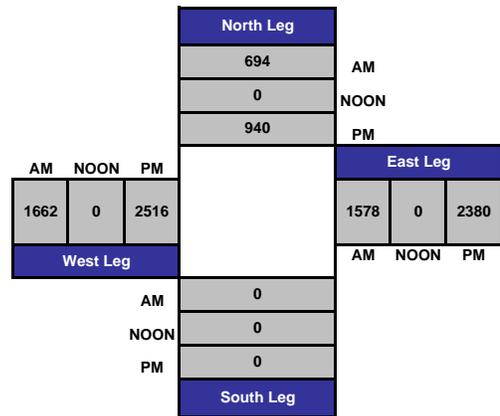
Project #: CA12_5299_010



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			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
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 :	0	0	0	409	0	452	231	1294	0	0	1047	177	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			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
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 :	0	0	0	311	0	399	618	1840	0	0	1950	528	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:



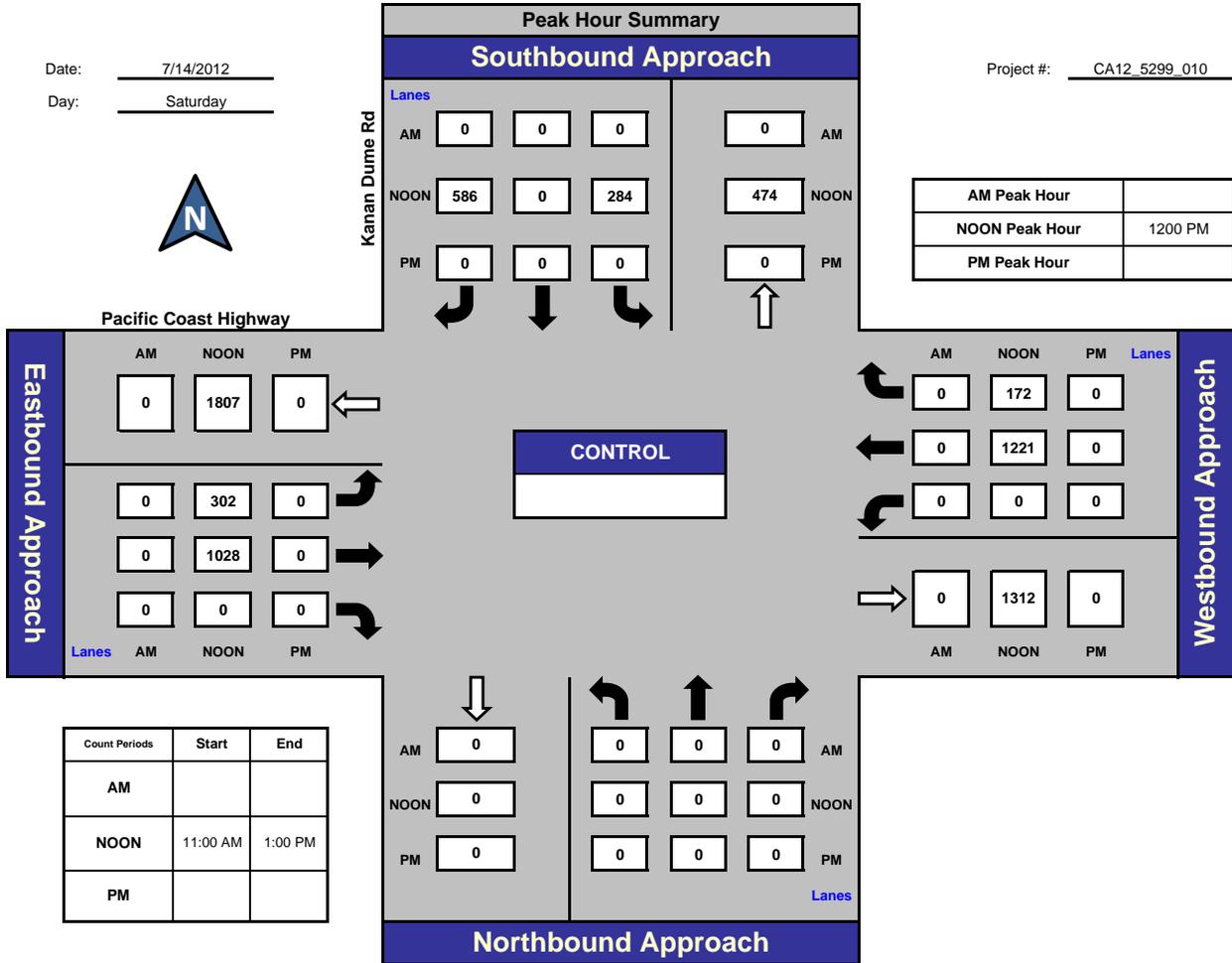
National Data & Surveying Services

Kanan Dume Rd and Pacific Coast Highway, City of Malibu

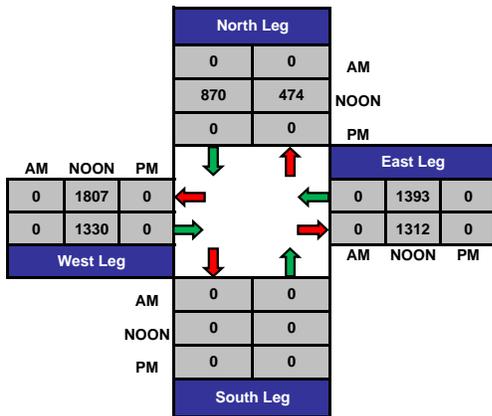
Date: 7/14/2012

Day: Saturday

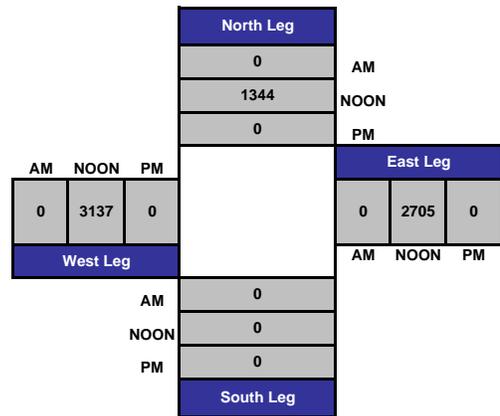
Project #: CA12_5299_010



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			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
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

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	486	0	1103	539	1899	0	0	2430	344	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:



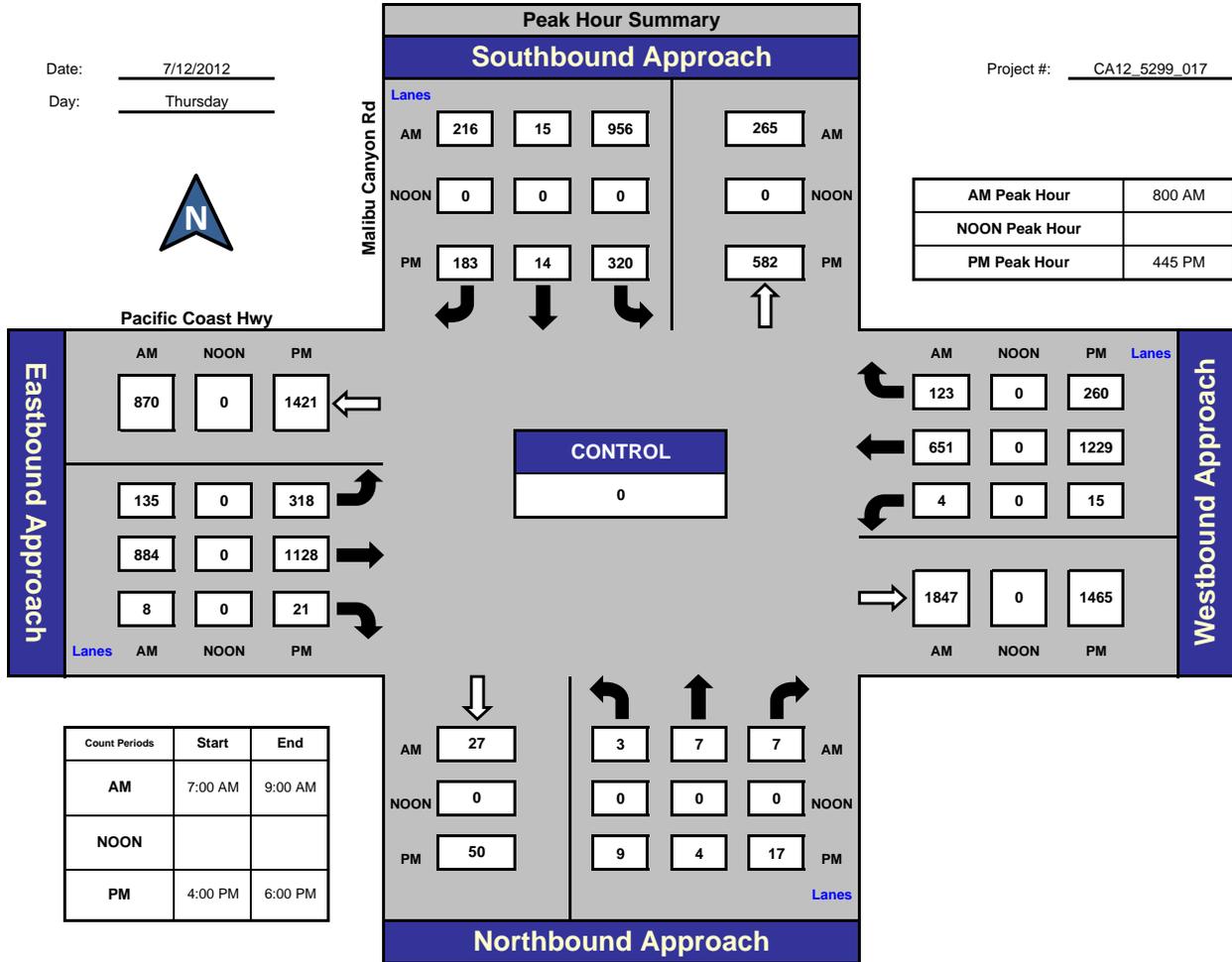
National Data & Surveying Services

Malibu Canyon Rd and Pacific Coast Hwy, City of Malibu

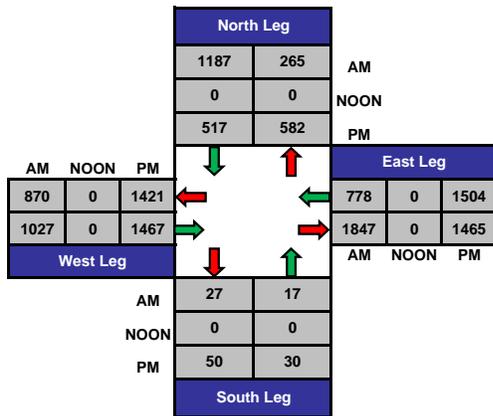
Date: 7/12/2012

Day: Thursday

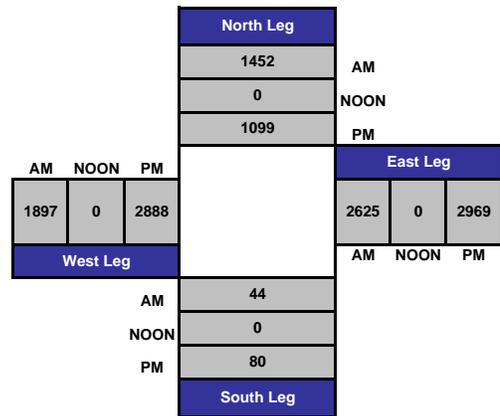
Project #: CA12_5299_017



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			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
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 :	3	11	13	1846	23	410	217	1675	12	10	1233	226	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			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
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	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	20	15	38	591	19	361	617	2237	39	35	2319	508	6799
	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:



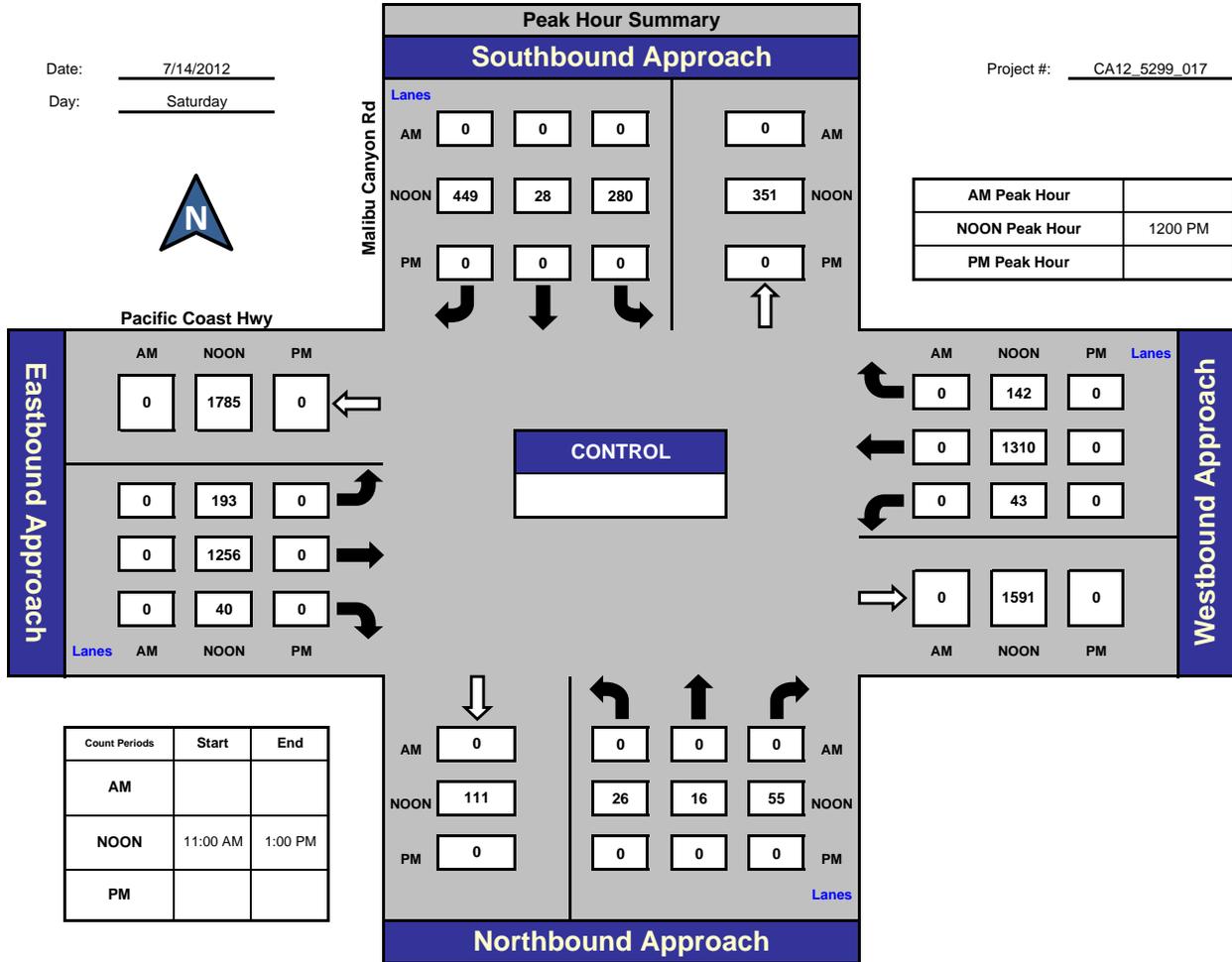
National Data & Surveying Services

Malibu Canyon Rd and Pacific Coast Hwy, City of Malibu

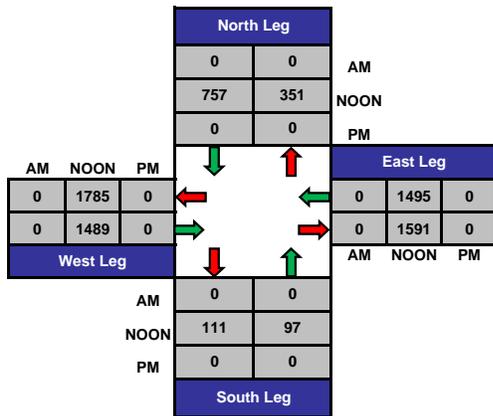
Date: 7/14/2012

Day: Saturday

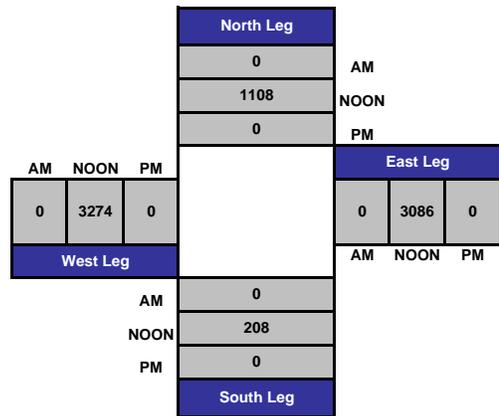
Project #: CA12_5299_017



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			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
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 :	33	29	97	578	51	853	357	2300	76	75	2551	302	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:



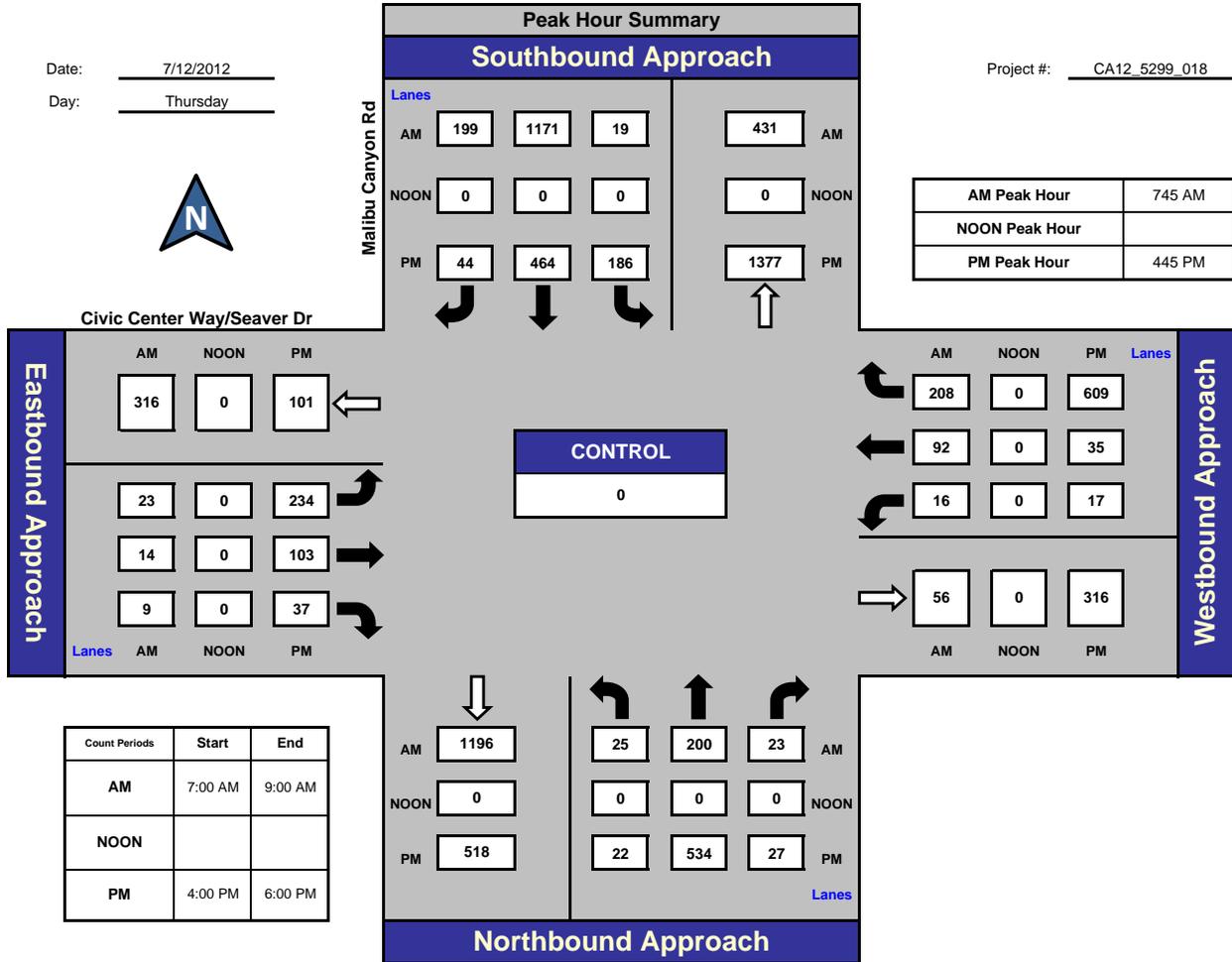
National Data & Surveying Services

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

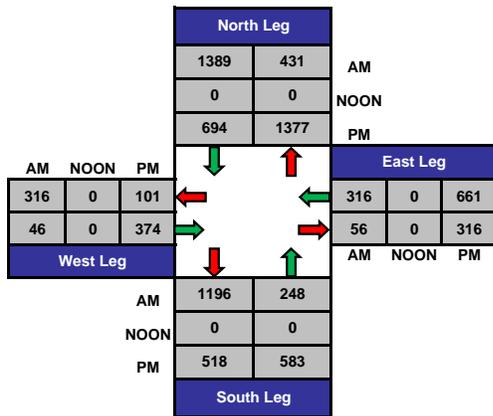
Date: 7/12/2012

Day: Thursday

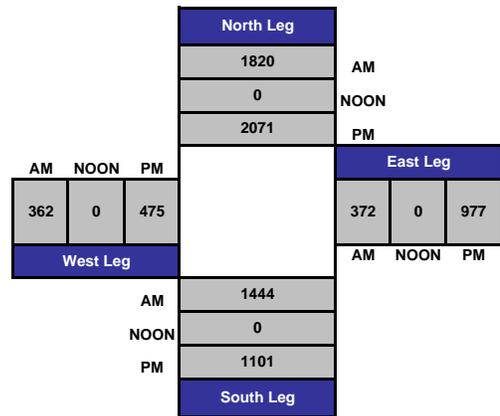
Project #: CA12_5299_018



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			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
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 :	40	375	47	41	2260	305	38	34	16	30	140	363	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			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
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 :	47	1028	51	364	882	82	323	148	68	36	81	1154	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:



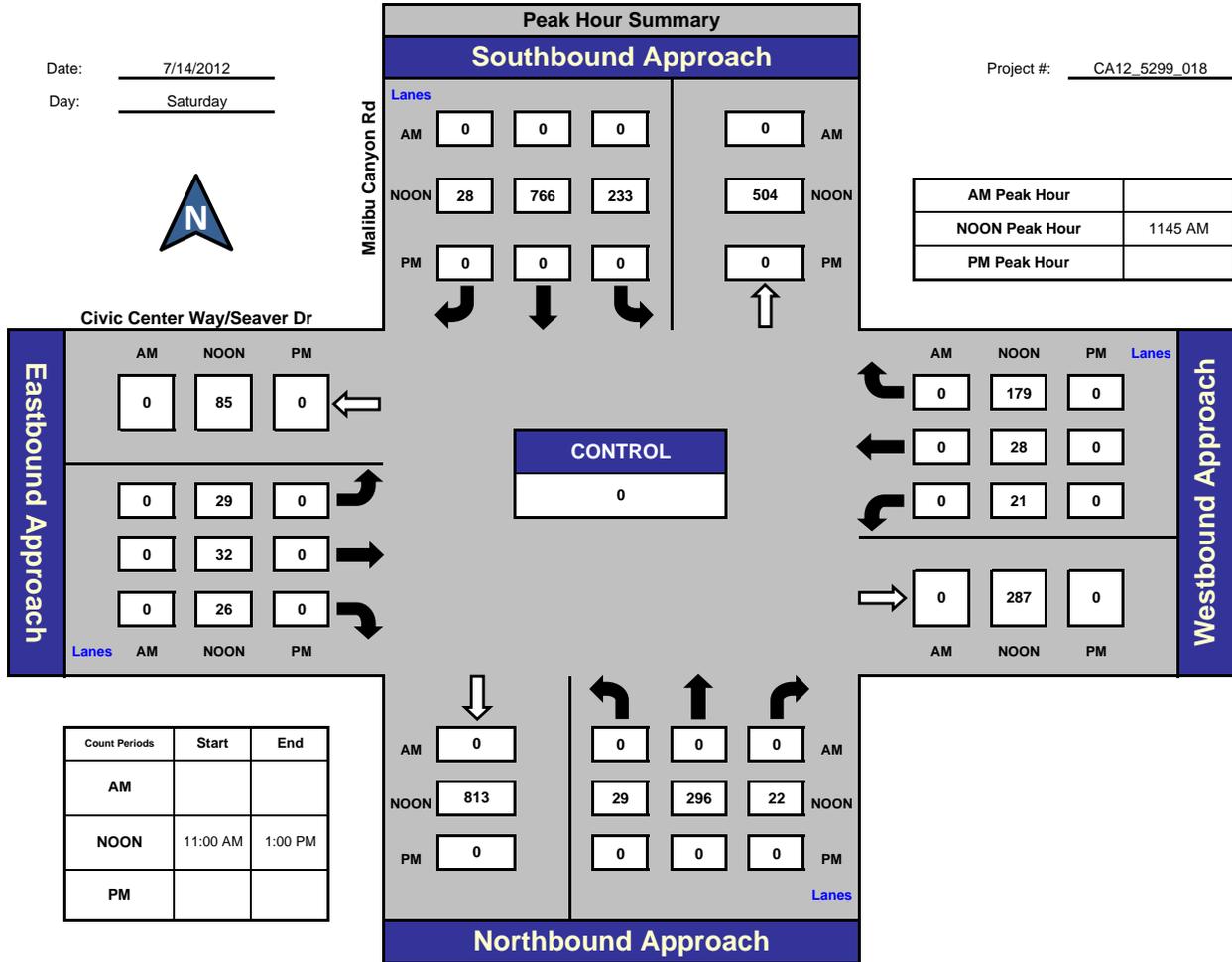
National Data & Surveying Services

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

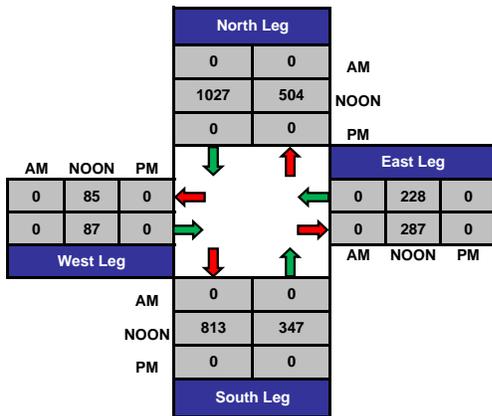
Date: 7/14/2012

Day: Saturday

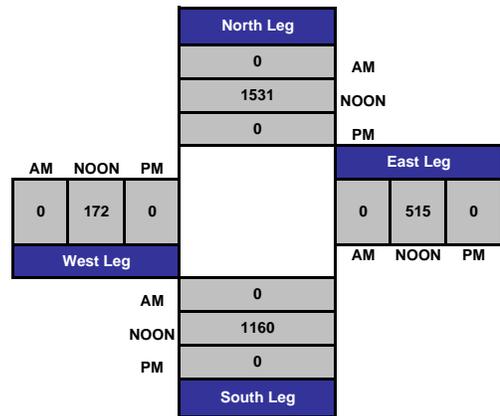
Project #: CA12_5299_018



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			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
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

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	49	609	40	437	1479	60	50	47	45	39	54	330	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:



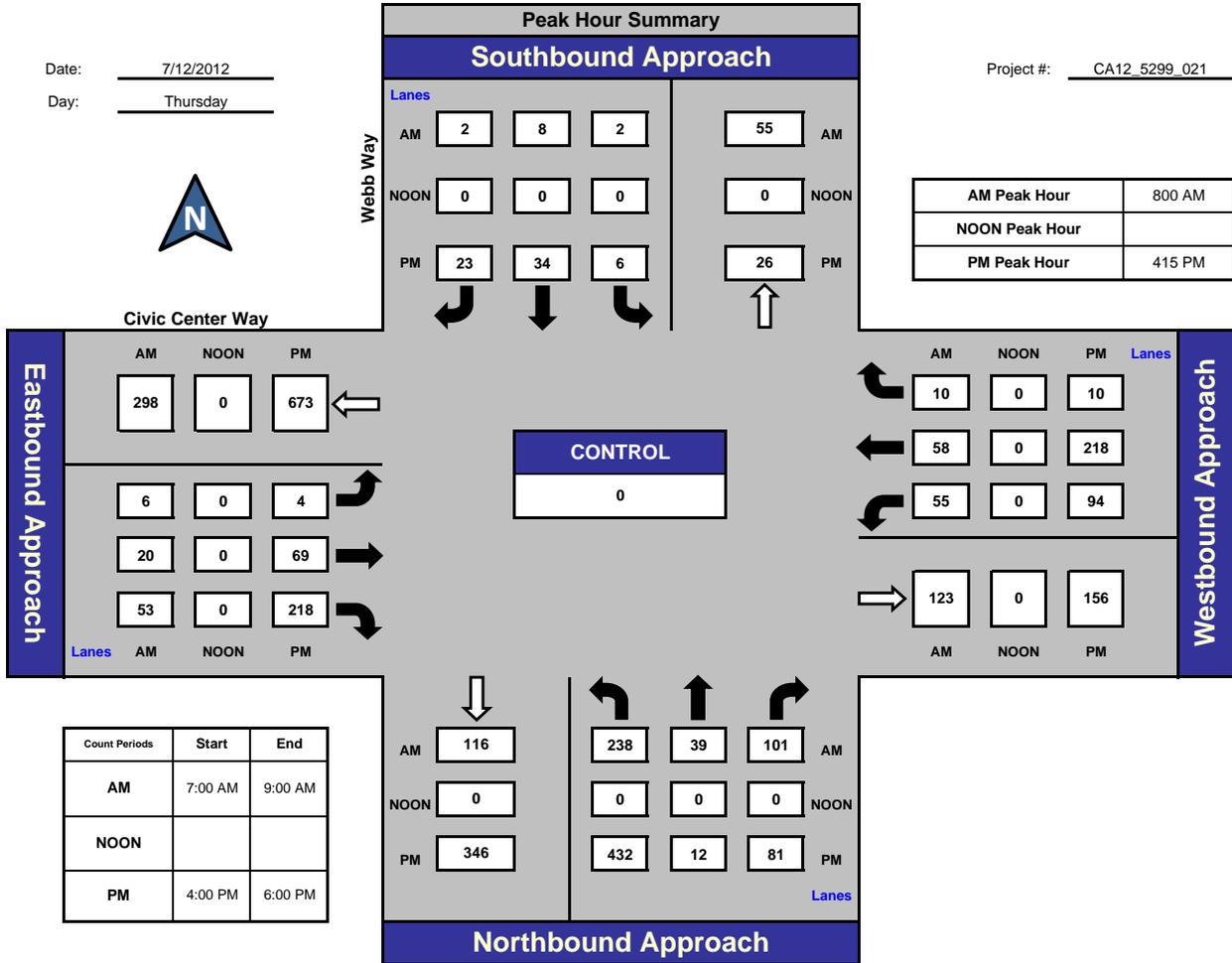
National Data & Surveying Services

Webb Way and Civic Center Way, City of Malibu

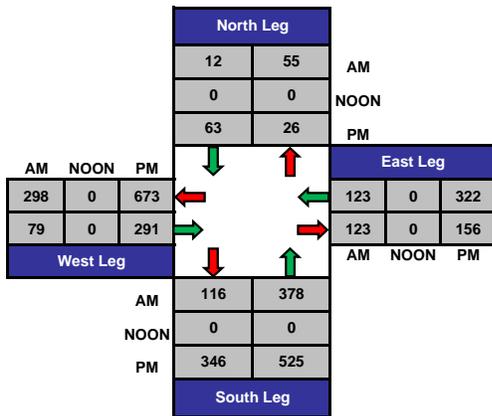
Date: 7/12/2012

Day: Thursday

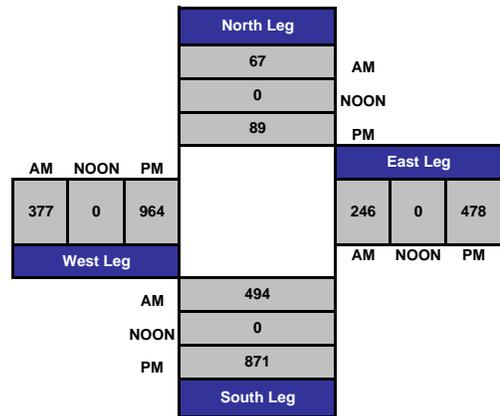
Project #: CA12_5299_021



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	
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

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	444	90	178	4	9	2	12	43	85	80	102	14	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			TOTAL
	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 :	846	23	135	11	71	40	9	138	450	163	414	15	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:



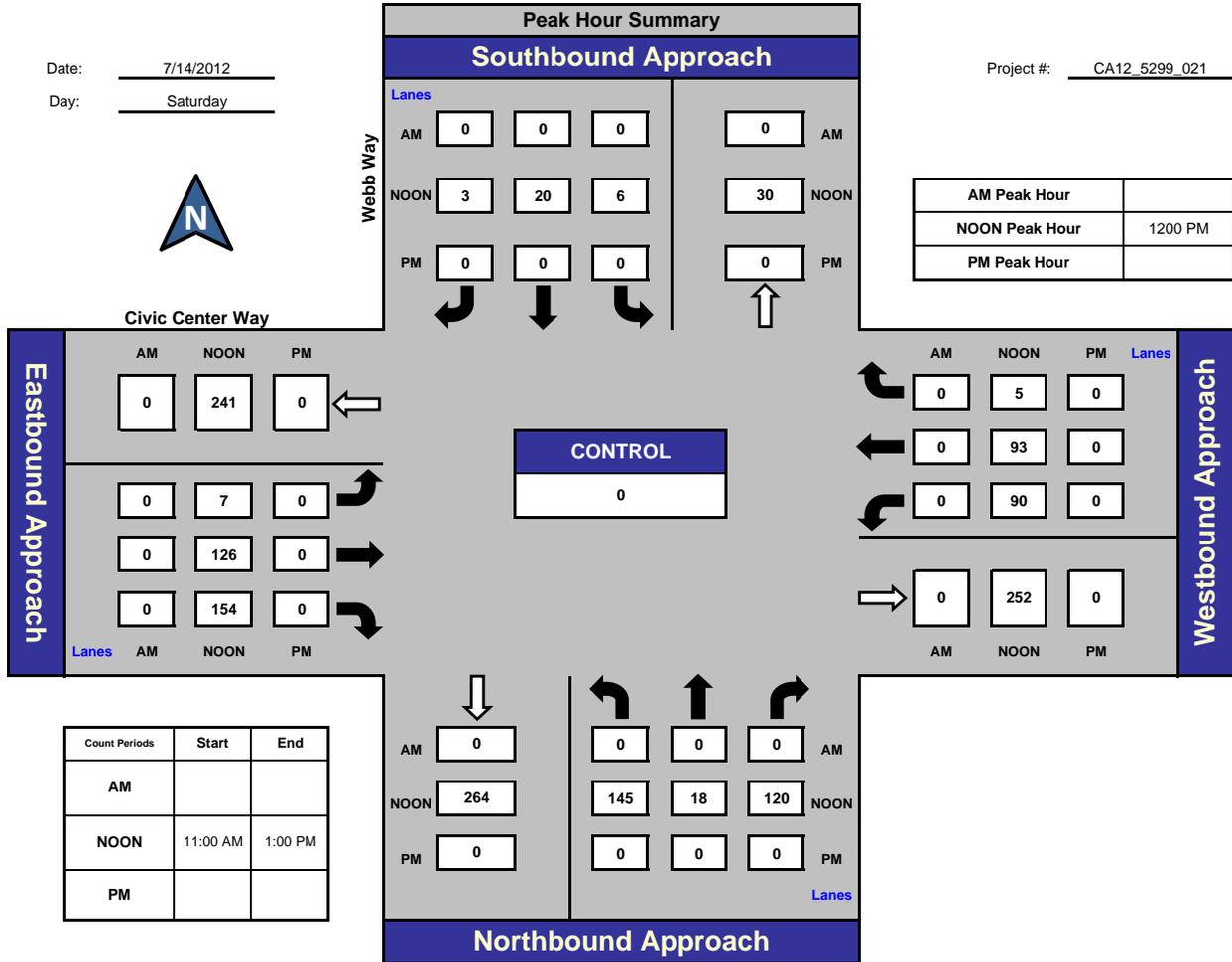
National Data & Surveying Services

Webb Way and Civic Center Way, City of Malibu

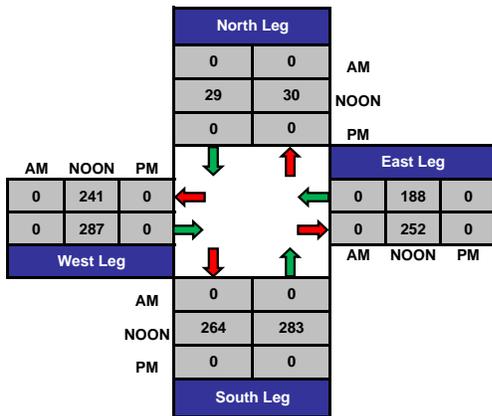
Date: 7/14/2012

Day: Saturday

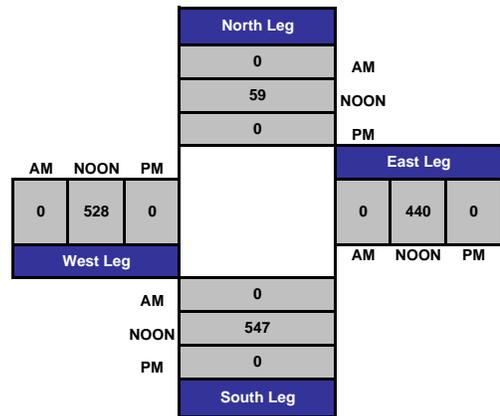
Project #: CA12_5299_021



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			TOTAL
	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 :	281	38	217	8	43	9	10	233	285	176	162	10	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:



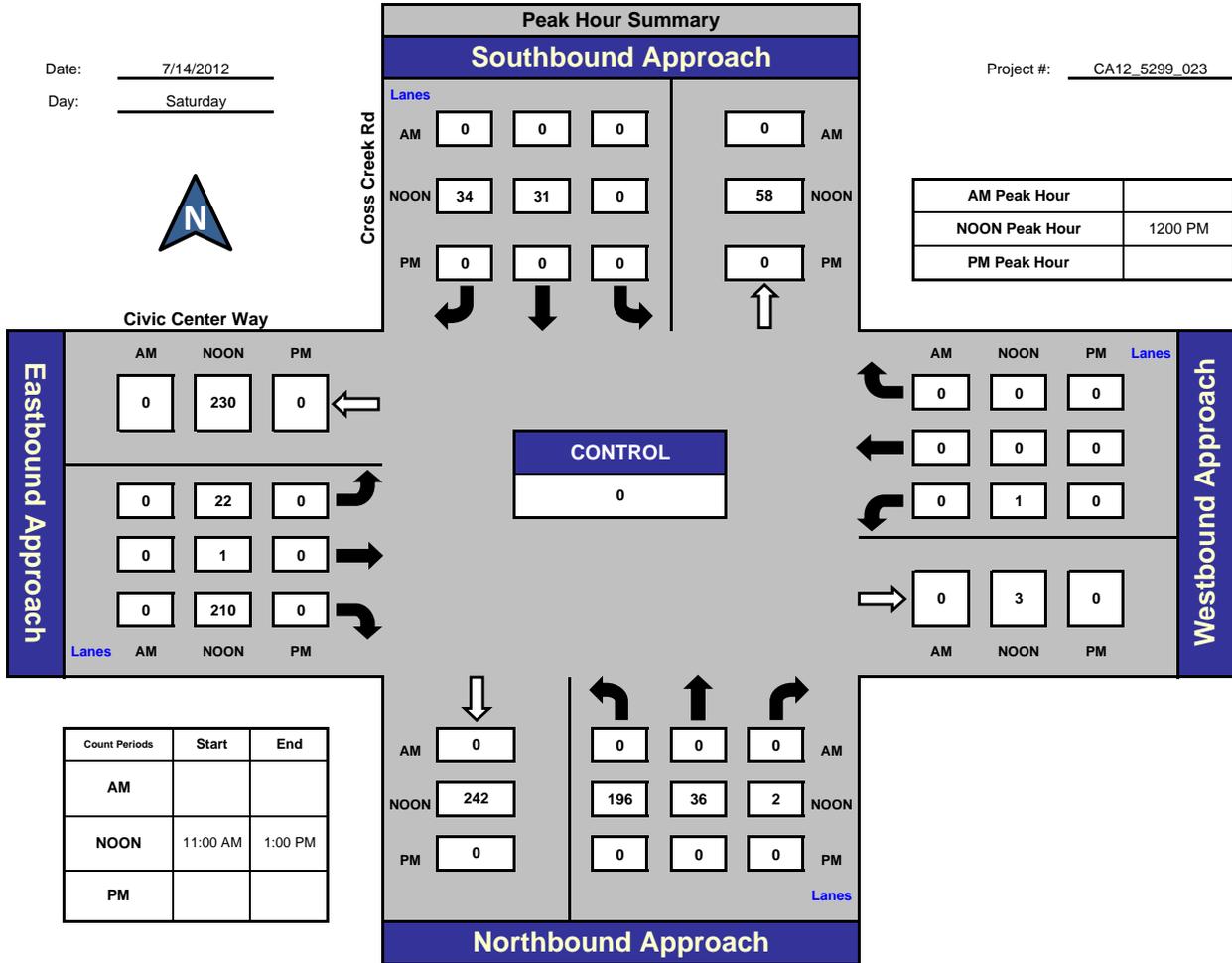
National Data & Surveying Services

Cross Creek Rd and Civic Center Way, City of Malibu

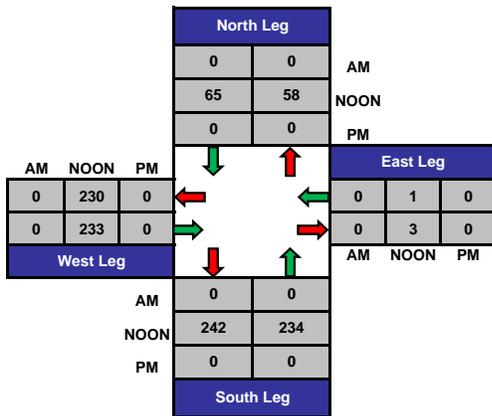
Date: 7/14/2012

Day: Saturday

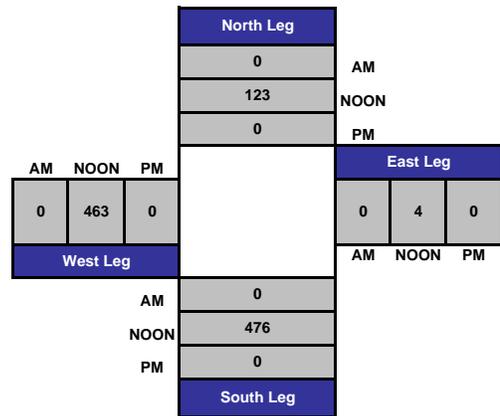
Project #: CA12_5299_023



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			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
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

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	157	88	5	0	67	53	70	1	83	2	3	0	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			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
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 :	403	81	1	1	97	89	58	3	257	3	6	1	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:



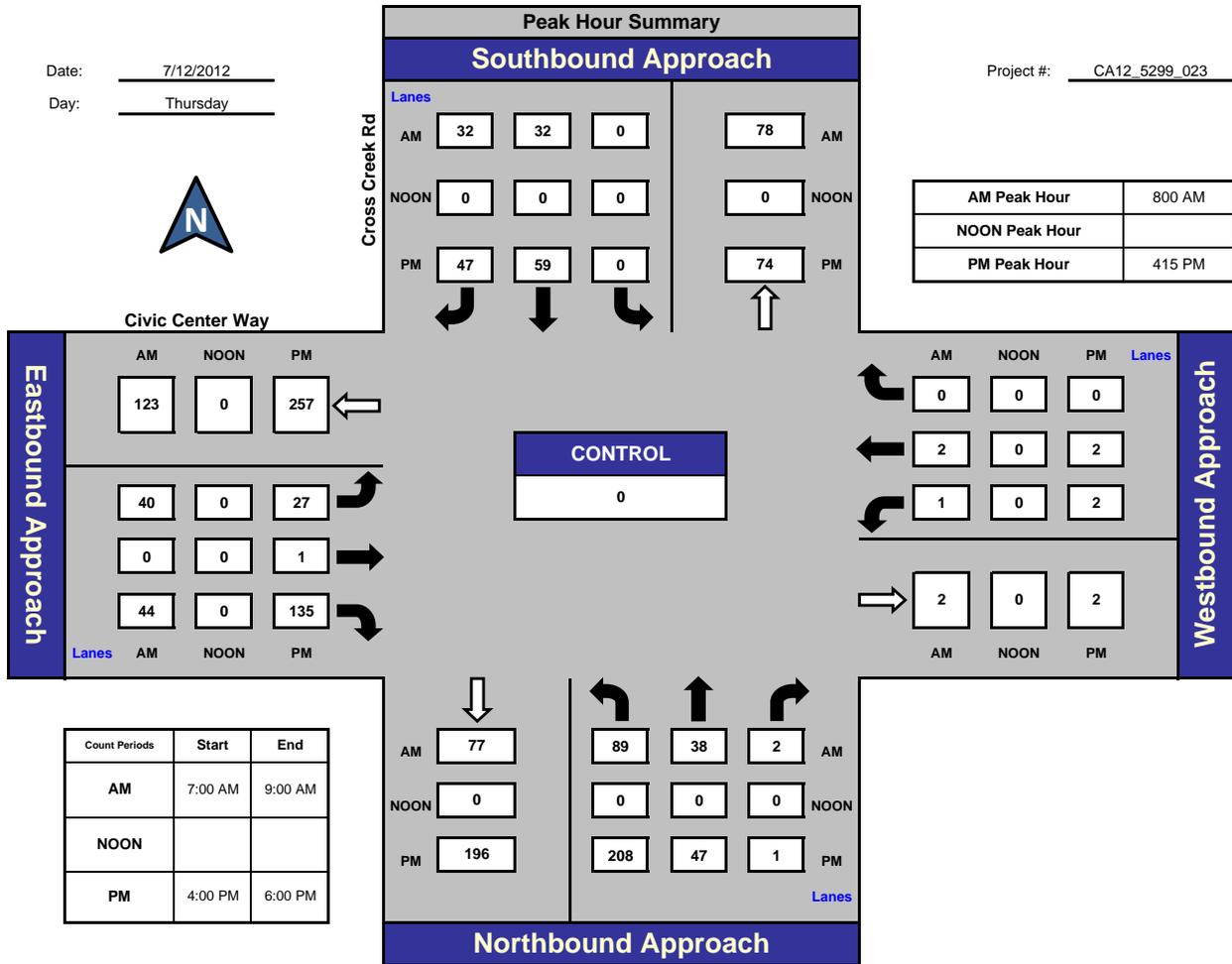
National Data & Surveying Services

Cross Creek Rd and Civic Center Way, City of Malibu

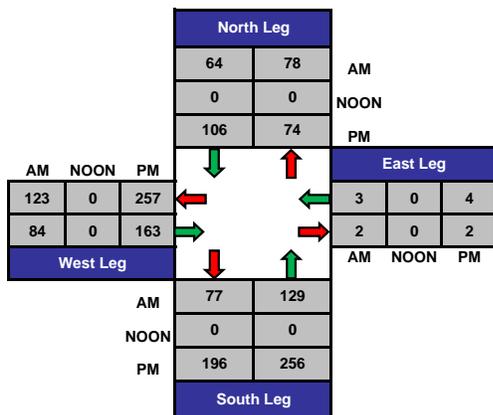
Date: 7/12/2012

Day: Thursday

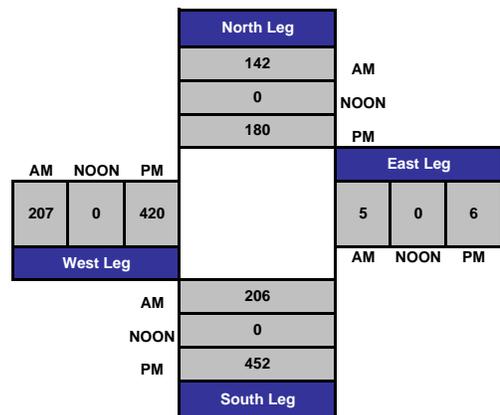
Project #: CA12_5299_023



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			TOTAL																										
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND																													
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR																											
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:



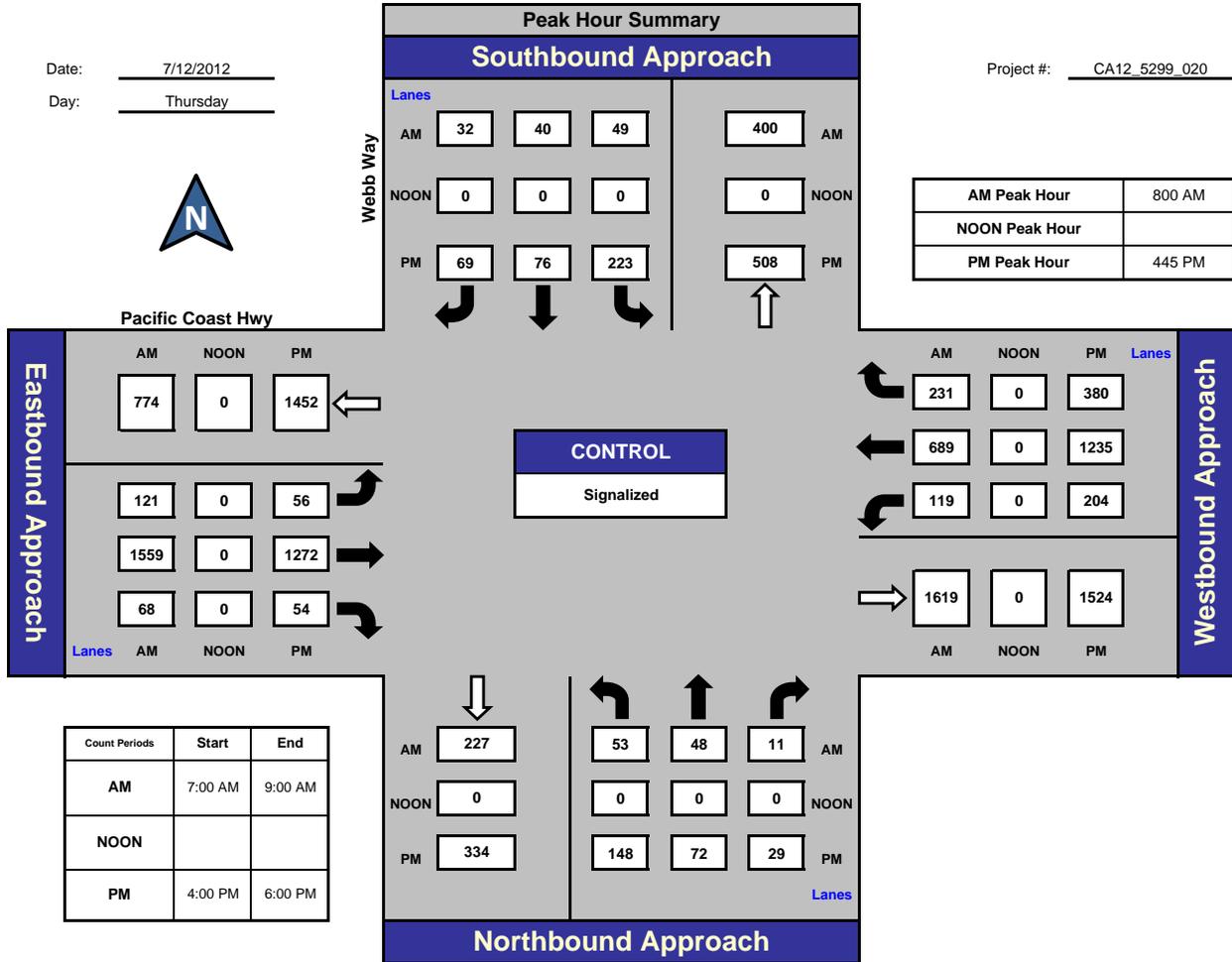
National Data & Surveying Services

Webb Way and Pacific Coast Hwy, City of Malibu

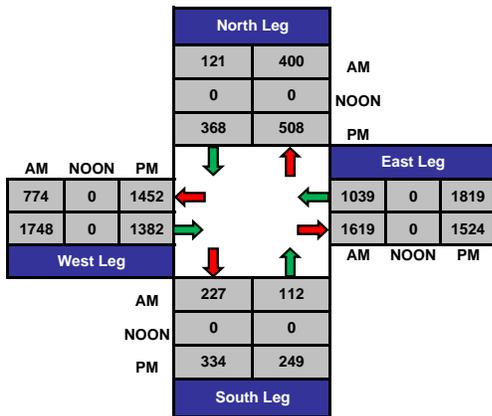
Date: 7/12/2012

Day: Thursday

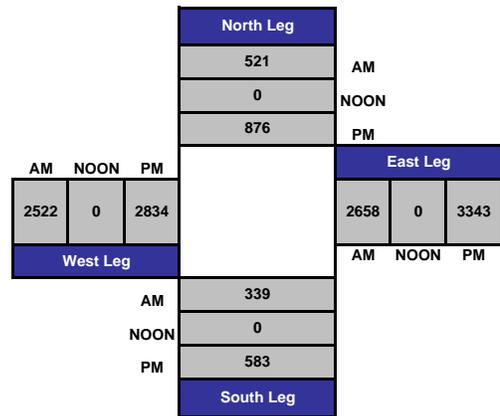
Project #: CA12_5299_020



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			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
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 :	92	82	25	78	54	48	231	3068	138	217	1299	425	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			TOTAL
	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 :	285	144	67	410	159	130	126	2505	112	387	2375	741	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:



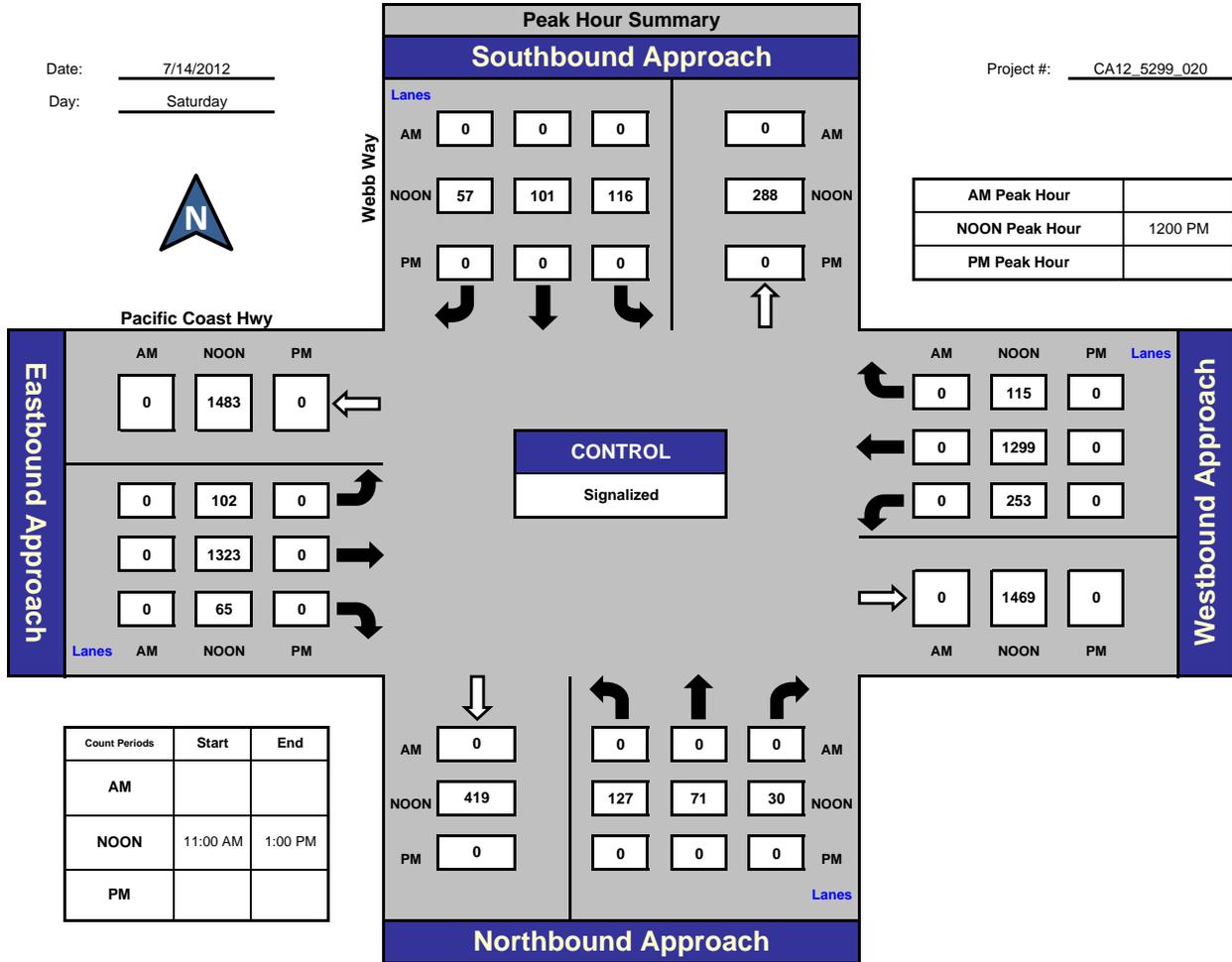
National Data & Surveying Services

Webb Way and Pacific Coast Hwy, City of Malibu

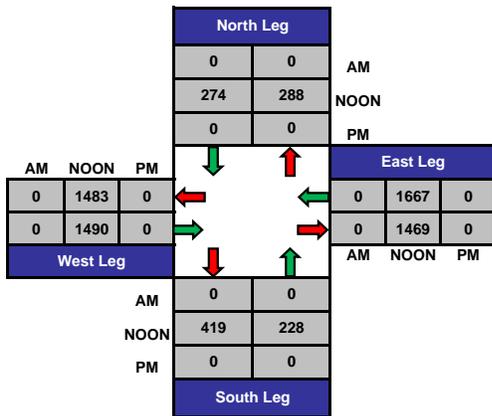
Date: 7/14/2012

Day: Saturday

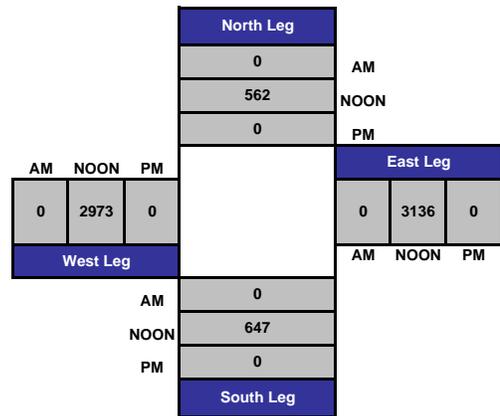
Project #: CA12_5299_020



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			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
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 :	271	144	56	234	183	99	182	2412	149	456	2514	218	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:



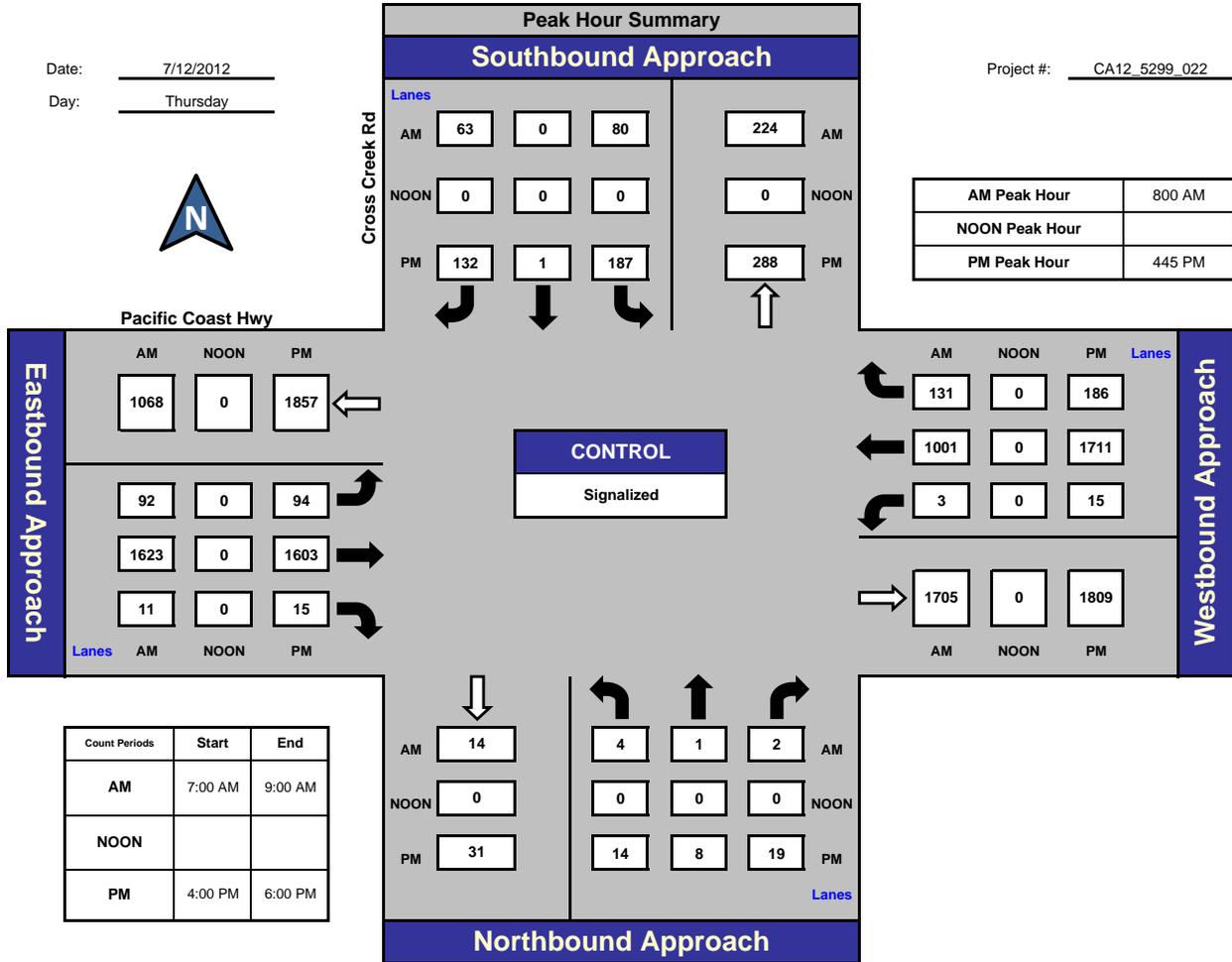
National Data & Surveying Services

Cross Creek Rd and Pacific Coast Hwy, City of Malibu

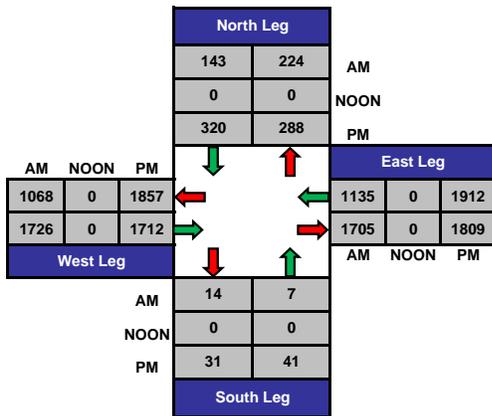
Date: 7/12/2012

Day: Thursday

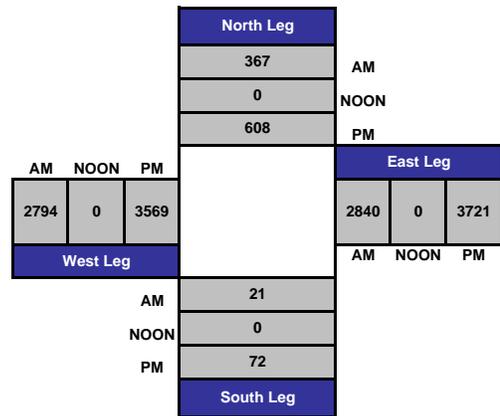
Project #: CA12_5299_022



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

PM

NS/EW Streets:	Cross Creek Rd			Cross Creek Rd			Pacific Coast Hwy			Pacific Coast Hwy			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
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:



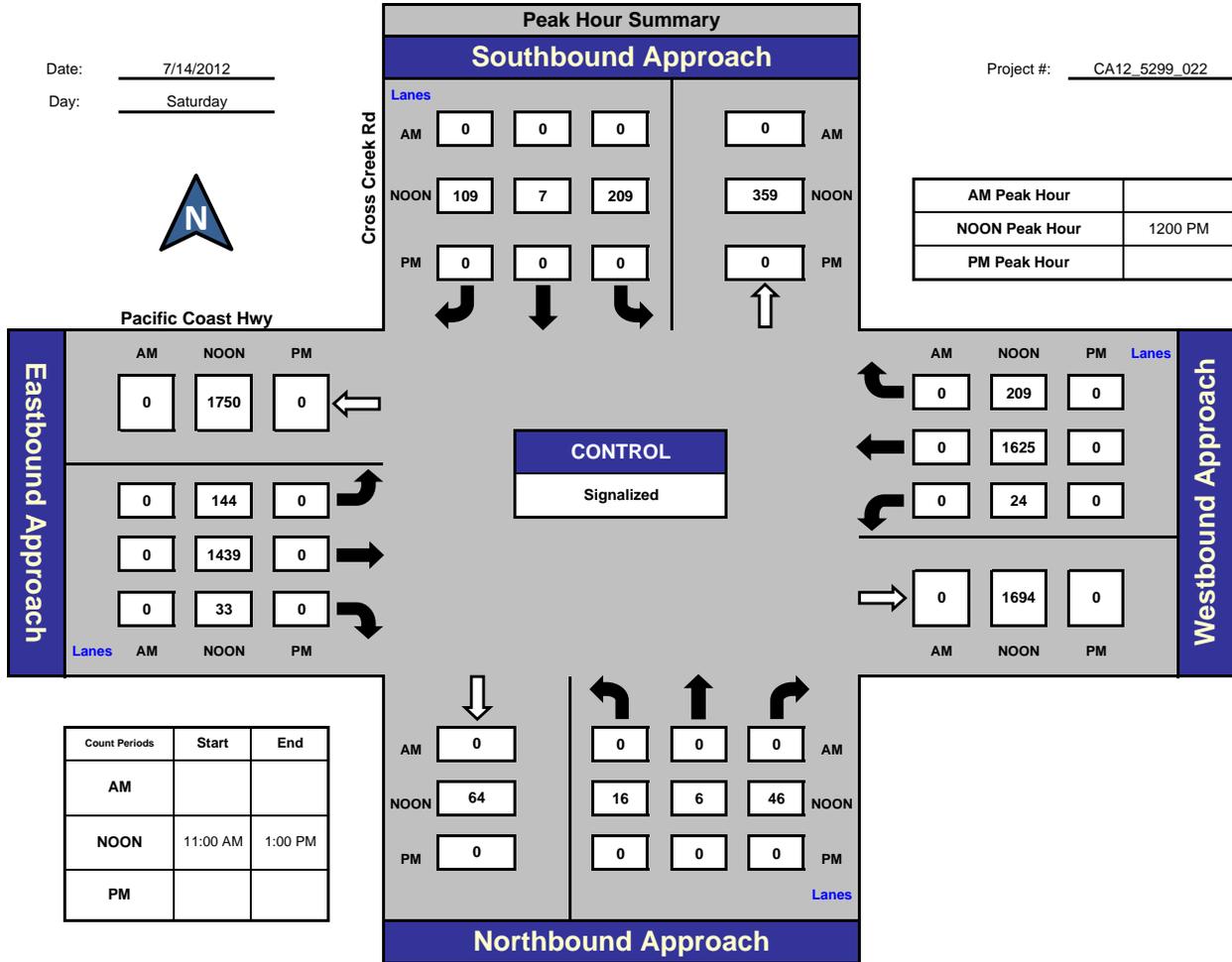
National Data & Surveying Services

Cross Creek Rd and Pacific Coast Hwy, City of Malibu

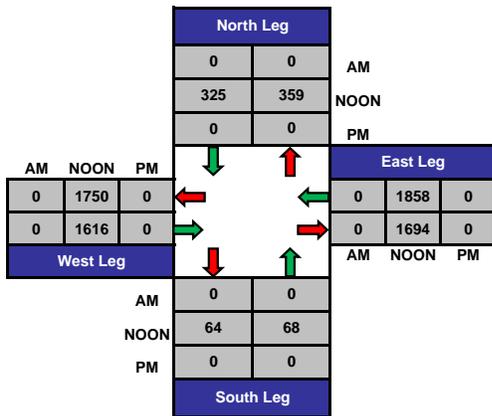
Date: 7/14/2012

Day: Saturday

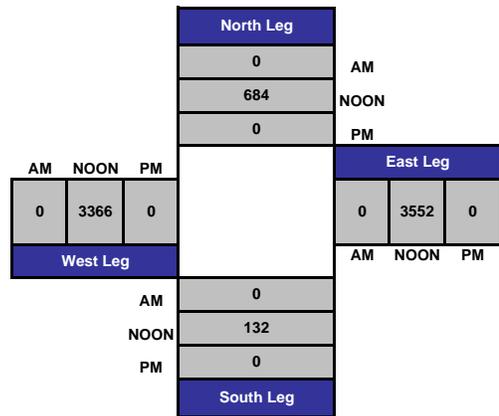
Project #: CA12_5299_022



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			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
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:

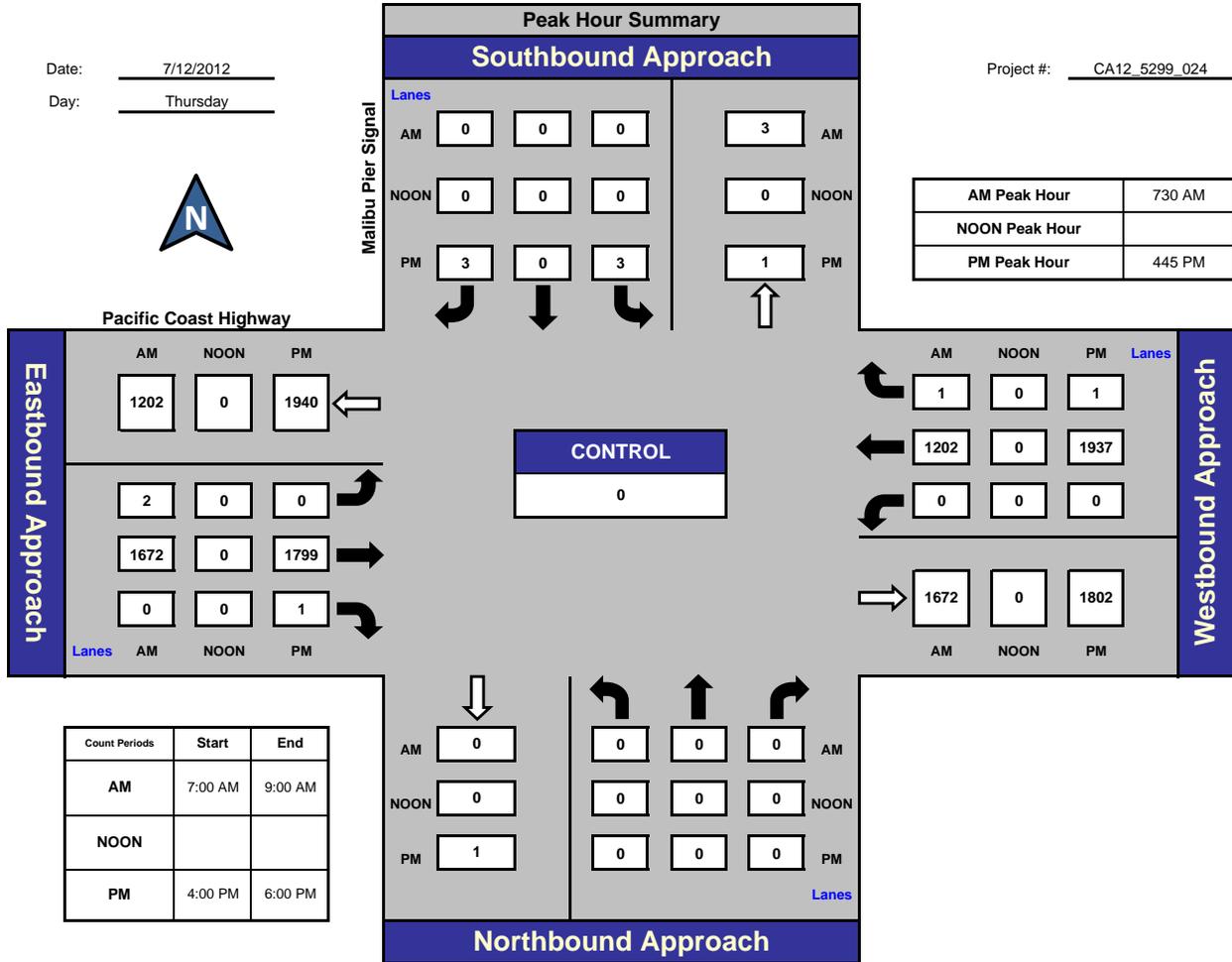


National Data & Surveying Services

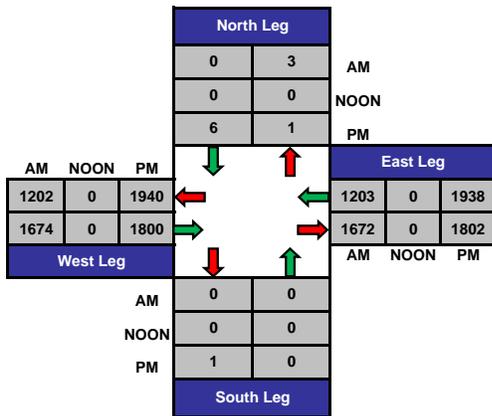
Malibu Pier Signal and Pacific Coast Highway, City of Malibu

Date: 7/12/2012
Day: Thursday

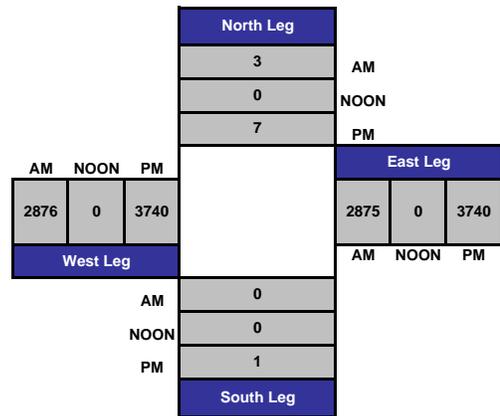
Project #: CA12_5299_024



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			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
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 :	0	0	0	0	0	0	3	3258	0	0	2207	1	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			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
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 :	0	0	0	3	0	10	1	3476	1	0	3696	2	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:



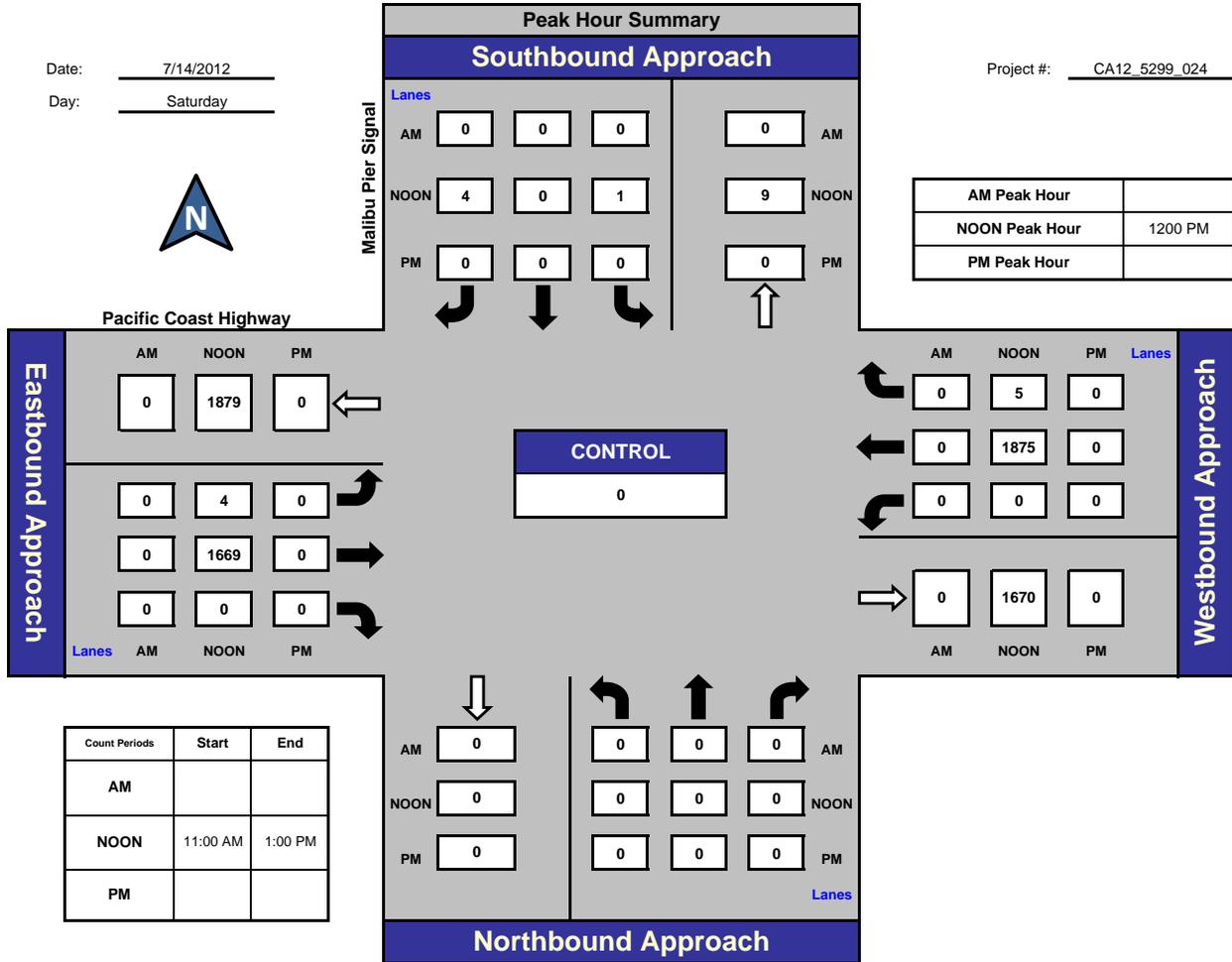
National Data & Surveying Services

Malibu Pier Signal and Pacific Coast Highway, City of Malibu

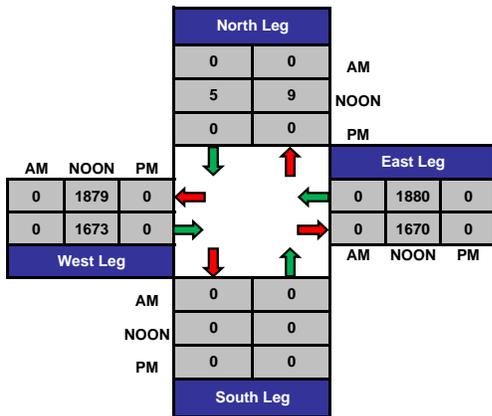
Date: 7/14/2012

Day: Saturday

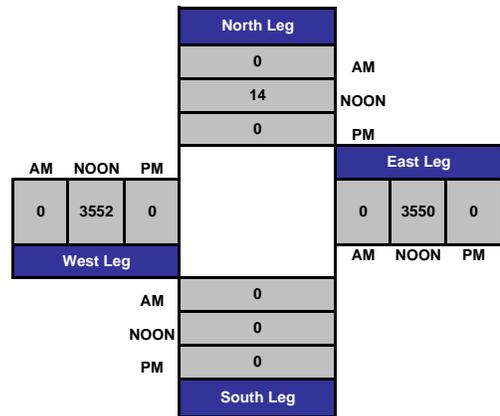
Project #: CA12_5299_024



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			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
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 :	0	0	0	4	0	4	16	3084	0	0	3621	22	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:



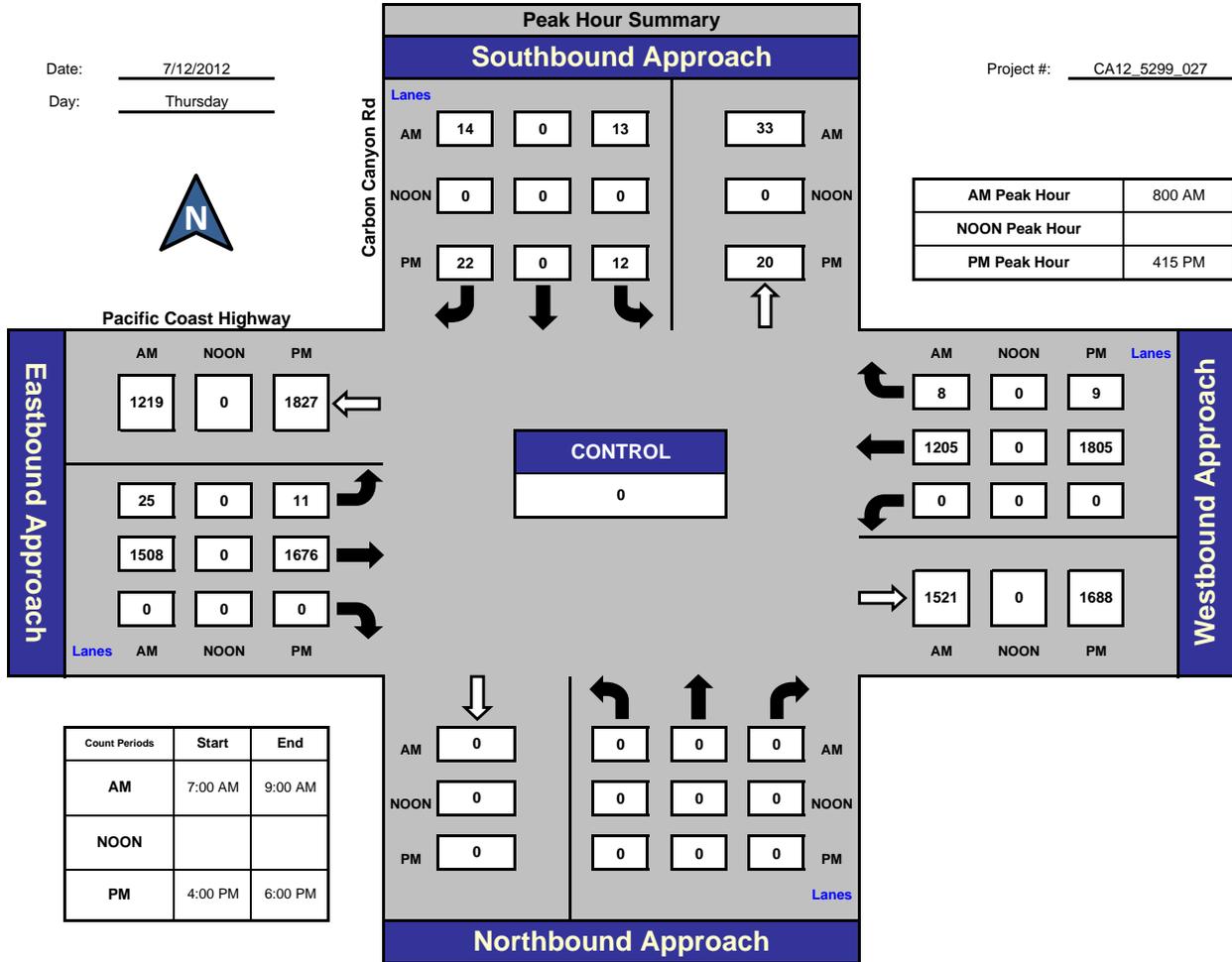
National Data & Surveying Services

Carbon Canyon Rd and Pacific Coast Highway, City of Malibu

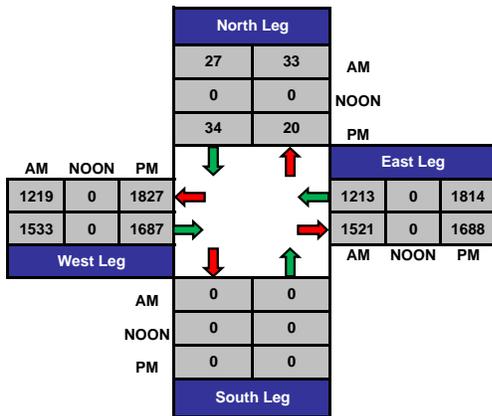
Date: 7/12/2012

Day: Thursday

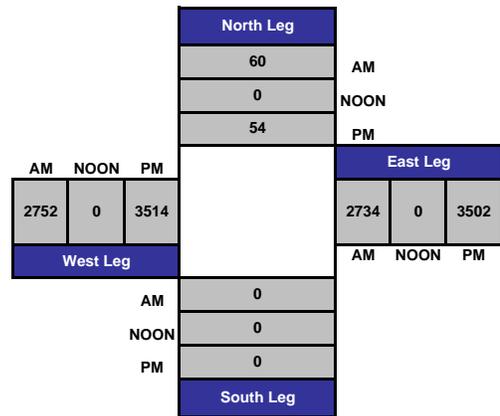
Project #: CA12_5299_027



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			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
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 :	0	0	0	22	0	22	43	2977	0	0	2265	20	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			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
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	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	0	0	21	0	33	19	3449	0	0	3420	19	6961
	#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:



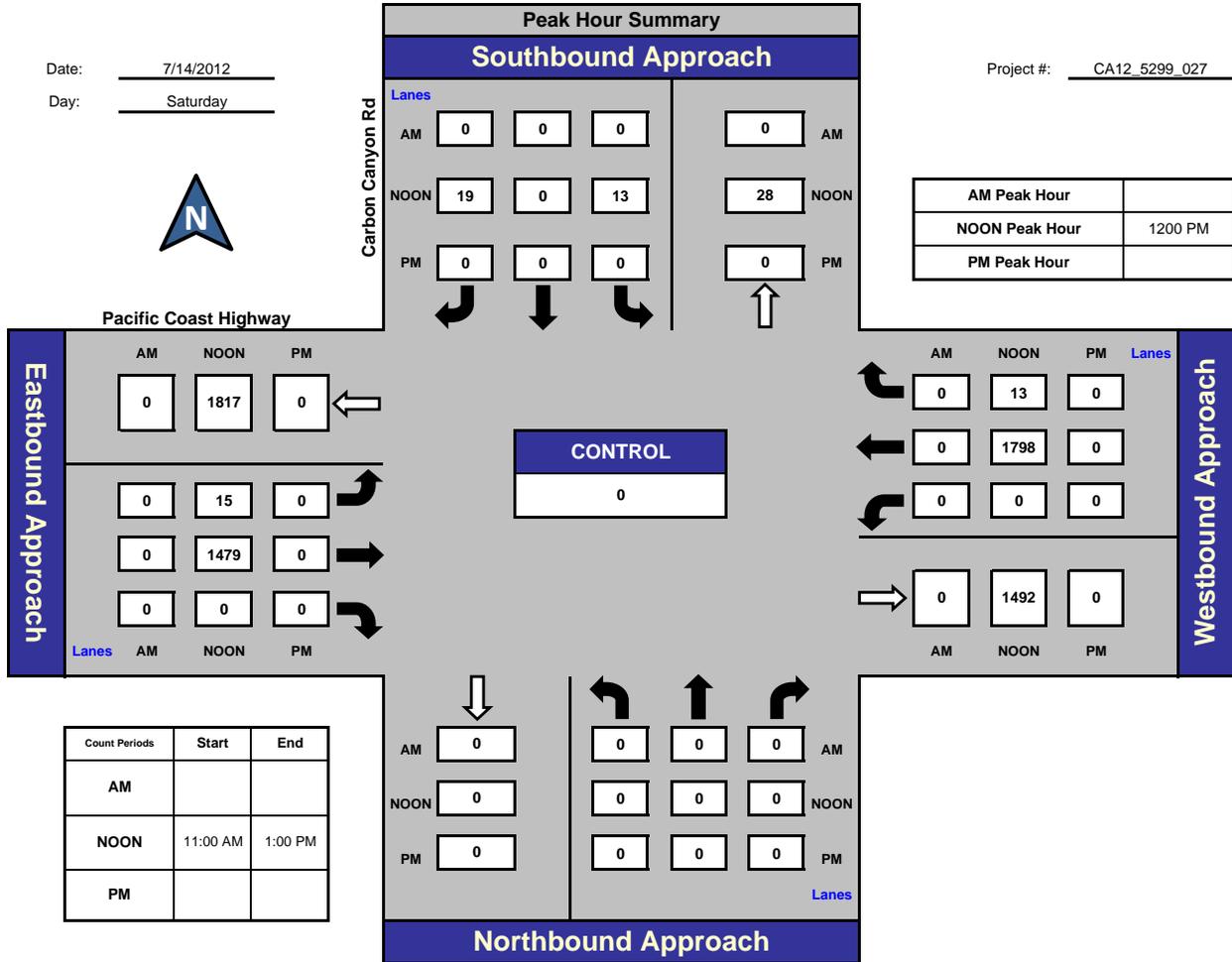
National Data & Surveying Services

Carbon Canyon Rd and Pacific Coast Highway, City of Malibu

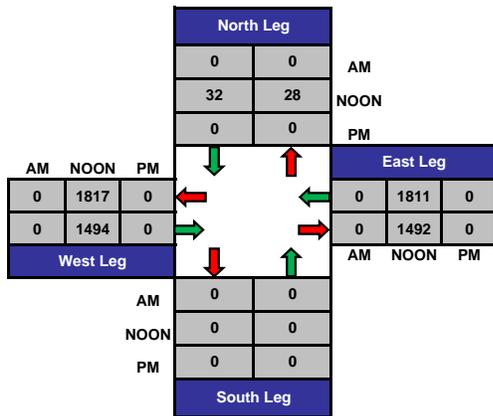
Date: 7/14/2012

Day: Saturday

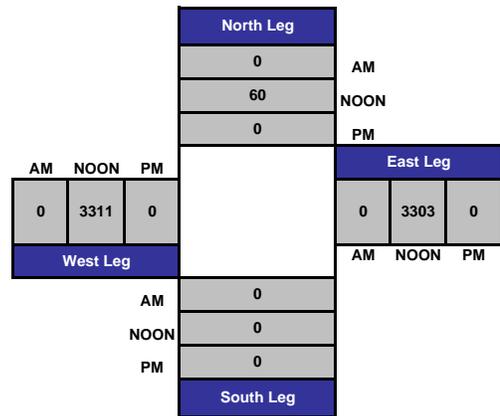
Project #: CA12_5299_027



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			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
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	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	0	0	24	0	27	20	2791	0	0	3472	27	6361
	#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:



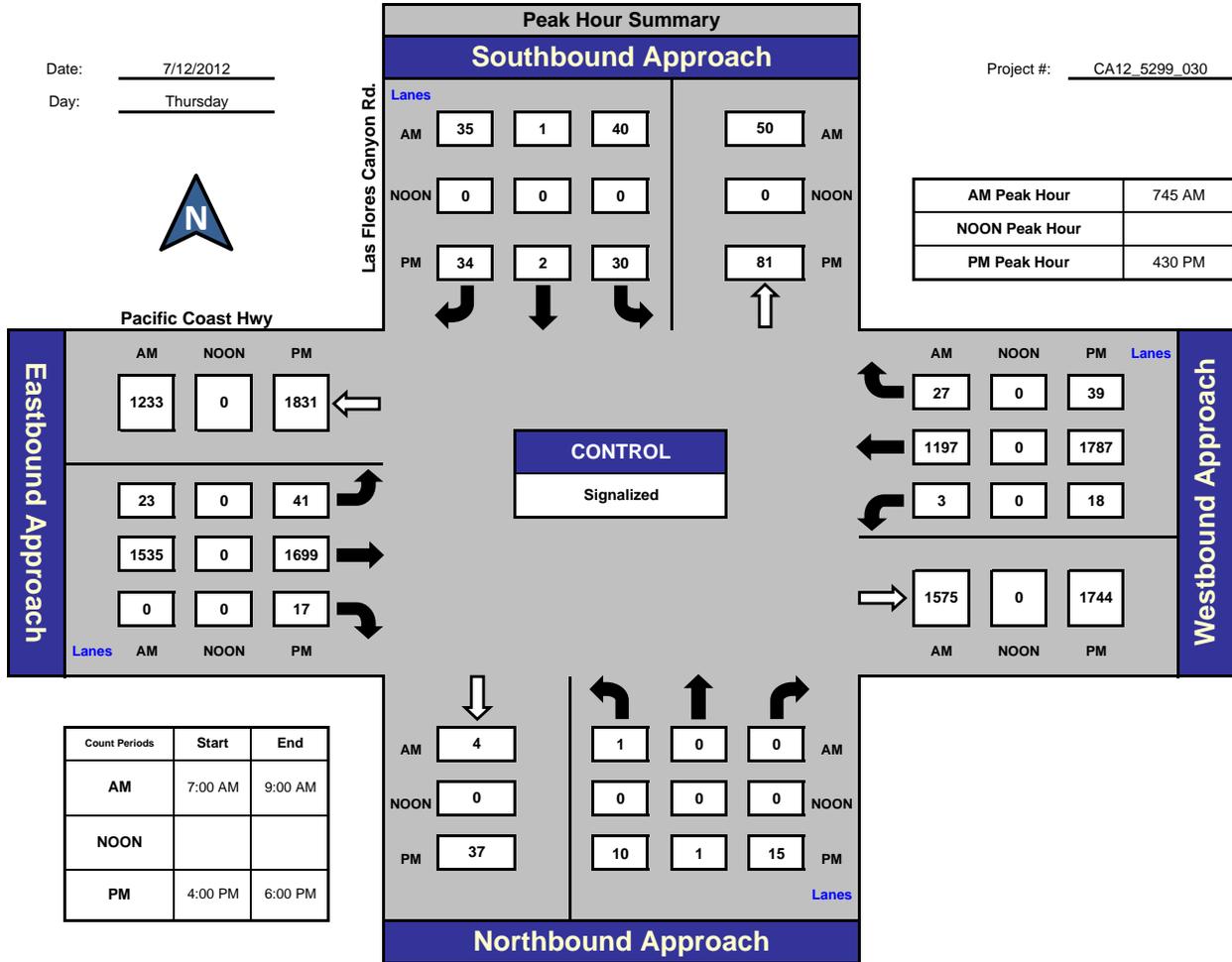
National Data & Surveying Services

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

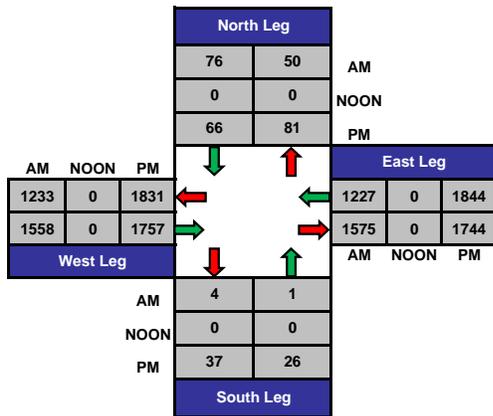
Date: 7/12/2012

Day: Thursday

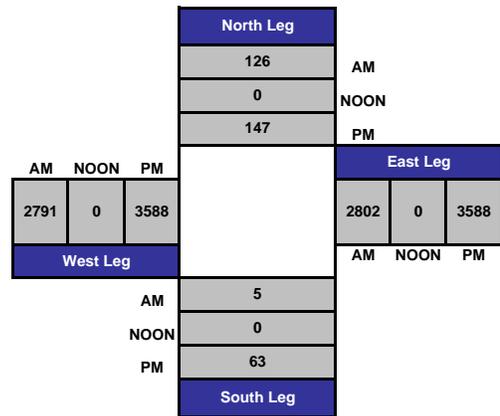
Project #: CA12_5299_030



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			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
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 :	6	1	3	83	1	61	40	3013	3	7	2226	58	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			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
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:



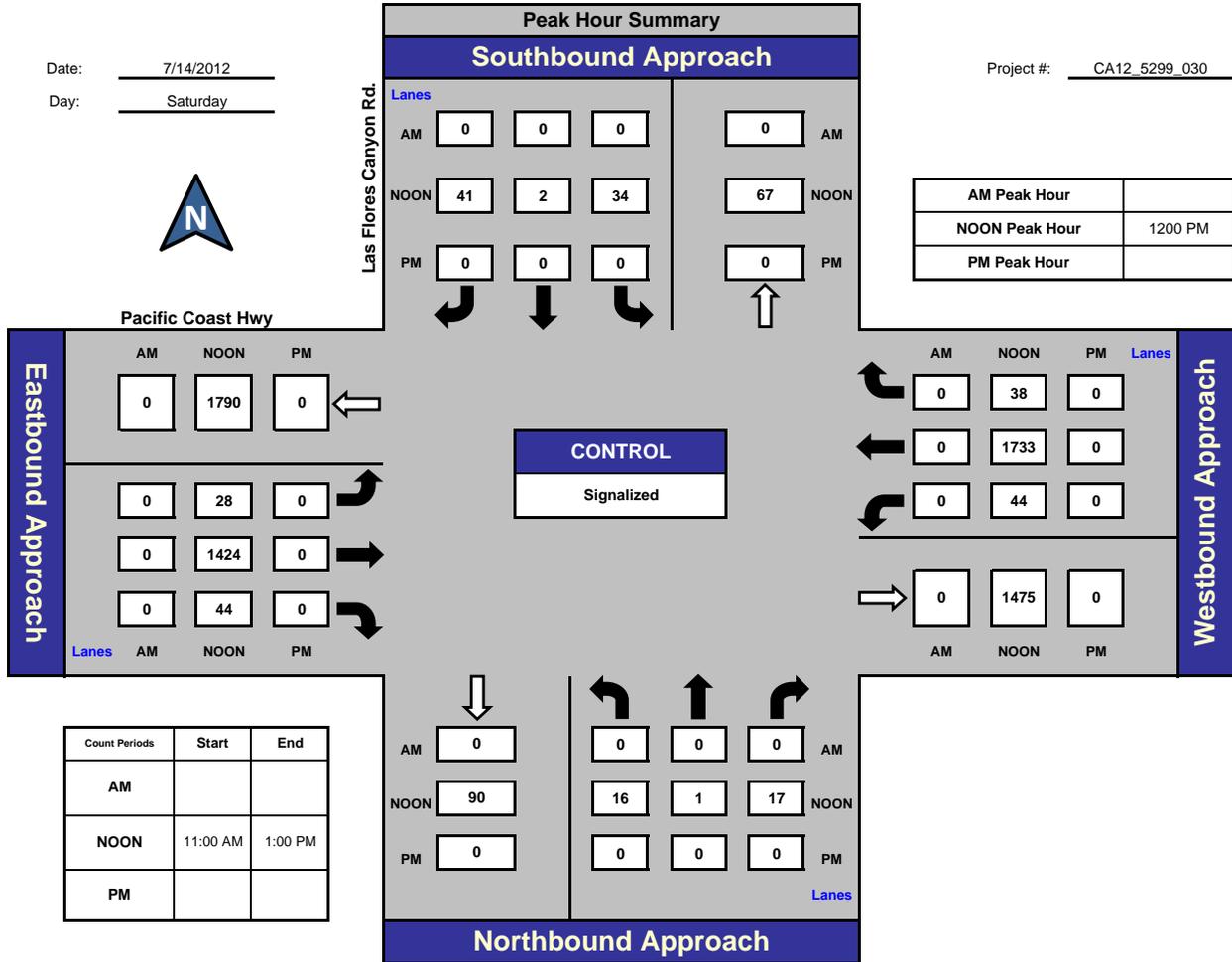
National Data & Surveying Services

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

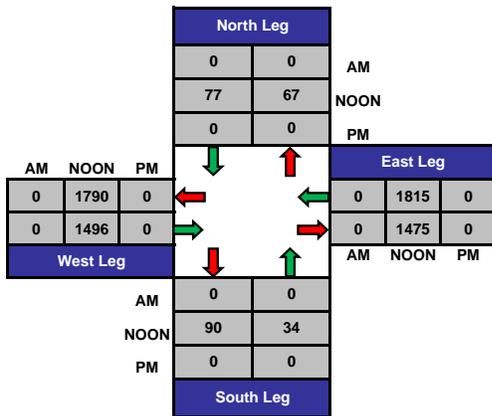
Date: 7/14/2012

Day: Saturday

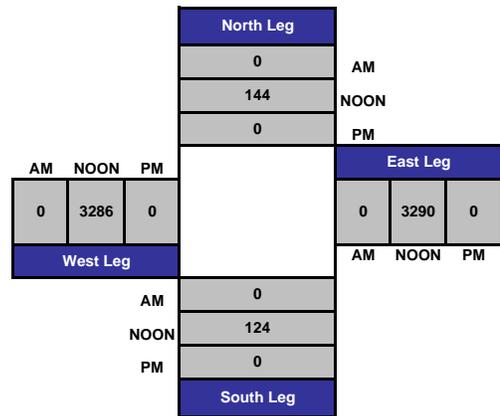
Project #: CA12_5299_030



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			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
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 :	23	1	26	67	15	85	58	2682	79	73	3394	66	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

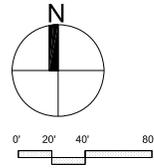
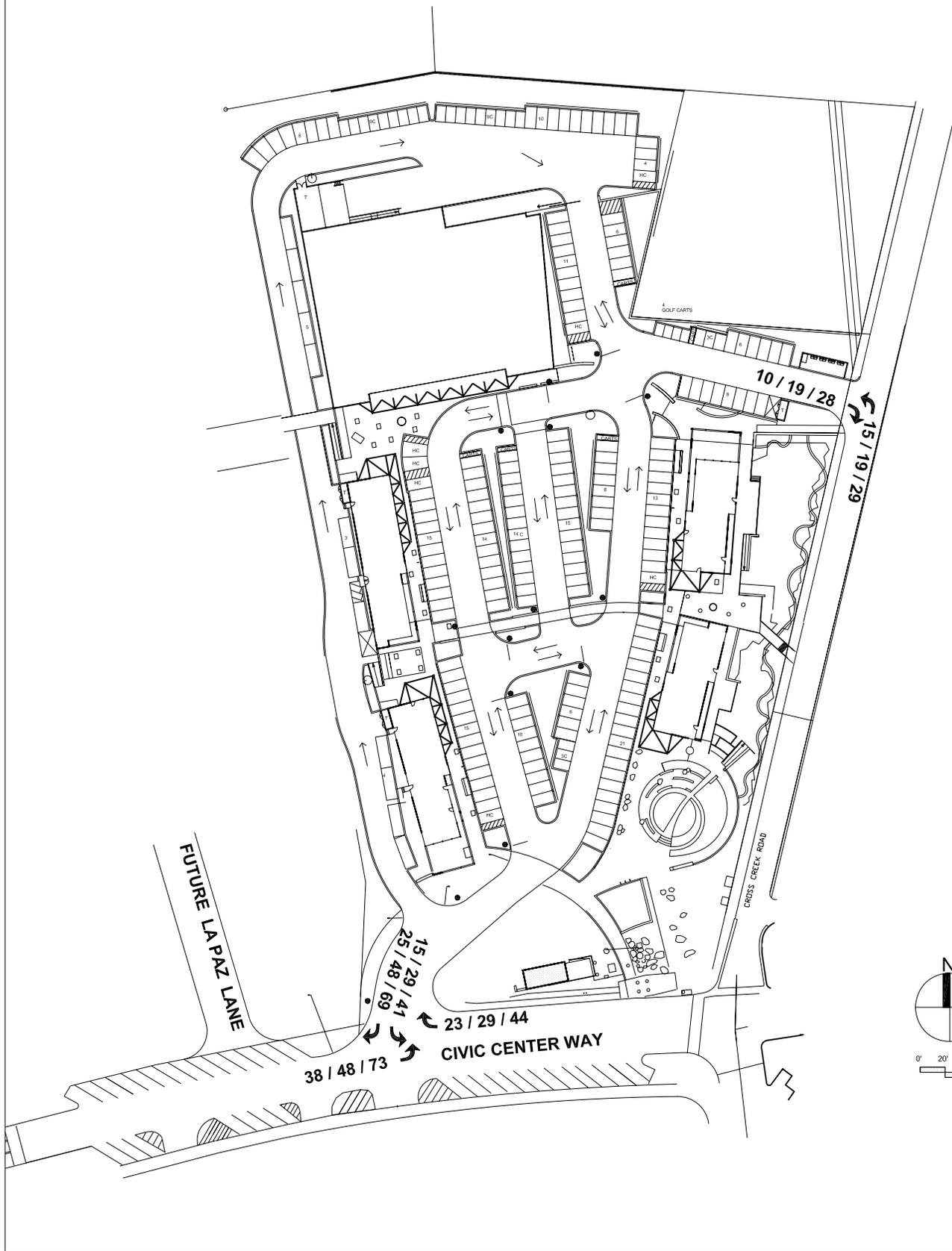


EXHIBIT F

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

Project Description <i>EXISTING + PROJECT</i>	
East/West Street: <i>CIVIC CENTER WAY</i>	North/South Street: <i>PLAZA DRIVEWAY</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

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	<i>Two Way Left Turn Lane</i>					
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				Site Information				
Analyst	JTO			Intersection	PLAZA DRIVEWAY & CIVIC CENTER			
Agency/Co.	OTC INC			Jurisdiction	MALIBU			
Date Performed	1/2015			Analysis Year	2017			
Analysis Time Period	AM PEAK HOUR							
Project Description 2017 + 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	145			257	23		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	38	145	0	0	257	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)	1294					606		787
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		Site Information	
Analyst	JTO	Intersection	PLAZA DRIVEWAY & CIVIC CENTER
Agency/Co.	OTC INC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2030
Analysis Time Period	AM PEAK HOUR		

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

Project Description <i>EXISTING + PROJECT</i>	
East/West Street: <i>CIVIC CENTER WAY</i>	North/South Street: <i>PLAZA DRIVEWAY</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

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	<i>Two Way Left Turn Lane</i>					
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				Site Information			
Analyst	JTO			Intersection	PLAZA DRIVEWAY & CIVIC CENTER		
Agency/Co.	OTC INC			Jurisdiction	MALIBU		
Date Performed	1/2015			Analysis Year	2017		
Analysis Time Period	PM PEAK HOUR						
Project Description 2017 + 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	361			395	29	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	48	361	0	0	395	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
Lane Configuration	L					L	R
v (veh/h)	48					29	48
C (m) (veh/h)	1146					441	659
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	10.9
LOS	A					B	B
Approach Delay (s/veh)	--	--				12.0	
Approach LOS	--	--				B	

TWO-WAY STOP CONTROL SUMMARY

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

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		Site Information	
Analyst	JTO	Intersection	PLAZA DRIVEWAY & CIVIC CENTER
Agency/Co.	OTC INC	Jurisdiction	MALIBU
Date Performed	9/2010	Analysis Year	2012
Analysis Time Period	SAT MID-DAY PEAK HOUR		

Project Description <i>EXISTING + PROJECT</i>	
East/West Street: <i>CIVIC CENTER WAY</i>	North/South Street: <i>PLAZA DRIVEWAY</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

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	<i>Two Way Left Turn Lane</i>					
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				Site Information				
Analyst	JTO			Intersection	PLAZA DRIVEWAY & CIVIC CENTER			
Agency/Co.	OTC INC			Jurisdiction	MALIBU			
Date Performed	1/2015			Analysis Year	2017			
Analysis Time Period	SAT MID-DAY PEAK HOUR							
Project Description 2017 + 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	405			414	44		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	73	405	0	0	414	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	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)	1114					393		643
v/c	0.07					0.10		0.11
95% queue length	0.21					0.35		0.36
Control Delay (s/veh)	8.5					15.2		11.3
LOS	A					C		B
Approach Delay (s/veh)	--	--				12.7		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JTO	Intersection	PLAZA DRIVEWAY & CIVIC CENTER
Agency/Co.	OTC INC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2030
Analysis Time Period	SAT MID-DAY PEAK HOUR		

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		Site Information	
Analyst	JTO	Intersection	PLAZA DRIVEWAY & CROSS CREEK
Agency/Co.	OTC INC	Jurisdiction	MALIBU
Date Performed	9/2010	Analysis Year	2012
Analysis Time Period	AM PEAK HOUR		

Project Description <i>EXISTING + PROJECT</i>	
East/West Street: <i>PLAZA DRIVEWAY</i>	North/South Street: <i>CROSS CREEK ROAD</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

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		<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)	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	<i>A</i>						<i>A</i>	
Approach Delay (s/veh)	--	--					8.6	
Approach LOS	--	--					<i>A</i>	

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	JTO			Intersection	PLAZA DRIVEWAY & CROSS CREEK		
Agency/Co.	OTC INC			Jurisdiction	MALIBU		
Date Performed	9/2010			Analysis Year	2017		
Analysis Time Period	AM PEAK HOUR						
Project Description 2017 + 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			68	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	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		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
Lane Configuration	LT						LR
v (veh/h)	15						20
C (m) (veh/h)	1546						1001
v/c	0.01						0.02
95% queue length	0.03						0.06
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		Site Information	
Analyst	JTO	Intersection	PLAZA DRIVEWAY & CROSS CREEK
Agency/Co.	OTC INC	Jurisdiction	MALIBU
Date Performed	11/2012	Analysis Year	2030
Analysis Time Period	AM PEAK HOUR		

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	<i>Undivided</i>					
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		Site Information	
Analyst	JTO	Intersection	PLAZA DRIVEWAY & CROSS CREEK
Agency/Co.	OTC INC	Jurisdiction	MALIBU
Date Performed	9/2010	Analysis Year	2012
Analysis Time Period	PM PEAK HOUR		

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	<i>Undivided</i>					
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				Site Information			
Analyst	JTO			Intersection	PLAZA DRIVEWAY & CROSS CREEK		
Agency/Co.	OTC INC			Jurisdiction	MALIBU		
Date Performed	9/2010			Analysis Year	2017		
Analysis Time Period	PM PEAK HOUR						
Project Description 2017 + 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
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		Site Information	
Analyst	JTO	Intersection	PLAZA DRIVEWAY & CROSS CREEK
Agency/Co.	OTC INC	Jurisdiction	MALIBU
Date Performed	9/2010	Analysis Year	2030
Analysis Time Period	PM PEAK HOUR		

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	<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		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		<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)	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		Site Information	
Analyst	JTO	Intersection	PLAZA DRIVEWAY & CROSS CREEK
Agency/Co.	OTC INC	Jurisdiction	MALIBU
Date Performed	9/2010	Analysis Year	2012
Analysis Time Period	SAT MID-DAY PEAK HOUR		

Project Description <i>EXISTNG + PROJECT</i>	
East/West Street: <i>PLAZA DRIVEWAY</i>	North/South Street: <i>CROSS CREEK ROAD</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

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	<i>A</i>						<i>A</i>	
Approach Delay (s/veh)	--	--					8.7	
Approach LOS	--	--					<i>A</i>	

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	JTO			Intersection	PLAZA DRIVEWAY & CROSS CREEK		
Agency/Co.	OTC INC			Jurisdiction	MALIBU		
Date Performed	9/2010			Analysis Year	2017		
Analysis Time Period	SAT MID-DAY PEAK HOUR						
Project Description 2017 + 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			70	0	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	29	63	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		28				
Peak-Hour Factor, PHF	1.00	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
Lane Configuration	LT						LR
v (veh/h)	29						28
C (m) (veh/h)	1544						998
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		Site Information	
Analyst	JTO	Intersection	PLAZA DRIVEWAY & CROSS CREEK
Agency/Co.	OTC INC	Jurisdiction	MALIBU
Date Performed	9/2010	Analysis Year	2030
Analysis Time Period	SAT MID-DAY PEAK HOUR		

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	<i>Undivided</i>					
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 (2017)
Future Cumulative (2030)

EXISTING + PROJECT

Intersection Capacity Utilization (ICU)

Intersection No. 1	2012, EXISTING			2012, WITH PROJECT				
North/South Street:	Capacity: vphpl 1600				<u>In</u>	<u>Out</u>	<u>Total</u>	
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			+ Project Volume		= Total Volume		
	Volume	Lanes	V / C			Lanes	V / C	
Northbound	↵ Left	0	0	0.000	0%	0	0	0.000
	↵ Lt-Th	0	0	0.000	0%	0	0	0.000
	↑ Thru	0	0	0.000	0%	0	0	0.000
	↗ Th-Rt	0	0	0.000	0%	0	0	0.000
	↘ Right	0	0	0.000	0%	0	0	0.000
↕ Shared	0	0	0.000	0%	0	0	0.000	
Southbound	↘ Left	199	2	0.069	5%	3	202	2 0.070
	↘ Lt-Th	0	0	0.000	0%	0	0	0.000
	↓ Thru	0	0	0.000	0%	0	0	0.000
	↙ Th-Rt	0	0	0.000	0%	0	0	0.000
	↘ Right	250	1	0.069	0%	0	250	1 0.069
↕ Shared	0	0	0.000	0%	0	0	0.000	
Eastbound	↘ Left	139	1	0.087	0%	0	139	1 0.087
	↘ Lt-Th	0	0	0.000	0%	0	0	0.000
	→ Thru	672	2	0.210	20%	12	684	2 0.214
	↗ Th-Rt	0	0	0.000	0%	0	0	0.000
	↘ Right	0	0	0.000	0%	0	0	0.000
↕ Shared	0	0	0.000	0%	0	0	0.000	
Westbound	↘ Left	0	0	0.000	0%	0	0	0.000
	↘ Lt-Th	0	0	0.000	0%	0	0	0.000
	↑ Thru	601	2	0.188	(20%)	8	609	2 0.190
	↗ Th-Rt	0	0	0.000	0%	0	0	0.000
	↘ Right	106	1	0.066	(5%)	2	108	1 0.068
↕ Shared	0	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					In	Out	Total	
Kanan Dume Road	Dual 2880					AM	61	40	101
East/West Street:						PM	77	77	154
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	0.000	0%	0	0	0	0.000
	↑ Thru	0	0	0.000	0%	0	0	0	0.000
	↗ Th-Rt	0	0	0.000	0%	0	0	0	0.000
	↘ Right	0	0	0.000	0%	0	0	0	0.000
↕ Shared	0	0	0.000	0%	0	0	0	0.000	
Southbound	↘ Left	155	2	0.054	5%	4	159	2	0.055
	↘ Lt-Th	0	0	0.000	0%	0	0	0	0.000
	↓ Thru	0	0	0.000	0%	0	0	0	0.000
	↙ Th-Rt	0	0	0.000	0%	0	0	0	0.000
	↘ Right	194	1	0.000	0%	0	194	1	0.000
↕ Shared	0	0	0.000	0%	0	0	0	0.000	
Eastbound	↘ Left	344	1	0.215	0%	0	344	1	0.215
	↘ Lt-Th	0	0	0.000	0%	0	0	0	0.000
	→ Thru	972	2	0.304	20%	15	987	2	0.308
	↘ Th-Rt	0	0	0.000	0%	0	0	0	0.000
	↘ Right	0	0	0.000	0%	0	0	0	0.000
↕ Shared	0	0	0.000	0%	0	0	0	0.000	
Westbound	↘ Left	0	0	0.000	0%	0	0	0	0.000
	↘ Lt-Th	0	0	0.000	0%	0	0	0	0.000
	← Thru	1006	2	0.314	(20%)	15	1021	2	0.319
	↘ Th-Rt	0	0	0.000	0%	0	0	0	0.000
	↘ Right	247	1	0.154	(5%)	4	251	1	0.157
↕ Shared	0	0	0.000	0%	0	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			<table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td></td> <td style="text-align: center;"><u>In</u></td> <td style="text-align: center;"><u>Out</u></td> <td style="text-align: center;"><u>Total</u></td> <td colspan="3"></td> </tr> <tr> <td>Trip</td> <td></td> <td></td> <td></td> <td></td> <td colspan="3"></td> </tr> <tr> <td>Gen 1</td> <td>PM</td> <td style="text-align: center;">116</td> <td style="text-align: center;">110</td> <td style="text-align: center;">226</td> <td colspan="3"></td> </tr> </table>							<u>In</u>	<u>Out</u>	<u>Total</u>				Trip								Gen 1	PM	116	110	226			
		<u>In</u>	<u>Out</u>	<u>Total</u>																													
Trip																																	
Gen 1	PM	116	110	226																													
East/West Street: Pacific Coast Highway																																	
WEEKEND																																	
PM Peak: 12:00 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	0.000	0%	0	0	0	0.000																								
	↑ Thru	0	0	0.000	0%	0	0	0	0.000																								
	↘ Th-Rt	0	0	0.000	0%	0	0	0	0.000																								
	↘ Right	0	0	0.000	0%	0	0	0	0.000																								
	↔ Shared	0	0	0.000	0%	0	0	0	0.000																								
Southbound	↘ Left	284	2	0.099	5%	6	290	2	0.101																								
	↘ Lt-Th	0	0	0.000	0%	0	0	0	0.000																								
	↓ Thru	0	0	0.000	0%	0	0	0	0.000																								
	↘ Th-Rt	0	0	0.000	0%	0	0	0	0.000																								
	↘ Right	284	1	0.178	0%	0	284	1	0.178																								
	↔ Shared	0	0	0.000	0%	0	0	0	0.000																								
Eastbound	↘ Left	302	1	0.105	0%	0	302	1	0.105																								
	↘ Lt-Th	0	0	0.000	0%	0	0	0	0.000																								
	→ Thru	1028	2	0.321	20%	23	1051	2	0.328																								
	↘ Th-Rt	0	0	0.000	0%	0	0	0	0.000																								
	↘ Right	0	0	0.000	0%	0	0	0	0.000																								
	↔ Shared	0	0	0.000	0%	0	0	0	0.000																								
Westbound	↘ Left	0	0	0.000	0%	0	0	0	0.000																								
	↘ Lt-Th	0	0	0.000	0%	0	0	0	0.000																								
	← Thru	1221	2	0.382	(20%)	22	1243	2	0.388																								
	↘ Th-Rt	0	0	0.000	0%	0	0	0	0.000																								
	↘ Right	172	1	0.108	(5%)	6	178	1	0.111																								
	↔ Shared	0	0	0.000	0%	0	0	0	0.000																								
Critical Volumes:		North-South: 0.178			North-South: 0.178																												
		East-West: 0.487			East-West: 0.493																												
		Loss Time: 0.050			Loss Time: 0.050																												
Volume/capacity (v/c) ratio:		0.715			0.721																												
Level of Service (LOS):		C			C																												
PROJECT IMPACT																																	
								Change in v/c due to project: 0.006																									
								Significantly impacted? NO																									

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					<u>In</u>	<u>Out</u>	<u>Total</u>					
East/West Street: Pacific Coast Highway						AM	61	40	101				
WEEKDAY						PM	77	77	154				
AM Peak: 8:00 AM	Counts					= Total				Adjusted	Total		
	Volume	Lanes	V / C	+ Project Volume		Volume	Lanes	V / C		Volume	Volume	Lanes	V / C
Northbound	↵ Left	0	0.000	0%	0	3	0	0.000	0	3	1	0.002	
	↵ Lt-Th	3	1 0.005	0%	0	3	1	0.005	0	3	0	0.000	
	↑ Thru	7	0 0.000	0%	0	7	0	0.000	0	7	1	0.004	
	↗ Th-Rt	7	1 0.005	0%	0	7	1	0.005	0	7	0	0.000	
	↘ Shared	7	0 0.000	0%	0	7	0	0.000	0	7	1	0.004	
Southbound	↘ Left	1	0.337	15%	9	965	1	0.340	0	965	1	0.340	
	↘ Lt-Th	956	1 0.337	0%	0	965	1	0.340	0	965	1	0.340	
	↓ Thru	15	0 0.000	0%	0	15	0	0.000	0	15	0	0.000	
	↗ Th-Rt	15	0 0.000	0%	0	15	0	0.000	0	15	0	0.000	
	↘ Shared	216	1 0.093	0%	0	216	1	0.093	0	216	1	0.093	
Eastbound	↘ Left	2	0.047	0%	0	135	2	0.047	0	135	2	0.047	
	↘ Lt-Th	135	0 0.000	0%	0	135	0	0.000	0	135	0	0.000	
	→ Thru	884	1 0.279	33%	20	904	1	0.285	0	904	1	0.285	
	↗ Th-Rt	884	1 0.279	0%	0	904	1	0.285	0	904	1	0.285	
	↘ Shared	8	0 0.000	0%	0	8	0	0.000	0	8	0	0.000	
Westbound	↘ Left	1	0.003	0%	0	4	1	0.003	0	4	1	0.003	
	↘ Lt-Th	4	0 0.000	0%	0	4	0	0.000	0	4	0	0.000	
	↑ Thru	651	2 0.203	(33%)	13	664	2	0.208	0	664	2	0.208	
	↗ Th-Rt	651	0 0.000	0%	0	664	0	0.000	0	664	0	0.000	
	↘ Shared	123	1 0.000	0%	0	123	1	0.000	0	123	1	0.000	
↘ Shared	123	0 0.000	0%	0	123	0	0.000	0	123	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	40	101					
WEEKDAY						PM	77	154					
PM Peak: 4:45 PM	Counts								Adjusted	Total			
	Volume	Lanes	V / C	+ Project		Volume	Lanes	V / C	Volume	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	0	0.000
	↑ Thru	4	0	0.000	0%	0	4	0	0.000	0	4	1	0.003
	↗ Th-Rt		1	0.009	0%	0	1	0.009	0	0	0	0	0.000
	↘ Right	17	0	0.000	0%	0	17	0	0.000	0	17	1	0.000
↔ Shared		0	0.000	0%	0	0	0.000	0	0	0	0	0.000	
Southbound	↵ Left	320	1	0.116	0%	0	320	1	0.116	0	320	1	0.116
	↵ Lt-Th		1	0.116	0%	0	1	0.116	0	0	0	0	0.000
	↓ Thru	14	0	0.000	0%	0	14	0	0.000	0	14	0	0.000
	↘ Th-Rt		0	0.000	0%	0	0	0.000	0	0	0	0	0.000
	↘ Right	183	1	0.015	0%	0	183	1	0.015	0	183	1	0.015
↔ Shared		0	0.000	0%	0	0	0.000	0	0	0	0	0.000	
Eastbound	↵ Left	318	2	0.110	0%	0	318	2	0.110	0	318	2	0.110
	↵ Lt-Th		0	0.000	0%	0	0	0.000	0	0	0	0	0.000
	↓ Thru	1128	1	0.359	33%	25	1153	1	0.367	0	1153	1	0.367
	↘ Th-Rt		1	0.359	0%	0	1	0.367	0	0	0	0	0.000
	↘ Right	21	0	0.000	0%	0	21	0	0.000	0	21	0	0.000
↔ Shared		0	0.000	0%	0	0	0.000	0	0	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	0	0.000
	↓ Thru	1229	2	0.384	(33%)	25	1254	2	0.392	0	1254	2	0.392
	↘ Th-Rt		0	0.000	0%	0	0	0.000	0	0	0	0	0.000
	↘ Right	260	1	0.063	0%	0	260	1	0.063	0	260	1	0.000
↔ Shared		0	0.000	0%	0	0	0.000	0	0	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			<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: 12:00 PM	Counts	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%	0	1	1 0.030	0	1	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%	0	1	1 0.030	0	1	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	0 0.000	0	0	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%	0	1	1 0.110	0	1	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	0 0.000	0	0	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	0 0.000	0	0	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	0 0.000	0	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%	0	1	1 0.417	0	1	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	0 0.000	0	0	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	0 0.000	0	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	0 0.000	0	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	0 0.000	0	0	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					<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Civic Center Way	east-west split					AM	40	101	
						PM	77	154	
WEEKDAY AM Peak: 7:45 AM	Counts					= Total			
	Volume	Lanes	V / C	+ Project Volume		Volume	Lanes	V / C	
Northbound	↶ Left	1	0.016	0%	0	25	1	0.016	
	↶ Lt-Th	0	0.000	0%	0	25	0	0.000	
	↑ Thru	200	2 0.063	0%	0	200	2	0.063	
	↷ Th-Rt	0	0.000	0%	0	200	0	0.000	
	↷ Right	23	1 0.000	0%	0	23	1	0.000	
↷ Shared	0	0.000	0%	0	23	0	0.000		
Southbound	↶ Left	1	0.012	0%	0	19	1	0.012	
	↶ Lt-Th	0	0.000	0%	0	19	0	0.000	
	↓ Thru	1171	2 0.366	15%	9	1180	2	0.369	
	↷ Th-Rt	0	0.000	0%	0	1180	0	0.000	
	↷ Right	199	1 0.000	0%	0	199	1	0.000	
↷ Shared	0	0.000	0%	0	199	0	0.000		
Eastbound	↶ Left	1	0.013	0%	0	23	1	0.013	
	↶ Lt-Th	1	0.013	0%	0	23	1	0.013	
	→ Thru	14	0 0.000	0%	0	14	0	0.000	
	↷ Th-Rt	0	0.000	0%	0	14	0	0.000	
	↷ Right	9	1 0.000	0%	0	9	1	0.000	
↷ Shared	0	0.000	0%	0	9	0	0.000		
Westbound	↶ Left	1	0.010	0%	0	16	1	0.010	
	↶ Lt-Th	0	0.000	0%	0	16	0	0.000	
	↑ Thru	92	1 0.058	0%	0	92	1	0.058	
	↷ Th-Rt	0	0.000	0%	0	92	0	0.000	
	↷ Right	208	1 0.000	(15%)	6	214	1	0.000	
↷ Shared	0	0.000	0%	0	214	0	0.000		
Critical Volumes:	North-South: 0.382			North-South: 0.385					
	East-West: 0.071			East-West: 0.071					
	Loss Time: 0.050			Loss Time: 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					<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Civic Center Way	east-west split					AM	40	101	
						PM	77	154	
WEEKDAY PM Peak: 4:45 PM	Counts	Lanes	V / C	+ Project Volume		Total Volume	Lanes	V / C	
	Volume								
Northbound	↵ Left	22	1	0.014	0%	0	22	1	0.014
	↵ Lt-Th		0	0.000	0%	0	0	0	0.000
	↑ Thru	534	2	0.167	0%	0	534	2	0.167
	↗ Th-Rt		0	0.000	0%	0	0	0	0.000
	↘ Right	27	1	0.000	0%	0	27	1	0.000
↔ Shared		0	0.000	0%	0	0	0	0.000	
Southbound	↵ Left	186	1	0.116	15%	12	198	1	0.124
	↵ Lt-Th		0	0.000	0%	0	0	0	0.000
	↓ Thru	464	2	0.145	0%	0	464	2	0.145
	↘ Th-Rt		0	0.000	0%	0	0	0	0.000
	↘ Right	44	1	0.000	0%	0	44	1	0.000
↔ Shared		0	0.000	0%	0	0	0	0.000	
Eastbound	↵ Left	234	1	0.117	0%	0	234	1	0.117
	↵ Lt-Th		1	0.117	0%	0	1	0.117	
	↑ Thru	103	0	0.000	0%	0	103	0	0.000
	↗ Th-Rt		0	0.000	0%	0	0	0.000	
	↘ Right	37	1	0.000	0%	0	37	1	0.000
↔ Shared		0	0.000	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	35	1	0.022	0%	0	35	1	0.022
	↗ Th-Rt		0	0.000	0%	0	0	0.000	
	↘ Right	609	1	0.000	(15%)	12	621	1	0.000
↔ Shared		0	0.000	0%	0	0	0.000		
Critical Volumes:	North-South: 0.283			North-South: 0.291					
	East-West: 0.139			East-West: 0.139					
	Loss Time: 0.050			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			In Out Total					
East/West Street: Civic Center Way	east-west split			Trip Gen 1	PM	116	110	226	
WEEKEND PM Peak: 11:45 PM	Counts					Total			
	Volume	Lanes	V / C	+ Project	Volume	Volume	Lanes	V / C	
Northbound	↵ Left	29	1	0.018	0%	0	29	1	0.018
	↵ Lt-Th		0	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	0
	↘ Right	22	1	0.014	0%	0	22	1	0.014
↔ Shared		0	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	0
	↓ Thru	766	2	0.239	0%	0	766	2	0.239
	↘ Th-Rt		0	0	0%	0	0	0	0
	↘ Right	28	1	0.018	0%	0	28	1	0.018
↔ Shared		0	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	0	1	0.021
	→ Thru	32	0	0	0%	0	32	0	0
	↘ Th-Rt		0	0	0%	0	0	0	0
	↘ Right	26	1	0.016	0%	0	26	1	0.016
↔ Shared		0	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	0
	← Thru	28	1	0.018	0%	0	28	1	0.018
	↘ Th-Rt		0	0	0%	0	0	0	0
	↘ Right	179	1	0.112	(15%)	17	196	1	0.123
↔ Shared		0	0	0%	0	0	0	0	
Critical Volumes:	North-South:	0.257		North-South:					0.257
	East-West:	0.039		East-West:					0.039
	Loss Time:	0.050		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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	73	218	94	228	444	81	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	0.1	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	<i>B</i>	<i>B</i>	<i>B</i>	<i>C</i>	<i>E</i>	<i>A</i>	<i>B</i>	
Approach: Delay (s/veh)	12.55		14.17		33.72		10.89	
LOS	<i>B</i>		<i>B</i>		<i>D</i>		<i>B</i>	
Intersection Delay (s/veh)	22.15							
Intersection LOS	<i>C</i>							

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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
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	<i>B</i>	<i>B</i>	<i>B</i>	<i>C</i>	<i>E</i>	<i>A</i>	<i>B</i>	
Approach: Delay (s/veh)	12.92		14.94		35.35		11.16	
LOS	<i>B</i>		<i>B</i>		<i>E</i>		<i>B</i>	
Intersection Delay (s/veh)	23.08							
Intersection LOS	<i>C</i>							

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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
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	<i>B</i>	<i>A</i>	<i>B</i>	<i>A</i>	<i>B</i>	<i>A</i>	<i>A</i>	
Approach: Delay (s/veh)	9.86		10.47		10.61		9.39	
LOS	<i>A</i>		<i>B</i>		<i>B</i>		<i>A</i>	
Intersection Delay (s/veh)	10.28							
Intersection LOS	<i>B</i>							

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

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
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		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	40	0	56	1	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
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		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	27	1	135	2	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
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		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	27	1	158	2	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
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		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	22	1	210	1	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
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		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	22	1	243	1	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
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 No. 6	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			
						PM	77	77	154			
WEEKDAY AM Peak: 8:00 AM	Counts	Lanes	V / C	+ Project	= Total				Adjusted	Total	Lanes	V / C
	Volume			Volume	Volume	Lanes			Volume	Volume		
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		1	0.038	0		1	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%	0		1	0.031	0		1	0.031
↓ Thru	40	0	0.000	(2%)	1	41	0	0.000	0	41	0	0.000
↘ Th-Rt		0	0.000	0%	1		0	0.000	0		0	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	0.000	0		0	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	0.000	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	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			
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			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						
				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	148	1	0.093	0%	0	148	1	0.093	0	148	1	0.093
	↵ Lt-Th		0	0	0%	0	0	0	0	0	0	0	0
	↑ Thru	72	0	0	2%	2	74	0	0	0	74	0	0
	↘ Th-Rt		1	0.063	0%	2	74	1	0.064	0	74	1	0.064
	↘ Right	29	0	0	0%	0	29	0	0	0	29	0	0
↔ Shared		0	0	0%	0	0	0	0	0	0	0	0	
Southbound	↵ Left	223	1	0.104	0%	0	223	1	0.105	0	223	1	0.105
	↵ Lt-Th		1	0.104	0%	0	223	1	0.105	0	223	1	0.105
	↓ Thru	76	0	0.000	(2%)	2	78	0	0.000	0	78	0	0.000
	↘ Th-Rt		0	0.000	0%	2	78	0	0.000	0	78	0	0.000
	↘ Right	69	1	0.043	(33%)	25	94	1	0.059	0	94	1	0.059
↔ Shared		0	0.000	0%	25	94	0	0.000	0	94	0	0.000	
Eastbound	↵ Left	93	1	0.058	33%	25	118	1	0.074	0	118	2	0.041
	↵ Lt-Th		0	0	0%	0	0	0	0	0	0	0	0
	→ Thru	1272	3	0.265	0%	0	1272	3	0.265	0	1272	3	0.265
	↘ Th-Rt		0	0	0%	0	0	0	0	0	0	0	0
	↘ Right	54	1	0.034	0%	0	54	1	0.034	0	54	1	0.034
↔ Shared		0	0	0%	0	0	0	0	0	0	0	0	
Westbound	↵ Left	225	1	0.141	0%	0	225	1	0.141	0	225	1	0.141
	↵ Lt-Th		0	0	0%	0	0	0	0	0	0	0	0
	↑ Thru	1235	2	0.386	0%	0	1235	2	0.386	0	1235	2	0.386
	↘ Th-Rt		0	0	0%	0	0	0	0	0	0	0	0
	↘ Right	380	1	0.168	0%	0	380	1	0.168	0	380	1	0.168
↔ Shared		0	0	0%	0	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			In Out Total				Critical Phases: 1600				
East/West Street: Pacific Coast Highway				Trip				Capacity: 0				
WEEKEND				Gen 1 PM 116 110 226				FALSE 0 0%				
PM Peak: 12:00 PM	Counts	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C	Adjusted Volume	Total 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	0	0	
↑ Thru	71	0	0	2%	2	73	0	0	0	73	0	
↵ Th-Rt		1	0.063	0%	0	1	0.064	0	0	1	0.064	
↵ Right	30	0	0	0%	0	30	0	0	0	30	0	
↕ Shared		0	0	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	0	1	0.076	
↓ Thru	101	0	0	(2%)	2	103	0	0	0	103	0	
↵ Th-Rt		0	0	0%	0	0	0	0	0	0	0	
↵ Right	57	1	0	(33%)	36	93	1	0	0	93	1	
↕ Shared		0	0	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	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	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	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	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	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	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	PM	154					
WEEKDAY AM Peak: 8:00 AM		Counts			+ Project	= Total			Adjusted	Total			
		Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	
Northbound	↶ Left	4	0	0.000	0%	0	4	0	0.000	0	4	0	0.000
	↷ Lt-Th	1	1	0.003	0%	0	1	1	0.003	0	1	1	0.003
	↑ Thru	1	0	0.000	0%	0	1	0	0.000	0	1	0	0.000
	↷ Th-Rt	1	0	0.000	0%	0	1	0	0.000	0	1	0	0.000
	↶ Right	2	1	0.000	0%	0	2	1	0.000	0	2	1	0.000
	↕ Shared	2	0	0.000	0%	0	2	0	0.000	0	2	0	0.000
Southbound	↶ Left	80	1	0.028	(50%)	20	100	1	0.035	0	100	1	0.035
	↷ Lt-Th	1	1	0.028	0%	0	1	1	0.035	0	1	1	0.035
	↓ 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	63	1	0.000	0%	0	63	1	0.000	0	63	1	0.000
	↕ Shared	63	0	0.000	0%	0	63	0	0.000	0	63	0	0.000
Eastbound	↶ Left	92	1	0.058	0%	0	92	1	0.058	0	92	1	0.058
	↷ Lt-Th	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000
	→ Thru	1623	1	0.511	0%	0	1623	1	0.511	0	1623	1	0.511
	↷ Th-Rt	1623	1	0.511	0%	0	1623	1	0.511	0	1623	1	0.511
	↶ Right	11	0	0.000	0%	0	11	0	0.000	0	11	0	0.000
	↕ Shared	11	0	0.000	0%	0	11	0	0.000	0	11	0	0.000
Westbound	↶ Left	3	1	0.002	0%	0	3	1	0.002	0	3	1	0.002
	↷ Lt-Th	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000
	← Thru	1001	1	0.354	0%	0	1001	1	0.363	0	1001	2	0.313
	↷ Th-Rt	1001	1	0.354	0%	0	1001	1	0.363	0	1001	0	0.000
	↶ Right	131	0	0.000	50%	30	161	0	0.000	0	161	1	0.101
	↕ Shared	131	0	0.000	0%	0	161	0	0.000	0	161	0	0.000
Critical Volumes:		North-South: 0.031			North-South: 0.038				North-South: 0.038				
		East-West: 0.513			East-West: 0.513				East-West: 0.513				
		Loss Time: 0.050			LossTime: 0.050				Total: 0.050				
Volume/capacity (v/c) ratio:		0.594			0.601				0.601				
Level of Service (LOS):		A			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	PM	Total				
WEEKDAY PM Peak: 4:45 PM	Counts										
	Volume	Lanes	V / C	+ Project	Volume	Lanes	V / C	Adjusted	Total	Lanes	V / C
Northbound	↶ Left	0	0.000	0%	0	0	0.000	0	14	0	0.000
	↷ Lt-Th	14	1 0.014	0%	0	1	0.014	0	14	1	0.014
	↑ Thru	8	0 0.000	0%	0	0	0.000	0	8	0	0.000
	↷ Th-Rt	8	0 0.000	0%	0	0	0.000	0	8	0	0.000
	↘ Right	19	1 0.000	0%	0	1	0.000	0	19	1	0.000
	↕ Shared	19	0 0.000	0%	0	0	0.000	0	19	0	0.000
Southbound	↶ Left	187	1 0.065	(50%)	38	1	0.078	0	225	1	0.078
	↷ Lt-Th	1	1 0.065	0%	0	1	0.078	0	1	1	0.078
	↓ Thru	1	0 0.000	0%	0	0	0.000	0	1	0	0.000
	↷ Th-Rt	1	0 0.000	0%	0	0	0.000	0	1	0	0.000
	↘ Right	132	1 0.000	0%	0	1	0.000	0	132	1	0.000
	↕ Shared	132	0 0.000	0%	0	0	0.000	0	132	0	0.000
Eastbound	↶ Left	94	1 0.059	0%	0	1	0.059	0	94	1	0.059
	↷ Lt-Th	0	0 0.000	0%	0	0	0.000	0	0	0	0.000
	→ Thru	1603	1 0.506	0%	0	1	0.506	0	1603	1	0.506
	↷ Th-Rt	1603	1 0.506	0%	0	1	0.506	0	1603	1	0.506
	↘ Right	15	0 0.000	0%	0	0	0.000	0	15	0	0.000
	↕ Shared	15	0 0.000	0%	0	0	0.000	0	15	0	0.000
Westbound	↶ Left	15	1 0.009	0%	0	1	0.009	0	15	1	0.009
	↷ Lt-Th	0	0 0.000	0%	0	0	0.000	0	0	0	0.000
	← Thru	1711	1 0.593	0%	0	1	0.605	0	1711	2	0.535
	↷ Th-Rt	1711	1 0.593	0%	0	1	0.605	0	1711	0	0.000
	↘ Right	186	0 0.000	50%	38	0	0.000	0	224	1	0.140
	↕ Shared	186	0 0.000	0%	0	0	0.000	0	224	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			In Out Total				Critical Phases: 1600				
East/West Street: Pacific Coast Highway	north-south split			Gen 1	PM	116	110	226	Capacity: 0			
WEEKEND PM Peak: 12:00 PM	Counts	Lanes	V / C	+ Project	Volume	Total	Lanes	V / C	Adjusted	Total	Lanes	V / C
	Volume			Volume	Volume	Volume			Volume	Volume		
Northbound	↵ Left	0	0.000	0%	0	16	0	0.000	0	16	0	0.000
	↵ Lt-Th	16	0.014	0%	0	16	1	0.014	0	16	1	0.014
	↑ Thru	6	0.000	0%	0	6	0	0.000	0	6	0	0.000
	↗ Th-Rt	6	0.000	0%	0	6	0	0.000	0	6	0	0.000
	↘ Right	46	0.000	0%	0	46	1	0.000	0	46	1	0.000
↔ Shared	0	0.000	0%	0	0	0	0.000	0	0	0	0.000	
Southbound	↵ Left	209	0.073	(50%)	55	264	1	0.092	0	264	1	0.092
	↵ Lt-Th	1	0.073	0%	0	1	1	0.092	0	1	1	0.092
	↓ Thru	7	0.000	0%	0	7	0	0.000	0	7	0	0.000
	↘ Th-Rt	7	0.000	0%	0	7	0	0.000	0	7	0	0.000
	↘ Right	109	0.000	0%	0	109	1	0.000	0	109	1	0.000
↔ Shared	0	0.000	0%	0	0	0	0.000	0	0	0	0.000	
Eastbound	↵ Left	144	0.090	0%	0	144	1	0.090	0	144	1	0.090
	↵ Lt-Th	0	0.000	0%	0	0	0	0.000	0	0	0	0.000
	→ Thru	1439	0.460	0%	0	1439	1	0.460	0	1439	1	0.460
	↗ Th-Rt	1	0.460	0%	0	1	1	0.460	0	1	1	0.460
	↘ Right	33	0.000	0%	0	33	0	0.000	0	33	0	0.000
↔ Shared	0	0.000	0%	0	0	0	0.000	0	0	0	0.000	
Westbound	↵ Left	24	0.015	0%	0	24	1	0.015	0	24	1	0.015
	↵ Lt-Th	0	0.000	0%	0	0	0	0.000	0	0	0	0.000
	↑ Thru	1625	0.573	0%	0	1625	1	0.591	0	1625	2	0.508
	↗ Th-Rt	1	0.573	0%	0	1	1	0.591	0	1	0	0.000
	↘ Right	209	0.000	50%	58	267	0	0.000	0	267	1	0.167
↔ Shared	0	0.000	0%	0	0	0	0.000	0	0	0	0.000	
Critical Volumes:	North-South:	0.087		North-South:	0.106		North-South:	0.106		North-South:	0.106	
	East-West:	0.663		East-West:	0.681		East-West:	0.598		East-West:	0.598	
	Loss Time:	0.050		Loss Time:	0.050		Loss Time:	0.050		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:		-0.046	
Significantly impacted?								YES	Fully mitigated?		YES	

Intersection Capacity Utilization (ICU)

Intersection No. 8		2012, EXISTING			2012, WITH PROJECT				
North/South Street: Malibu Pier Signal		Capacity: vphpl 1600				<u>In</u>	<u>Out</u>	<u>Total</u>	
		Dual 2880			AM	61	40	101	
East/West Street: Pacific Coast Highway					PM	77	77	154	
WEEKDAY AM Peak: 7:30 AM		Counts				= Total			
		Volume	Lanes	V / C	+ Project Volume	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 <small>not a part of signal</small>	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	0%	0	1	0	0
Eastbound	↘ Left	2	1	0.001	0%	0	2	1	0.001
	↘ Lt-Th		0	0.000	0%	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	0.000
	↘ Right	0	0	0.000	0%	0	0	0	0.000
	↔ Shared	0	0	0.000	0%	0	0	0.000	0.000
Westbound	↘ Left	5	1	0.003	0%	0	5	1	0.003
	↘ Lt-Th		0	0.000	0%	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	0.000
	↘ Right	1	1	0.001	0%	0	1	1	0.001
	↔ Shared	0	0	0.000	0%	0	0	0.000	0.000
Critical Volumes:		North-South: 0.000			North-South: 0.000				
		East-West: 0.526			East-West: 0.532				
		Loss Time: 0.050			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				<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Pacific Coast Highway					AM	61	40	101	
WEEKDAY PM Peak: 4:45 PM		Counts							
		Volume	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 <small>not part of signal</small>	3	0	0	0%	0	3	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	3	0	0	0%	0	3	0	0
	↷ Shared	3	1	0	0%	0	3	1	0
Eastbound	↶ Left	0	1	0.000	0%	0	0	1	0.000
	↶ Lt-Th	0	0	0.000	0%	0	0	0	0.000
	↑ Thru	1799	2	0.562	(50%)	38	1837	2	0.574
	↷ Th-Rt	0	0	0.000	0%	0	0	0	0.000
	↷ Right	0	0	0.000	0%	0	0	0	0.000
	↷ Shared	0	0	0.000	0%	0	0	0.000	
Westbound	↶ Left	13	1	0.008	0%	0	13	1	0.008
	↶ Lt-Th	0	0	0.000	0%	0	0	0	0.000
	↑ Thru	1937	2	0.605	50%	38	1975	2	0.617
	↷ Th-Rt	0	0	0.000	0%	0	0	0	0.000
	↷ Right	1	1	0.001	0%	0	1	1	0.001
	↷ Shared	0	0	0.000	0%	0	0	0.000	
Critical Volumes:		North-South: 0.000			North-South: 0.000				
		East-West: 0.605			East-West: 0.617				
		Loss Time: 0.050			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					<u>In</u>	<u>Out</u>	<u>Total</u>
East/West Street: Pacific Coast Highway				Trip	AM	0	0	0
WEEKEND				Gen 1	PM	116	110	226
PM Peak: 12:00 PM	Counts			+ Project		Total		
	Volume	Lanes	V / C	Volume		Volume	Lanes	V / C
Northbound	↵ Left	0	0	0%	0	0	0	0
	↵ Lt-Th	0	0	0%	0	0	0	0
	↵ Thru	0	0	0%	0	0	0	0
	↵ Th-Rt	0	0	0%	0	0	0	0
	↵ Right	0	0	0%	0	0	0	0
	↵ Shared	0	0	0%	0	0	0	0
Southbound	↘ Left	0	0	0%	0	0	0	0
	↘ Lt-Th	0	0	0%	0	0	0	0
	↘ Thru	0	0	0%	0	0	0	0
	↘ Th-Rt	0	0	0%	0	0	0	0
	↘ Right	0	0	0%	0	0	0	0
	↘ Shared	0	1	0.000	0%	0	0	1
Eastbound	↶ Left	4	1	0.003	0%	0	4	1
	↶ Lt-Th	0	0	0.000	0%	0	0	0.000
	↶ Thru	1669	2	0.522	(50%)	55	1724	2
	↶ Th-Rt	0	0	0.000	0%	0	0	0.000
	↶ Right	0	0	0.000	0%	0	0	0.000
	↶ Shared	0	0	0.000	0%	0	0	0.000
Westbound	↷ Left	17	1	0.011	0%	0	17	1
	↷ Lt-Th	0	0	0.000	0%	0	0	0.000
	↷ Thru	1875	2	0.586	50%	58	1933	2
	↷ Th-Rt	0	0	0.000	0%	0	0	0.000
	↷ Right	5	1	0.003	0%	0	5	1
	↷ Shared	0	0	0.000	0%	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								
change in v/c due to project:							0.016	
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				<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: 8:00 AM		Counts							
		Volume	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	14	1	0.017	0%	0	14	1	0.017
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			North-South: 0.017				
		East-West: 0.471			East-West: 0.476				
		Loss Time: 0.050			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				<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Pacific Coast Highway					AM	61	40	101	
WEEKDAY PM Peak: 4:15 PM					PM	77	77	154	
		Counts			+ Project Volume	Total Volume			
		Volume	Lanes	V / C			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	22	1	0.021	0%	0	22	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: 0.573			East-West: 0.582				
		Loss Time: 0.050			Loss Time: 0.050				
Volume/capacity (v/c) ratio:		0.644			0.653				
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. 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 Gen 1	PM	116	110	226	
WEEKEND PM Peak: 12:00 PM	Counts			+ Project Volume		Total			
	Volume	Lanes	V / C			Volume	Lanes	V / C	
Northbound	↵ Left	0	0	0	0%	0	0	0	
	↵ Lt-Th	0	0	0	0%	0	0	0	
	↑ Thru	0	0	0	0%	0	0	0	
	↗ Th-Rt	0	0	0	0%	0	0	0	
	↘ Right	0	0	0	0%	0	0	0	
	↔ Shared	0	0	0	0%	0	0	0	
Southbound	↘ Left	13	0	0	0%	0	13	0	
	↘ Lt-Th	0	0	0	0%	0	0	0	
	↓ Thru	0	0	0	0%	0	0	0	
	↙ Th-Rt	0	0	0	0%	0	0	0	
	↘ Right	19	0	0	0%	0	19	0	
	↔ Shared	19	1	0.020	0%	0	19	1	0.020
Eastbound	↘ Left	25	1	0.016	0%	0	25	1	0.016
	↘ Lt-Th	0	0	0	0%	0	0	0	
	→ Thru	1479	2	0.462	(38%)	42	1521	2	0.475
	↗ Th-Rt	0	0	0	0%	0	0	0	
	↘ Right	0	0	0	0%	0	0	0	
	↔ Shared	0	0	0	0%	0	0	0	
Westbound	↘ Left	0	0	0	0%	0	0	0	
	↘ Lt-Th	0	0	0	0%	0	0	0	
	← Thru	1798	2	0.562	38%	44	1842	2	0.576
	↗ Th-Rt	0	0	0	0%	0	0	0	
	↘ Right	13	1	0.008	0%	0	13	1	0.008
	↔ Shared	13	0	0	0%	0	13	0	0
Critical Volumes:	North-South: 0.020			North-South: 0.020					
	East-West: 0.578			East-West: 0.592					
	Loss Time: 0.050			Loss Time: 0.050					
Volume/capacity (v/c) ratio:	0.648			0.662					
Level of Service (LOS):	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	
WEEKDAY					PM	77	77	154	
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	0	0
	↑ Thru	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
	↔ Shared		1	0.001	0%	0	1	0.001	
Southbound	↘ Left	40	0	0	0%	0	40	0	0
	↘ Lt-Th		0	0	0%	0	0	0	0
	↓ Thru	1	0	0	0%	0	1	0	0
	↙ Th-Rt		0	0	0%	0	0	0	0
	↘ Right	35	0	0	2%	1	36	0	0
	↔ Shared		1	0.048	0%	1	36	1	0.048
Eastbound	↘ Left	23	1	0.014	(2%)	1	24	1	0.015
	↘ Lt-Th		0	0	0%	0	0	0	0
	→ Thru	1535	1	0.480	(25%)	10	1545	1	0.483
	↘ Th-Rt		1	0.480	0%	0	0	1	0.483
	↘ Right	0	0	0	0%	0	0	0	0
	↔ Shared		0	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	0
	↑ Thru	1197	2	0.374	25%	15	1212	2	0.379
	↗ Th-Rt		0	0	0%	0	0	0	0
	↘ Right	27	1	0.017	0%	0	27	1	0.017
	↔ Shared		0	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				<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Pacific Coast Highway					AM	61	40	101	
WEEKDAY PM Peak: 4:30 PM		Counts				Total			
		Volume	Lanes	V / C	+ Project Volume	Volume	Lanes	V / C	
Northbound	↖ Left	10	0	0	0%	0	10	0	0
	↙ Lt-Th		0	0	0%	0	0	0	0
	↑ Thru	1	0	0	0%	0	1	0	0
	↘ Th-Rt		0	0	0%	0	0	0	0
	↗ Right	15	0	0	0%	0	15	0	0
	↕ Shared		1	0.016	0%	0	1	0.016	
Southbound	↖ Left	30	0	0	0%	0	30	0	0
	↙ Lt-Th		0	0	0%	0	0	0	0
	↓ Thru	2	0	0	0%	0	2	0	0
	↘ Th-Rt		0	0	0%	0	0	0	0
	↗ Right	34	0	0	2%	2	36	0	0
	↕ Shared		1	0.041	0%	2	1	0.043	
Eastbound	↖ Left	41	1	0.026	(2%)	2	43	1	0.027
	↙ Lt-Th		0	0	0%	0	0	0	0
	↑ Thru	1699	1	0.531	(25%)	19	1718	1	0.537
	↘ Th-Rt		1	0.531	0%	0	1	0.537	
	↗ Right	17	0	0	0%	0	17	0	0
	↕ Shared		0	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	0	0
	↑ Thru	1787	2	0.558	25%	19	1806	2	0.564
	↘ Th-Rt		0	0	0%	0	0	0	0
	↗ Right	39	1	0.024	0%	0	39	1	0.024
	↕ Shared		0	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 Gen 1	PM	116	110	226	
WEEKEND PM Peak: 12:00 PM	Counts								
	Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C		
Northbound	↵ Left	16	0	0	0%	0	16	0	0
	↵ Lt-Th		0	0	0%	0	0	0	0
	↑ Thru	1	0	0	0%	0	1	0	0
	↗ Th-Rt		0	0	0%	0	0	0	0
	↘ Right	17	0	0	0%	0	17	0	0
	↔ Shared		1	0.021	0%	0	1	0.021	
Southbound	↘ Left	34	0	0	0%	0	34	0	0
	↘ Lt-Th		0	0	0%	0	0	0	0
	↓ Thru	2	0	0	0%	0	2	0	0
	↙ Th-Rt		0	0	0%	0	0	0	0
	↘ Right	41	0	0	0%	1	42	0	0
	↔ Shared		1	0.048	2%	1	1	0.049	
Eastbound	↘ Left	28	1	0.018	(2%)	2	30	1	0.019
	↘ Lt-Th		0	0	0%	0	0	0	0
	→ Thru	1424	1	0.445	(25%)	28	1452	1	0.454
	↗ Th-Rt		1	0.445	0%	0	1	0.454	
	↘ Right	44	0	0	0%	0	44	0	0
	↔ Shared		0	0	0%	0	0	0	0
Westbound	↘ Left	44	1	0.028	0%	0	44	1	0.028
	↘ Lt-Th		0	0	0%	0	0	0	0
	← Thru	1733	2	0.542	25%	29	1762	2	0.551
	↗ Th-Rt		0	0	0%	0	0	0	0
	↘ Right	38	1	0.024	0%	0	38	1	0.024
	↔ Shared		0	0	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					
PROJECT IMPACT									
							Change in v/c due to project:	0.011	
							Significantly impacted?	NO	

FUTURE CUMULATIVE (2017) + PROJECT

Intersection Capacity Utilization (ICU)

Intersection No. 1	2012, EXISTING			2017, PROJECTED CUMULATIVE BASE						2017, WITH PROJECT					
North/South Street: Kanan Dume Road	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2017 at: 1.50% per year							In	Out	Total		
East/West Street: Pacific Coast Highway										AM	61	40	101		
										PM	77	77	154		
WEEKDAY AM Peak: 8:00 AM	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	0.000	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	199	2	0.069	15	16	230	2	0.080	5%	3	233	2	0.081		
↵ 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	250	1	0.069	19	17	286	1	0.076	0%	0	286	1	0.076		
↕ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000		
Eastbound															
↵ Left	139	1	0.087	11	15	165	1	0.103	0%	0	165	1	0.103		
↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000		
↓ Thru	672	2	0.210	52	193	917	2	0.287	20%	12	929	2	0.290		
↗ 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	601	2	0.188	46	160	807	2	0.252	(20%)	8	815	2	0.255		
↗ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000		
↘ Right	106	1	0.066	8	7	121	1	0.076	(5%)	2	123	1	0.077		
↕ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000		
Critical Volumes:	North-South:	0.069						North-South:	0.080				North-South:	0.081	
	East-West:	0.275						East-West:	0.354				East-West:	0.358	
	Loss Time:	0.050						Loss Time:	0.050				Loss Time:	0.050	
Volume/capacity (v/c) ratio:	0.394							0.485							
Level of Service (LOS):	A							A							
PROJECT IMPACT															
Change in v/c due to project:													0.004		
Significantly impacted?													NO		

Intersection Capacity Utilization (ICU)

Intersection No. 1	2012, EXISTING			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT				
North/South Street: Kanan Dume Road	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2017 at: 1.50% per year						<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Pacific Coast Highway									AM	61	40	101	
									PM	77	77	154	
WEEKDAY PM Peak: 4:00 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	0.000	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	12	17	184	2	0.064	5%	4	188	2	0.065
↳ 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	15	24	233	1	0.000	0%	0	233	1	0.000
↕ Shared		0	0.000				0	0.000	0%	0	0	0.000	
Eastbound													
↳ Left	344	1	0.215	27	25	396	1	0.247	0%	0	396	1	0.247
↳ Lt-Th		0	0.000				0	0.000	0%	0	0	0.000	
→ Thru	972	2	0.304	75	242	1289	2	0.403	20%	15	1304	2	0.408
↳ 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	78	255	1339	2	0.418	(20%)	15	1354	2	0.423
↳ Th-Rt		0	0.000				0	0.000	0%	0	0	0.000	
↪ Right	247	1	0.154	19	24	290	1	0.181	(5%)	4	294	1	0.184
↕ Shared		0	0.000				0	0.000	0%	0	0	0.000	
Critical Volumes:	North-South:	0.054		North-South:					0.064		North-South:	0.065	
	East-West:	0.529		East-West:					0.664		East-West:	0.669	
	Loss Time:	0.050		Loss Time:					0.050		Loss Time:	0.050	
Volume/capacity (v/c) ratio:	0.633			0.778					0.786				
Level of Service (LOS):	B			C					C				
PROJECT IMPACT													
Change in v/c due to project:											0.008		
Significantly impacted?											NO		

Intersection Capacity Utilization (ICU)

Intersection No. 1	2012, EXISTING			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT				
North/South Street: Kanan Dume Road	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2017 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			+ Amb.	+ Area	= Total			+ Project	Total			
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	
Northbound													
↵ Left		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	0.000					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					0.000	0%	0	0	0.000	
↵ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000	
Southbound													
↵ Left	284	2	0.099	22	21	327	2	0.114	5%	6	333	0.116	
↵ 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					0.000	0%	0	0	0.000	
↵ Right	284	1	0.000	22	26	332	1	0.000	0%	0	332	0.000	
↵ Shared		0	0.000				0	0.000	0%	0	0	0.000	
Eastbound													
↵ Left	302	1	0.105	23	30	355	1	0.123	0%	0	355	0.123	
↵ Lt-Th		0	0.000				0	0.000	0%	0	0	0.000	
→ Thru	1028	2	0.321	79	287	1394	2	0.436	20%	23	1417	0.443	
↵ 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	1221	2	0.382	94	255	1570	2	0.491	(20%)	22	1592	0.498	
↵ Th-Rt		0	0.000				0	0.000	0%	0	0	0.000	
↵ Right	172	1	0.108	13	20	205	1	0.128	(5%)	6	211	0.132	
↵ Shared		0	0.000				0	0.000	0%	0	0	0.000	
Critical Volumes:	North-South:	0.099							North-South:	0.114		North-South:	0.116
	East-West:	0.487							East-West:	0.614		East-West:	0.621
	Loss Time:	0.050							Loss Time:	0.050		Loss Time:	0.050
Volume/capacity (v/c) ratio:	0.636								0.778			0.787	
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			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT				2017, WITH TRAFFIC MITIGATION															
North/South Street: Malibu Canyon Road	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2017 at: 1.50% per year					<table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;"><u>In</u></td> <td style="text-align: center;"><u>Out</u></td> <td style="text-align: center;"><u>Total</u></td> </tr> <tr> <td style="text-align: center;">AM</td> <td style="text-align: center;">61</td> <td style="text-align: center;">40</td> <td style="text-align: center;">101</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">77</td> <td style="text-align: center;">77</td> <td style="text-align: center;">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			+ Amb.	+ Area	= Total			+ Project	= Total			Adjusted	Total														
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C												
Northbound	↵ Left	3	0	0.000	0	1	4	0	0.000	0%	0	4	0	0.000	0	4	1	0.003										
	↵ Lt-Th	1	1	0.005	0	1	4	1	0.007	0%	0	4	1	0.007	0	4	0	0.000										
	↑ Thru	7	0	0.000	1	0	8	0	0.000	0%	0	8	0	0.000	0	8	1	0.005										
	↵ Th-Rt	1	1	0.005	1	0	8	1	0.007	0%	0	8	1	0.007	0	8	0	0.000										
	↵ Right	7	0	0.000	1	2	10	0	0.000	0%	0	10	0	0.000	0	10	1	0.000										
↵ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000											
Southbound	↵ Left	956	1	0.337	74	14	1044	1	0.368	15%	9	1053	1	0.371	0	1053	1	0.371										
	↵ Lt-Th	1	1	0.337	74	14	1044	1	0.368	0%	9	1053	1	0.371	0	1053	1	0.371										
	↓ Thru	15	0	0.000	1	0	16	0	0.000	0%	0	16	0	0.000	0	16	0	0.000										
	↵ Th-Rt	0	0	0.000	1	0	16	0	0.000	0%	0	16	0	0.000	0	16	0	0.000										
	↵ Right	216	1	0.093	17	1	234	1	0.099	0%	0	234	1	0.099	0	234	1	0.099										
↵ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000											
Eastbound	↵ Left	135	2	0.047	10	5	150	2	0.052	0%	0	150	2	0.052	0	150	2	0.052										
	↵ Lt-Th	0	0	0.000	10	5	150	0	0.000	0%	0	150	0	0.000	0	150	0	0.000										
	↑ Thru	884	1	0.279	68	146	1098	1	0.346	33%	20	1118	1	0.352	0	1118	1	0.352										
	↵ Th-Rt	1	1	0.279	68	146	1098	1	0.346	0%	20	1118	1	0.352	0	1118	1	0.352										
	↵ Right	8	0	0.000	1	0	9	0	0.000	0%	0	9	0	0.000	0	9	0	0.000										
↵ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	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	0.000	0	1	5	0	0.000	0%	0	5	0	0.000	0	5	0	0.000										
	↑ Thru	651	2	0.203	50	87	788	2	0.246	(33%)	13	801	2	0.250	0	801	2	0.250										
	↵ Th-Rt	0	0	0.000	50	87	788	0	0.000	0%	13	801	0	0.000	0	801	0	0.000										
	↵ Right	123	1	0.000	10	15	148	1	0.000	0%	0	148	1	0.000	0	148	1	0.000										
↵ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000											
Critical Volumes:	North-South: 0.342				North-South: 0.374				North-South: 0.378				North-South: 0.371															
	East-West: 0.282				East-West: 0.349				East-West: 0.354				East-West: 0.355															
	Loss Time: 0.050				Loss Time: 0.050				Loss Time: 0.050				Total: 0.050															
Volume/capacity (v/c) ratio:	0.674				0.773				0.782				0.776															
Level of Service (LOS):	B				C				C				C															
									PROJECT IMPACT																			
									Change in v/c due to project:		0.009		Δv/c after mitigation:		0.003													
									Significantly impacted?		NO		Fully mitigated?		N/A													

Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT				2017, WITH TRAFFIC MITIGATION					
North/South Street: Malibu Canyon Road East/West Street: Pacific Coast Highway WEEKDAY PM Peak: 4:45 PM	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2017 at: 1.50% per year					In Out Total AM 61 40 101 PM 77 77 154									
	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	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%	0		1	0.020	0		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%	0		1	0.020	0		0	0.000
	↵ Right	17	0	0.000	1	16	34	0	0.000	0%	0	34	0	0.000	0	34	1	0.000
↵ Shared		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000	
Southbound	↵ Left	320	1	0.116	25	4	349	1	0.127	0%	0	349	1	0.127	0	349	1	0.127
	↵ Lt-Th		1	0.116				1	0.127	0%	0		1	0.127	0		1	0.127
	↓ 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	0.000	0		0	0.000
	↵ Right	183	1	0.015	14	0	197	1	0.008	0%	0	197	1	0.008	0	197	1	0.008
↵ Shared		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000	
Eastbound	↵ Left	318	2	0.110	25	26	369	2	0.128	0%	0	369	2	0.128	0	369	2	0.128
	↵ Lt-Th		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000
	↑ Thru	1128	1	0.359	87	163	1378	1	0.442	33%	25	1403	1	0.450	0	1403	1	0.450
	↵ Th-Rt		1	0.359				1	0.442	0%	0		1	0.450	0		1	0.450
	↵ 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	0.000	0		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	0.000	0		0	0.000
	↑ Thru	1229	2	0.384	95	232	1556	2	0.486	(33%)	25	1581	2	0.494	0	1581	2	0.494
	↵ Th-Rt		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000
	↵ Right	260	1	0.000	20	29	309	1	0.000	0%	0	309	1	0.000	0	309	1	0.000
↵ Shared		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000	
Critical Volumes:	North-South: 0.125 East-West: 0.494 Loss Time: 0.050								North-South: 0.147 East-West: 0.613 Loss Time: 0.050				North-South: 0.147 East-West: 0.622 Loss Time: 0.050					
Volume/capacity (v/c) ratio:	0.669								0.810				0.818					
Level of Service (LOS):	B								D				D					
									PROJECT IMPACT									
									Change in v/c due to project: 0.008				Δv/c after mitigation: 0.004					
									Significantly impacted? NO				Fully mitigated? N/A					

Intersection Capacity Utilization (ICU)

Intersection No. 2	2012, EXISTING			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT				2017, WITH TRAFFIC MITIGATION			
North/South Street: Malibu Canyon Road East/West Street: Pacific Coast Highway WEEKEND PM Peak: 12:00 PM	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2017 at: 1.50% per year					In Out Total Trip 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	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%	0	50	1 0.031	0.000
	↵ Lt-Th		1 0.030				1 0.048	0%	0		1 0.048	0%	0		0 0.000	0.000
	↑ Thru	16	0 0.000	1	2	19	0 0.000	0%	0	19	0 0.000	0%	0	19	1 0.012	0.000
	↘ Th-Rt		1 0.030				1 0.048	0%	0		1 0.048	0%	0		0 0.000	0.000
	↗ Right	55	0 0.000	4	24	83	0 0.000	0%	0	83	0 0.000	0%	0	83	1 0.007	0.000
↕ Shared		0 0.000				0 0.000	0%	0		0 0.000	0%	0		0 0.000	0.000	
Southbound	↘ Left	280	1 0.107	22	-4	298	1 0.115	0%	0	298	1 0.115	0%	0	298	1 0.115	0.000
	↘ Lt-Th		1 0.110				1 0.118	0%	0		1 0.118	0%	0		1 0.118	0.000
	↓ Thru	28	0 0.000	2	2	32	0 0.000	0%	0	32	0 0.000	0%	0	32	0 0.000	0.000
	↘ Th-Rt		0 0.000				0 0.000	0%	0		0 0.000	0%	0		0 0.000	0.000
	↗ Right	353	1 0.221	27	7	387	1 0.242	0%	0	387	1 0.242	0%	0	387	1 0.242	0.000
↕ Shared		0 0.000				0 0.000	0%	0		0 0.000	0%	0		0 0.000	0.000	
Eastbound	↘ Left	193	2 0.067	15	36	244	2 0.085	0%	0	244	2 0.085	0%	0	244	2 0.085	0.000
	↘ Lt-Th		0 0.000				0 0.000	0%	0		0 0.000	0%	0		0 0.000	0.000
	→ Thru	1256	1 0.405	97	193	1546	1 0.503	33%	38	1584	1 0.515	0%	0	1584	1 0.515	0.000
	↘ Th-Rt		1 0.405				1 0.503	0%	0		1 0.515	0%	0		1 0.515	0.000
	↗ Right	40	0 0.000	3	22	65	0 0.000	0%	0	65	0 0.000	0%	0	65	0 0.000	0.000
↕ Shared		0 0.000				0 0.000	0%	0		0 0.000	0%	0		0 0.000	0.000	
Westbound	↘ Left	43	1 0.027	3	25	71	1 0.045	0%	0	71	1 0.045	0%	0	71	1 0.045	0.000
	↘ Lt-Th		0 0.000				0 0.000	0%	0		0 0.000	0%	0		0 0.000	0.000
	← Thru	1310	2 0.409	101	227	1638	2 0.512	(33%)	36	1674	2 0.523	0%	0	1674	2 0.523	0.000
	↘ Th-Rt		0 0.000				0 0.000	0%	0		0 0.000	0%	0		0 0.000	0.000
	↗ Right	142	1 0.001	11	45	198	1 0.031	0%	0	198	1 0.031	0%	0	198	1 0.031	0.000
↕ Shared		0 0.000				0 0.000	0%	0		0 0.000	0%	0		0 0.000	0.000	
Critical Volumes:	North-South:	0.251							North-South:	0.290				North-South:	0.273	
	East-West:	0.476							East-West:	0.597				East-West:	0.608	
	Loss Time:	0.050							Loss Time:	0.050				Loss Time:	0.050	
Volume/capacity (v/c) ratio:	0.777								0.937					0.948		
Level of Service (LOS):	C								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			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT						
North/South Street: Malibu Canyon Road	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2017 at: 1.50% per year						In	Out	Total			
East/West Street: Civic Center Way	east-west split								AM	61	40	101			
WEEKDAY AM Peak: 7:45 AM	Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C			
Northbound	↵ Left	1	0.016	2	-16	11	1	0.007	0%	0	11	1	0.007		
	↵ Lt-Th	25	0 0.000	15	13	228	2	0.071	0%	0	228	2	0.071		
	↑ Thru	200	0 0.000	2	29	54	1	0.000	0%	0	54	1	0.000		
	↘ Th-Rt	23	0 0.000	90	59	1320	2	0.413	15%	9	1329	2	0.415		
	↘ Shared	199	0 0.000	15	-8	206	1	0.000	0%	0	206	1	0.000		
Southbound	↵ Left	19	0 0.000	1	0	20	1	0.013	0%	0	20	1	0.013		
	↵ Lt-Th	1171	0 0.000	2	0.366	0	0.000	0%	0	0	0	0	0.000		
	↑ Thru	200	0 0.000	1	-4	11	0	0.000	0%	0	11	0	0.000		
	↘ Th-Rt	23	0 0.000	1	-4	6	1	0.000	0%	0	6	1	0.000		
	↘ Shared	9	0 0.000	1	-4	6	1	0.000	0%	0	6	1	0.000		
Eastbound	↵ Left	23	0 0.000	1	0	17	1	0.011	0%	0	17	1	0.011		
	↵ Lt-Th	14	0 0.000	7	-16	83	1	0.052	0%	0	83	1	0.052		
	↑ Thru	92	0 0.000	16	19	243	1	0.000	(15%)	6	249	1	0.000		
	↘ Th-Rt	208	0 0.000	16	19	243	1	0.000	0%	0	0	0	0.000		
	↘ Shared	9	0 0.000	16	19	243	1	0.000	0%	0	0	0	0.000		
Critical Volumes:	North-South:	0.382							North-South:	0.419		North-South:		0.422	
	East-West:	0.071							East-West:	0.064		East-West:		0.064	
	Loss Time:	0.050							Loss Time:	0.050		Loss Time:		0.050	
	Volume/capacity (v/c) ratio:	0.503								0.532				0.535	
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			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT							
North/South Street: Malibu Canyon Road	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2017 at: 1.50% per year							<u>In</u>	<u>Out</u>	<u>Total</u>			
East/West Street: Civic Center Way	east-west split									AM	61	40	101			
WEEKDAY PM Peak: 4:45 PM	Counts			+ Amb.	+ Area	= Total				+ Project	Total					
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C		Volume	Volume	Lanes	V / C			
Northbound	↵ Left	1	0.014	2	-5	19	1	0.012	0%	0	19	1	0.012			
	↵ Lt-Th	0	0.000	41	35	610	2	0.191	0%	0	610	2	0.191			
	↵ Thru	534	2	0.167	2	62	91	0	0.000	0%	0	91	0	0.000		
	↵ Th-Rt	27	1	0.000	0	0.000	0	0.000	0%	0	91	1	0.000			
	↵ Shared	0	0.000	0	0.000	0	0.000	0	0.000	0%	0	0	0.000			
Southbound	↵ Left	186	1	0.116	14	34	234	1	0.146	15%	12	246	1	0.154		
	↵ Lt-Th	0	0.000	36	30	530	2	0.166	0%	0	530	2	0.166			
	↵ Thru	464	2	0.145	3	-2	45	1	0.000	0%	0	45	1	0.000		
	↵ Th-Rt	44	1	0.000	0	0.000	0	0.000	0%	0	45	0	0.000			
	↵ Shared	0	0.000	0	0.000	0	0.000	0	0.000	0%	0	0	0.000			
Eastbound	↵ Left	234	1	0.117	18	-6	246	1	0.120	0%	0	246	1	0.120		
	↵ Lt-Th	1	0.117	8	-11	100	0	0.000	0%	0	100	0	0.000			
	↵ Thru	103	0	0.000	3	-11	29	1	0.000	0%	0	29	1	0.000		
	↵ Th-Rt	37	1	0.000	0	0.000	0	0.000	0%	0	29	0	0.000			
	↵ Shared	0	0.000	0	0.000	0	0.000	0	0.000	0%	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	3	-5	33	1	0.020	0%	0	33	1	0.020			
	↵ Thru	35	1	0.022	47	55	711	1	0.000	(15%)	12	723	1	0.000		
	↵ Th-Rt	609	1	0.000	0	0.000	0	0.000	0%	0	723	0	0.000			
	↵ Shared	0	0.000	0	0.000	0	0.000	0	0.000	0%	0	0	0.000			
Critical Volumes:	North-South:	0.283							North-South:	0.337				North-South:	0.344	
	East-West:	0.139							East-West:	0.141				East-West:	0.141	
	Total:	0.050							Total:	0.050				Total:	0.050	
Volume/capacity (v/c) ratio:				0.472									0.528			
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. 3	2012, EXISTING				2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT				
North/South Street: Malibu Canyon Road	Capacity: vphpl 1600 Dual 2880				<u>Ambient Growth</u> from: 2012 to: 2017 at: 1.50% per year					Trip Gen 1 PM 116 110 226				
East/West Street: Civic Center Way	east-west split													
WEEKEND PM Peak: 11:45 PM	Counts				+ Amb.	+ Area	= Total			+ Project	Total			
	Volume	Lanes	V / C		Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	
Northbound	↵ Left	1	0.018		2	-6	25	1	0.016	0%	0	1	0.016	
	↵ Lt-Th	29	0					0	0	0%	0	0	0	
	↑ Thru	296	2	0.093	23	45	364	2	0.114	0%	0	2	0.114	
	↗ Th-Rt		0	0				0	0	0%	0	0	0	
	↘ Right	22	1	0.014	2	84	108	1	0.067	0%	0	1	0.067	
↕ Shared		0	0				0	0	0%	0	0	0		
Southbound	↵ Left	1	0.146		18	46	297	1	0.186	15%	17	1	0.196	
	↵ Lt-Th	233	0					0	0	0%	0	0	0	
	↓ Thru	766	2	0.239	59	41	866	2	0.271	0%	0	2	0.271	
	↘ Th-Rt		0	0				0	0	0%	0	0	0	
	↘ Right	28	1	0.018	2	-3	27	1	0.017	0%	0	1	0.017	
↕ Shared		0	0				0	0	0%	0	0	0		
Eastbound	↵ Left	1	0.021		2	-2	29	1	0.021	0%	0	1	0.021	
	↵ Lt-Th	29	1	0.021				1	0.021	0%	0	1	0.021	
	→ Thru		0	0				0	0	0%	0	0	0	
	↘ Th-Rt	32	0	0	2	-4	30	0	0	0%	0	0	0	
	↘ Right	26	1	0.016	2	-4	24	1	0.015	0%	0	1	0.015	
↕ Shared		0	0				0	0	0%	0	0	0		
Westbound	↵ Left	1	0.013		2	0	23	1	0.014	0%	0	1	0.014	
	↵ Lt-Th	21	0	0				0	0	0%	0	0	0	
	← Thru	28	1	0.018	2	-6	24	1	0.015	0%	0	1	0.015	
	↗ Th-Rt		0	0				0	0	0%	0	0	0	
	↘ Right	179	1	0.112	14	49	242	1	0.151	(15%)	17	1	0.162	
↕ Shared		0	0				0	0	0%	0	0	0		
Critical Volumes:	North-South: 0.257			North-South: 0.286			North-South: 0.286							
	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			0.372			0.372							
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	1/2015				Analysis Year	2017 WITHOUT PROJECT		
Analysis Time Period	AM PEAK HOUR							
Project ID <i>WHOLE FOODS SHOPPING CENTER</i>								
East/West Street: <i>CIVIC CENTER WAY</i>					North/South Street: <i>WEBB WAY / STUART RANCH ROAD</i>			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	6	22	72		74	69	11	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	248	102	177		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)	28	72	74	80	350	177	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	0.02	0.06	0.07	0.07	0.31	0.16	0.06	
hd, final value (s)	6.37	5.55	6.66	6.06	5.68	4.62	5.79	
x, final value	0.05	0.11	0.14	0.13	0.55	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)	278	322	324	330	600	427	317	
Delay (s/veh)	9.40	8.95	10.41	9.70	15.14	8.68	9.19	
LOS	A	A	B	A	C	A	A	
Approach: Delay (s/veh)	9.07		10.04		12.97		9.19	
LOS	A		B		B		A	
Intersection Delay (s/veh)	11.68							
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	1/2015				Analysis Year	2017 WITH PROJECT		
Analysis Time Period	AM PEAK HOUR							
Project ID <i>WHOLE FOODS SHOPPING CENTER</i>								
East/West Street: <i>CIVIC CENTER WAY</i>					North/South Street: <i>WEBB WAY / STUART RANCH ROAD</i>			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	6	22	72		88	75	11	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	248	102	207		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)	28	72	88	86	350	207	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	0.02	0.06	0.08	0.08	0.31	0.18	0.06	
hd, final value (s)	6.47	5.66	6.73	6.13	5.75	4.69	5.89	
x, final value	0.05	0.11	0.16	0.15	0.56	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	3.8	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)	278	322	338	336	600	457	317	
Delay (s/veh)	9.52	9.08	10.75	9.88	15.47	9.12	9.31	
LOS	A	A	B	A	C	A	A	
Approach: Delay (s/veh)	9.20		10.32		13.11		9.31	
LOS	A		B		B		A	
Intersection Delay (s/veh)	11.85							
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	1/2015				Analysis Year	2017 WITHOUT PROJECT		
Analysis Time Period	PM PEAK HOUR							
Project ID <i>WHOLE FOODS SHOPPING CENTER</i>								
East/West Street: <i>CIVIC CENTER WAY</i>					North/South Street: <i>WEBB WAY / STUART RANCH ROAD</i>			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	23	87	267		175	281	11	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	463	58	130		41	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)	110	267	175	292	521	130	173	
% 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	0.46	0.12	0.15	
hd, final value (s)	8.44	7.61	8.63	8.08	8.16	7.00	8.43	
x, final value	0.26	0.56	0.42	0.66	1.18	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	5.8	5.9	4.7	6.1	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	360	464	413	441	521	380	411	
Delay (s/veh)	14.05	19.73	17.41	24.89	128.78	12.04	16.74	
LOS	B	C	C	C	F	B	C	
Approach: Delay (s/veh)	18.08		22.09		105.47		16.74	
LOS	C		C		F		C	
Intersection Delay (s/veh)	53.17							
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	1/2015			Analysis Year	2017 WITH PROJECT			
Analysis Time Period	PM PEAK HOUR							
Project ID <i>WHOLE FOODS SHOPPING CENTER</i>								
East/West Street: <i>CIVIC CENTER WAY</i>				North/South Street: <i>WEBB WAY / STUART RANCH ROAD</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	23	99	267	202	293	11		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	463	58	157	41	88	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)	122	267	202	304	521	157	175	
% 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	0.46	0.14	0.16	
hd, final value (s)	8.56	7.74	8.71	8.16	8.31	7.15	8.57	
x, final value	0.29	0.57	0.49	0.69	1.20	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	4.8	6.3	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	372	457	410	437	521	407	405	
Delay (s/veh)	14.72	20.36	19.44	27.10	137.71	13.05	17.24	
LOS	B	C	C	D	F	B	C	
Approach: Delay (s/veh)	18.59		24.04		108.84		17.24	
LOS	C		C		F		C	
Intersection Delay (s/veh)	55.04							
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	1/2015				Analysis Year	2017 WITHOUT PROJECT		
Analysis Time Period	SAT MID-DAY PEAK HOUR							
Project ID <i>WHOLE FOODS SHOPPING CENTER</i>								
East/West Street: <i>CIVIC CENTER WAY</i>					North/South Street: <i>WEBB WAY / STUART RANCH ROAD</i>			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	8	191	216		147	138	5	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	153	79	186		44	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)	199	216	147	143	232	186	146	
% 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)	6.86	6.13	7.50	6.97	7.17	6.13	7.15	
x, final value	0.38	0.37	0.31	0.28	0.46	0.32	0.29	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.6	3.8	5.2	4.7	4.9	3.8	4.9	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	449	466	397	393	482	436	396	
Delay (s/veh)	13.69	12.35	13.48	12.32	15.86	11.64	12.75	
LOS	B	B	B	B	C	B	B	
Approach: Delay (s/veh)	12.99		12.91		13.99		12.75	
LOS	B		B		B		B	
Intersection Delay (s/veh)	13.27							
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	1/2015			Analysis Year	2017 WITH PROJECT			
Analysis Time Period	SAT MID-DAY PEAK HOUR							
Project ID <i>WHOLE FOODS SHOPPING CENTER</i>								
East/West Street: <i>CIVIC CENTER WAY</i>				North/South Street: <i>WEBB WAY / STUART RANCH ROAD</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	8	208	216	186	155	5		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	153	79	227	44	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)	216	216	186	160	232	227	146	
% 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)	7.16	6.42	7.73	7.20	7.44	6.40	7.50	
x, final value	0.43	0.39	0.40	0.32	0.48	0.40	0.30	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.9	4.1	5.4	4.9	5.1	4.1	5.2	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	466	466	436	410	468	477	396	
Delay (s/veh)	15.13	13.09	15.49	13.25	16.81	13.37	13.44	
LOS	C	B	C	B	C	B	B	
Approach: Delay (s/veh)	14.11		14.45		15.11		13.44	
LOS	B		B		C		B	
Intersection Delay (s/veh)	14.46							
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	1/2015				Analysis Year	2017 WITHOUT PROJECT			
Analysis Time Period	AM PEAK HOUR								
Project ID <i>WHOLE FOODS SHOPPING CENTER</i>									
East/West Street: <i>CIVIC CENTER WAY</i>					North/South Street: <i>CROSS CREEK ROAD</i>				
Volume Adjustments and Site Characteristics									
Approach		Eastbound			Westbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	43	0	102	1	2	0			
%Thrus Left Lane									
Approach		Northbound			Southbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	223	41	2	0	34	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		1.00	
Flow Rate (veh/h)	43	102	3	266		68			
% Heavy Vehicles	0	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)	5.79	4.58	5.05		4.50		4.27		
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)	293		352	253		516		318	
Delay (s/veh)	8.92		7.97	8.07		9.73		7.64	
LOS	A		A	A		A		A	
Approach: Delay (s/veh)	8.25		8.07		9.73		7.64		
LOS	A		A		A		A		
Intersection Delay (s/veh)	8.98								
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	1/2015				Analysis Year	2017 WITH PROJECT		
Analysis Time Period	AM PEAK HOUR							
Project ID <i>WHOLE FOODS SHOPPING CENTER</i>								
East/West Street: <i>CIVIC CENTER WAY</i>					North/South Street: <i>CROSS CREEK ROAD</i>			
Volume Adjustments and Site Characteristics								
Approach		Eastbound			Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	43	0	114	1	2	0		
%Thrus Left Lane								
Approach		Northbound			Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	241	53	2	0	42	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)	43	114	3		296		76	
% 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)	5.89	4.68	5.18		4.54		4.37	
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)	293	364	253		546		326	
Delay (s/veh)	9.03	8.19	8.20		10.23		7.82	
LOS	A	A	A		B		A	
Approach: Delay (s/veh)	8.42		8.20		10.23		7.82	
LOS	A		A		B		A	
Intersection Delay (s/veh)	9.34							
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	1/2015				Analysis Year	2017 WITHOUT PROJECT		
Analysis Time Period	PM PEAK HOUR							
Project ID <i>WHOLE FOODS SHOPPING CENTER</i>								
East/West Street: <i>CIVIC CENTER WAY</i>					North/South Street: <i>CROSS CREEK ROAD</i>			
Volume Adjustments and Site Characteristics								
Approach		Eastbound			Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	29	1	331	2	2	0		
%Thrus Left Lane								
Approach		Northbound			Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	344	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	331	4		396		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	0.29	0.00		0.35		0.10	
hd, final value (s)	6.37	5.17	6.11		5.21		5.20	
x, final value	0.05	0.48	0.01		0.57		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	581	254		646		365	
Delay (s/veh)	9.42	12.47	9.15		14.94		9.23	
LOS	A	B	A		B		A	
Approach: Delay (s/veh)	12.22		9.15		14.94		9.23	
LOS	B		A		B		A	
Intersection Delay (s/veh)	13.04							
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	1/2015				Analysis Year	2017 WITH PROJECT		
Analysis Time Period	PM PEAK HOUR							
Project ID <i>WHOLE FOODS SHOPPING CENTER</i>								
East/West Street: <i>CIVIC CENTER WAY</i>					North/South Street: <i>CROSS CREEK ROAD</i>			
Volume Adjustments and Site Characteristics								
Approach		Eastbound			Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	29	1	354	2	2	0		
%Thrus Left Lane								
Approach		Northbound			Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	367	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	354	4		434		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	0.31	0.00		0.39		0.12	
hd, final value (s)	6.54	5.35	6.38		5.33		5.41	
x, final value	0.05	0.53	0.01		0.64		0.20	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t _s (s)	4.2	3.0	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	604	254		657		380	
Delay (s/veh)	9.62	13.81	9.43		17.39		9.72	
LOS	A	B	A		C		A	
Approach: Delay (s/veh)	13.49		9.43		17.39		9.72	
LOS	B		A		C		A	
Intersection Delay (s/veh)	14.73							
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	1/2015				Analysis Year	2017 WITHOUT PROJECT				
Analysis Time Period	SAT MID-DAY PEAK HOUR									
Project ID <i>WHOLE FOODS SHOPPING CENTER</i>										
East/West Street: <i>CIVIC CENTER WAY</i>					North/South Street: <i>CROSS CREEK ROAD</i>					
Volume Adjustments and Site Characteristics										
Approach		Eastbound			Westbound					
Movement	L	T	R	L	T	R				
Volume (veh/h)	24	1	380	1	0	0				
%Thrus Left Lane										
Approach		Northbound			Southbound					
Movement	L	T	R	L	T	R				
Volume (veh/h)	377	39	2	0	33	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		1.00		
Flow Rate (veh/h)	25	380	1	418		70				
% Heavy Vehicles	0	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)	6.33	5.14	6.23		5.25		5.30			
x, final value	0.04	0.54	0.00		0.61		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)	275		630		251		666		320	
Delay (s/veh)	9.32		13.75		9.24		16.09		8.91	
LOS	A		B		A		C		A	
Approach: Delay (s/veh)	13.48			9.24		16.09		8.91		
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	1/2015				Analysis Year	2017 WITH PROJECT		
Analysis Time Period	SAT MID-DAY PEAK HOUR							
Project ID <i>WHOLE FOODS SHOPPING CENTER</i>								
East/West Street: <i>CIVIC CENTER WAY</i>					North/South Street: <i>CROSS CREEK ROAD</i>			
Volume Adjustments and Site Characteristics								
Approach		Eastbound			Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	24	1	413	1	0	0		
%Thrus Left Lane								
Approach		Northbound			Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	412	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	413	1		476		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		0.42		0.08	
hd, final value (s)	6.60	5.41	6.66		5.44		5.67	
x, final value	0.05	0.62	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	641	251		647		343	
Delay (s/veh)	9.62	16.52	9.67		21.07		9.64	
LOS	A	C	A		C		A	
Approach: Delay (s/veh)	16.12		9.67		21.07		9.64	
LOS	C		A		C		A	
Intersection Delay (s/veh)	17.85							
Intersection LOS	C							

Intersection Capacity Utilization (ICU)

Intersection No. 6	2012, EXISTING			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT				2017, WITH TRAFFIC MITIGATION					
North/South Street: Webb Way	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2017 at: 1.50% per year														
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	Adjusted Volume	Total Volume	Lanes	V / C		
Northbound	↵ Left	53	1	0.033	4	1	58	1	0.036	0%	0	58	1	0.036	0	58	1	0.036
	↵ Lt-Th		0	0				0	0	0%	0		0	0	0		0	0
	↑ Thru	48	0	0	4	2	54	0	0	2%	1	55	0	0	0		0	0
	↘ Th-Rt		1	0.037				1	0.042	0%	1		1	0.043	0	55	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		0	0	
Southbound	↵ Left	49	1	0.031	4	15	68	1	0.039	0%	0	68	1	0.039	0	68	1	0.039
	↵ Lt-Th		1	0.031				1	0.039	0%	0		1	0.039	0		1	0.039
	↓ Thru	40	0	0.000	3	1	44	0	0.000	(2%)	1	45	0	0.000	0	45	0	0.000
	↘ Th-Rt		0	0.000				0	0.000	0%	1		0	0.000	0		0	0.000
	↷ Right	32	1	0.020	2	43	77	1	0.048	(33%)	13	90	1	0.057	0	90	1	0.057
↕ Shared		0	0.000				0	0.000	0%	0		0	0.000	0		0	0.000	
Eastbound	↵ Left	130	1	0.081	10	119	259	1	0.162	48%	29	288	1	0.180	0	288	2	0.100
	↵ Lt-Th		0	0				0	0	0%	0		0	0	0		0	0
	↑ Thru	1559	3	0.325	120	67	1746	3	0.364	0%	0	1746	3	0.364	0	1746	3	0.364
	↘ Th-Rt		0	0				0	0	0%	0		0	0	0		0	0
	↷ Right	68	1	0.043	5	1	74	1	0.046	0%	0	74	1	0.046	0	74	1	0.046
↕ Shared		0	0				0	0	0%	0		0	0	0		0	0	
Westbound	↵ Left	132	1	0.083	10	7	149	1	0.093	0%	0	149	1	0.093	0	149	1	0.093
	↵ Lt-Th		0	0				0	0	0%	0		0	0	0		0	0
	↑ Thru	689	2	0.215	53	58	800	2	0.250	0%	0	800	2	0.250	0	800	2	0.250
	↘ Th-Rt		0	0				0	0	0%	0		0	0	0		0	0
	↷ Right	231	1	0.144	18	-8	241	1	0.151	0%	0	241	1	0.151	0	241	1	0.151
↕ Shared		0	0				0	0	0%	0		0	0	0		0	0	
Critical Volumes:	North-South:	0.068							North-South:	0.081				North-South:	0.082			
	East-West:	0.408							East-West:	0.458				East-West:	0.458			
	Loss Time:	0.050							LossTime:	0.050				Loss Time:	0.050			
Volume/capacity (v/c) ratio:	0.526								0.589							0.590		
Level of Service (LOS):	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			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT				2017, WITH TRAFFIC MITIGATION															
North/South Street: Webb Way	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2017 at: 1.50% per year					<table style="margin: auto; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;"><u>In</u></td> <td style="text-align: center;"><u>Out</u></td> <td style="text-align: center;"><u>Total</u></td> </tr> <tr> <td style="text-align: center;">AM</td> <td style="text-align: center;">61</td> <td style="text-align: center;">40</td> <td style="text-align: center;">101</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">77</td> <td style="text-align: center;">77</td> <td style="text-align: center;">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 PM Peak: 4:45 PM	Counts			+ Amb.	+ Area	= Total			+ Project	Total			Adjusted	Total														
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C												
Northbound	↵ Left	1	0.093	11	2	161	1	0.101	0%	0	161	1	0.101	0	161	1	0.101											
	↵ Lt-Th	0	0				0	0	0%	0	0	0	0	0	0	0	0											
	↑ Thru	72	0	0	6	3	81	0	2%	2	83	0	0	0	83	0	0											
	↘ Th-Rt	1	0.063				1	0.072	0%	0	83	1	0.073	0	83	1	0.073											
	↵ Right	29	0	0	2	3	34	0	0	0%	0	34	0	0	34	0	0											
↕ Shared	0	0	0				0	0	0%	0	0	0	0	0	0	0												
Southbound	↵ Left	1	0.104	17	31	271	1	0.124	0%	0	271	1	0.125	0	271	1	0.125											
	↵ Lt-Th	1	0.104				1	0.124	0%	0	271	1	0.125	0	271	1	0.125											
	↓ Thru	76	0	0.000	6	4	86	0	(2%)	2	88	0	0.000	0	88	0	0.000											
	↘ Th-Rt	0	0.000				0	0.000	0%	0	88	0	0.000	0	88	0	0.000											
	↵ Right	69	1	0.043	5	134	208	1	0.130	(33%)	25	233	1	0.146	0	233	1	0.146										
↕ Shared	0	0.000				0	0.000	0%	0	233	0	0.000	0	233	0	0.000												
Eastbound	↵ Left	1	0.058	7	77	177	1	0.111	33%	25	202	1	0.126	0	202	2	0.070											
	↵ Lt-Th	0	0				0	0	0%	0	202	0	0	0	202	0	0											
	↑ Thru	1272	3	0.265	98	98	1468	3	0.306	0%	0	1468	3	0.306	0	1468	3	0.306										
	↘ Th-Rt	0	0				0	0	0%	0	1468	0	0	0	1468	0	0											
	↵ Right	54	1	0.034	4	2	60	1	0.038	0%	0	60	1	0.038	0	60	1	0.038										
↕ Shared	0	0	0				0	0	0%	0	60	0	0	0	60	0	0											
Westbound	↵ Left	1	0.141	17	9	251	1	0.157	0%	0	251	1	0.157	0	251	1	0.157											
	↵ Lt-Th	0	0				0	0	0%	0	251	0	0	0	251	0	0											
	↑ Thru	1235	2	0.386	95	131	1461	2	0.457	0%	0	1461	2	0.457	0	1461	2	0.457										
	↘ Th-Rt	0	0				0	0	0%	0	1461	0	0	0	1461	0	0											
	↵ Right	380	1	0.238	29	1	410	1	0.256	0%	0	410	1	0.256	0	410	1	0.256										
↕ Shared	0	0	0				0	0	0%	0	410	0	0	0	410	0	0											
Critical Volumes:	North-South:	0.197							North-South:	0.225				North-South:	0.226													
	East-West:	0.444							East-West:	0.568				East-West:	0.584													
	Loss Time:	0.050							LossTime:	0.050				Loss Time:	0.050													
Volume/capacity (v/c) ratio:	0.691								0.843					0.860														
Level of Service (LOS):	B								D					D														
PROJECT IMPACT																												
												Change in v/c due to project:		0.017		Δv/c after mitigation:		-0.041										
												Significantly impacted?		NO		Fully mitigated?		N/A										

Intersection Capacity Utilization (ICU)

Intersection No. 6	2012, EXISTING			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT				2017, WITH TRAFFIC MITIGATION							
North/South Street: Webb Way	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2017 at: 1.50% per year					In Out Total											
East/West Street: Pacific Coast Highway	north-south split								Trip Gen 1 PM 116 110 226											
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	Adjusted Volume	Total Volume	Lanes	V / C				
Northbound	↵ Left	127	1	0.079	10	2	139	1	0.087	0%	0	139	1	0.087	0	139	1	0.087		
	↵ Lt-Th		0	0			0	0	0%	0	0	0	0	0	0	0	0	0		
	→ Thru	71	0	0	5	3	79	0	0	2%	2	81	0	0	0	81	0	0		
	→ Th-Rt		1	0.063				1	0.072	0%	0		1	0.073	0		1	0.073		
	↵ Right	30	0	0	2	3	35	0	0	0%	0	35	0	0	0	35	0	0		
↵ Shared		0	0				0	0	0%	0		0	0	0		0	0			
Southbound	↵ Left	116	1	0.007	9	48	173	1	0.010	0%	0	173	1	0.010	0	173	1	0.010		
	↵ Lt-Th		1	0.075				1	0.099	0%	0		1	0.100	0		1	0.100		
	↓ Thru	101	0	0	8	4	113	0	0	(2%)	2	115	0	0	0	115	0	0		
	↵ Th-Rt		0	0				0	0	0%	0		0	0	0		0	0		
	↵ Right	57	1	0	4	118	179	1	0	(33%)	36	215	1	0	0	215	1	0		
↵ Shared		0	0				0	0	0%	0		0	0	0		0	0			
Eastbound	↵ Left	149	1	0.093	12	110	271	1	0.169	33%	38	309	1	0.193	0	309	2	0.107		
	↵ Lt-Th		0	0				0	0	0%	0		0	0	0		0	0		
	→ Thru	1323	3	0.276	102	122	1547	3	0.322	0%	0	1547	3	0.322	0	1547	3	0.322		
	↵ Th-Rt		0	0				0	0	0%	0		0	0	0		0	0		
	↵ Right	65	1	0.041	5	3	73	1	0.046	0%	0	73	1	0.046	0	73	1	0.046		
↵ Shared		0	0				0	0	0%	0		0	0	0		0	0			
Westbound	↵ Left	287	1	0.179	22	6	315	1	0.197	0%	0	315	1	0.197	0	315	1	0.197		
	↵ Lt-Th		0	0				0	0	0%	0		0	0	0		0	0		
	→ Thru	1299	2	0.406	100	155	1554	2	0.486	0%	0	1554	2	0.486	0	1554	2	0.486		
	↵ Th-Rt		0	0				0	0	0%	0		0	0	0		0	0		
	↵ Right	115	1	0.036	9	2	126	1	0.025	0%	0	126	1	0.025	0	126	1	0.025		
↵ Shared		0	0				0	0	0%	0		0	0	0		0	0			
Critical Volumes:	North-South:	0.154		North-South:					0.186		North-South:				0.187		North-South:		0.187	
	East-West:	0.499		East-West:					0.655		East-West:				0.679		East-West:		0.593	
	Total:	0.050		Total:					0.050		Total:				0.050		Total:		0.050	
Volume/capacity (v/c) ratio:	0.703			0.891					0.915				0.830							
Level of Service (LOS):	C			D					E				D							

PROJECT IMPACT

Change in v/c due to project:	0.024	Δv/c after mitigation:	-0.061
Significantly impacted?	YES	Fully mitigated?	YES

Intersection Capacity Utilization (ICU)

Intersection No. 7	2012, EXISTING			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT				2017, WITH TRAFFIC MITIGATION				
North/South Street: Cross Creek Road	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2017 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	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	4	0 0.000	0	0	4	0 0.000	0.000	0	4	0 0.000	0.000	0	4	0 0.000	0.000	
	Lt-Th		1 0.003				1 0.003	0.000	0		1 0.003	0.000	0		1 0.003	0.003	
	Thru	1	0 0.000	0	0	1	0 0.000	0.000	0	1	0 0.000	0.000	0	1	0 0.000	0.000	
	Th-Rt		0 0.000				0 0.000	0.000	0		0 0.000	0.000	0		0 0.000	0.000	
	Right	2	1 0.000	0	0	2	1 0.000	0.000	0	2	1 0.000	0.000	0	2	1 0.000	0.000	
Shared		0 0.000				0 0.000	0.000	0		0 0.000	0.000	0		0 0.000	0.000		
Southbound	Left	80	1 0.028	6	58	144	1 0.050	0.050	(50%)	20	164	1 0.057	0.057	0	164	1 0.057	0.057
	Lt-Th		1 0.028				1 0.050	0.000	0%	0	0	0 0.000	0.000	0	0	0 0.000	0.000
	Thru	0	0 0.000	0	0	0	0 0.000	0.000	0%	0	0	0 0.000	0.000	0	0	0 0.000	0.000
	Th-Rt		0 0.000				0 0.000	0.000	0%	0	0	0 0.000	0.000	0	0	0 0.000	0.000
	Right	63	1 0.000	5	8	76	1 0.000	0.000	0%	0	76	1 0.000	0.000	0	76	1 0.000	0.000
Shared		0 0.000				0 0.000	0.000	0%	0	0	0 0.000	0.000	0	0	0 0.000	0.000	
Eastbound	Left	92	1 0.058	7	22	121	1 0.076	0.076	0%	0	121	1 0.076	0.076	0	121	1 0.076	0.076
	Lt-Th		0 0.000				0 0.000	0.000	0%	0	0	0 0.000	0.000	0	0	0 0.000	0.000
	Thru	1623	1 0.511	125	61	1809	1 0.569	0.569	0%	0	1809	1 0.569	0.569	0	1809	1 0.569	0.569
	Th-Rt		1 0.511				1 0.569	0.000	0%	0	0	0 0.000	0.000	0	0	0 0.000	0.000
	Right	11	0 0.000	1	0	12	0 0.000	0.000	0%	0	12	0 0.000	0.000	0	12	0 0.000	0.000
Shared		0 0.000				0 0.000	0.000	0%	0	0	0 0.000	0.000	0	0	0 0.000	0.000	
Westbound	Left	3	1 0.002	0	0	3	1 0.002	0.002	0%	0	3	1 0.002	0.002	0	3	1 0.002	0.002
	Lt-Th		0 0.000				0 0.000	0.000	0%	0	0	0 0.000	0.000	0	0	0 0.000	0.000
	Thru	1001	1 0.354	77	43	1121	1 0.433	0.433	0%	0	1121	1 0.442	0.442	0	1121	2 0.350	0.350
	Th-Rt		1 0.354				1 0.433	0.000	0%	0	0	1 0.442	0.000	0	0	0 0.000	0.000
	Right	131	0 0.000	10	123	264	0 0.000	0.000	50%	30	294	0 0.000	0.184	0	294	1 0.184	0.184
Shared		0 0.000				0 0.000	0.000	0%	0	0	0 0.000	0.000	0	0	0 0.000	0.000	
Critical Volumes:	North-South:	0.031				North-South:	0.053				North-South:	0.060			North-South:	0.060	
	East-West:	0.513				East-West:	0.571				East-West:	0.571			East-West:	0.571	
	Loss Time:	0.050				Loss Time:	0.050				Loss Time:	0.050			Loss Time:	0.050	
Volume/capacity (v/c) ratio:		0.594					0.675					0.682				0.682	
Level of Service (LOS):		A					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			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT				2017, WITH TRAFFIC MITIGATION															
North/South Street: Cross Creek Road	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2017 at: 1.50% per year					<table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">In</td> <td style="text-align: center;">Out</td> <td style="text-align: center;">Total</td> </tr> <tr> <td style="text-align: center;">AM</td> <td style="text-align: center;">61</td> <td style="text-align: center;">40</td> <td style="text-align: center;">101</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">77</td> <td style="text-align: center;">77</td> <td style="text-align: center;">154</td> </tr> </table>					In	Out	Total	AM	61	40	101	PM	77	77	154				
	In	Out	Total																									
AM	61	40	101																									
PM	77	77	154																									
East/West Street: Pacific Coast Highway	north-south split																											
WEEKDAY PM Peak: 4:45 PM	Counts			+ Amb.	+ Area	= Total			+ Project	Total			Adjusted	Total														
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C												
Northbound	↵ Left	0	0.000	1	0	15	0	0.000	0%	0	15	0	0.000	0	15	0	0.000											
	↵ Lt-Th	14	1	0.014	1	0	15	1	0.015	0%	0	15	1	0.015	0	15	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	8	0	0.000	1	0	9	0	0.000	0%	0	9	0	0.000	0	9	0	0.000										
	↘ Right	19	1	0.000	1	0	20	1	0.000	0%	0	20	1	0.000	0	20	1	0.000										
↘ Shared	19	0	0.000	1	0	20	0	0.000	0%	0	20	0	0.000	0	20	0	0.000											
Southbound	↵ Left	187	1	0.065	14	162	363	1	0.126	(50%)	38	401	1	0.139	0	401	1	0.139										
	↵ Lt-Th	187	1	0.065	14	162	363	1	0.126	0%	38	401	1	0.139	0	401	1	0.139										
	↓ Thru	1	0	0.000	0	0	1	0	0.000	0%	0	1	0	0.000	0	1	0	0.000										
	↘ Th-Rt	1	0	0.000	0	0	1	0	0.000	0%	0	1	0	0.000	0	1	0	0.000										
	↘ Right	132	1	0.000	10	33	175	1	0.000	0%	0	175	1	0.000	0	175	1	0.000										
↘ Shared	132	0	0.000	10	33	175	0	0.000	0%	0	175	0	0.000	0	175	0	0.000											
Eastbound	↵ Left	94	1	0.059	7	21	122	1	0.076	0%	0	122	1	0.076	0	122	1	0.076										
	↵ Lt-Th	94	0	0.000	7	21	122	0	0.000	0%	0	122	0	0.000	0	122	0	0.000										
	↑ Thru	1603	1	0.506	124	110	1837	1	0.579	0%	0	1837	1	0.579	0	1837	1	0.579										
	↘ Th-Rt	1603	1	0.506	124	110	1837	1	0.579	0%	0	1837	1	0.579	0	1837	1	0.579										
	↘ Right	15	0	0.000	1	0	16	0	0.000	0%	0	16	0	0.000	0	16	0	0.000										
↘ Shared	15	0	0.000	1	0	16	0	0.000	0%	0	16	0	0.000	0	16	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	15	0	0.000	1	2	18	0	0.000	0%	0	18	0	0.000	0	18	0	0.000										
	↑ Thru	1711	1	0.593	132	96	1939	1	0.708	0%	0	1939	1	0.720	0	1939	2	0.606										
	↘ Th-Rt	1711	1	0.593	132	96	1939	1	0.708	0%	0	1939	1	0.720	0	1939	0	0.000										
	↘ Right	186	0	0.000	14	127	327	0	0.000	50%	38	365	0	0.000	0	365	1	0.228										
↘ Shared	186	0	0.000	14	127	327	0	0.000	0%	38	365	0	0.000	0	365	0	0.000											
Critical Volumes:	North-South:	0.079							North-South:	0.140				North-South:	0.153													
	East-West:	0.652							East-West:	0.786				East-West:	0.797													
	Loss Time:	0.050							Loss Time:	0.050				Loss Time:	0.050													
Volume/capacity (v/c) ratio:	0.781								0.976					1.000														
Level of Service (LOS):	C								E					E			D											
PROJECT IMPACT																												
										Change in v/c due to project:		0.024	Δv/c after mitigation:		-0.089													
										Significantly impacted?		YES	Fully mitigated?		YES													

Intersection Capacity Utilization (ICU)

Intersection No. 7	2012, EXISTING			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT				2017, WITH TRAFFIC MITIGATION												
North/South Street: Cross Creek Road	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2017 at: 1.50% per year					<table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;"><u>In</u></td> <td style="text-align: center;"><u>Out</u></td> <td style="text-align: center;"><u>Total</u></td> </tr> <tr> <td>Trip Gen 1</td> <td style="text-align: center;">PM</td> <td style="text-align: center;">116</td> <td style="text-align: center;">110</td> <td style="text-align: center;">226</td> </tr> </table>					<u>In</u>	<u>Out</u>	<u>Total</u>	Trip Gen 1	PM	116	110	226				
	<u>In</u>	<u>Out</u>	<u>Total</u>																						
Trip Gen 1	PM	116	110	226																					
East/West Street: Pacific Coast Highway	north-south split																								
WEEKEND PM Peak: 12:00 PM	Counts			+ Amb.	+ Area	= Total			Total			Adjusted	Total			Lane									
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	+ Project Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	Volume									
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		0		1	0.015	0%	0		1	0.015	0	17	1	0.015							
	↵ Thru	6	0	0.000	0	0	6	0	0.000	0%	0	6	0	0.000	0	6	0	0.000							
	↵ Th-Rt		0	0.000		0		0	0.000	0%	0		0	0.000	0	6	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	0.000	0%	0		0	0.000	0	50	0	0.000								
Southbound	↵ Left	209	1	0.073	16	140	365	1	0.127	(50%)	55	420	1	0.146	0	420	1	0.146							
	↵ Lt-Th		1	0.073		0		1	0.127	0%	0		1	0.146	0	420	1	0.146							
	↵ 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	0.000	0%	0		0	0.000	0	8	0	0.000							
	↵ Right	109	1	0.000	8	23	140	1	0.000	0%	0	140	1	0.000	0	140	1	0.000							
↵ Shared		0	0.000		0		0	0.000	0%	0		0	0.000	0	140	0	0.000								
Eastbound	↵ Left	144	1	0.090	11	26	181	1	0.113	0%	0	181	1	0.113	0	181	1	0.113							
	↵ Lt-Th		0	0.000		0		0	0.000	0%	0		0	0.000	0	181	0	0.000							
	↵ Thru	1439	1	0.460	111	146	1696	1	0.541	0%	0	1696	1	0.541	0	1696	1	0.541							
	↵ Th-Rt		1	0.460		0		1	0.541	0%	0		1	0.541	0	1696	1	0.541							
	↵ 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	0.000	0%	0		0	0.000	0	36	0	0.000								
Westbound	↵ Left	24	1	0.015	2	2	28	1	0.017	0%	0	28	1	0.017	0	28	1	0.017							
	↵ Lt-Th		0	0.000		0		0	0.000	0%	0		0	0.000	0	28	0	0.000							
	↵ Thru	1625	1	0.573	126	127	1878	1	0.707	0%	0	1878	1	0.725	0	1878	2	0.587							
	↵ Th-Rt		1	0.573		0		1	0.707	0%	0		1	0.725	0	1878	0	0.000							
	↵ Right	209	0	0.000	16	159	384	0	0.000	50%	58	442	0	0.000	0	442	1	0.276							
↵ Shared		0	0.000		0		0	0.000	0%	0		0	0.000	0	442	0	0.000								
Critical Volumes:	North-South:	0.087							North-South:	0.141				North-South:	0.161				North-South:	0.161					
	East-West:	0.663							East-West:	0.820				East-West:	0.838				East-West:	0.700					
	Loss Time:	0.050							Loss Time:	0.050				Loss Time:	0.050				Total:	0.050					
Volume/capacity (v/c) ratio:	0.800								1.011					1.049					0.911						
Level of Service (LOS):	C								F					F					E						
PROJECT IMPACT																									
Change in v/c due to project:											0.038	Δv/c after mitigation:		-0.100											
Significantly impacted?											YES	Fully mitigated?		YES											

Intersection Capacity Utilization (ICU)

Intersection No. 8	2012, EXISTING			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT			
North/South Street: Malibu Pier Signal	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2017 at: 1.50% per year						<u>In</u>	<u>Out</u>	<u>Total</u>
East/West Street: Pacific Coast Highway									AM	61	40	101
WEEKDAY AM Peak: 7:30 AM	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	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 <small>not a part of signal</small>	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	0.000	0	0	0	0	0.000	0%	0	0	0.000
↑ Thru	1672	2	0.523	129	99	1900	2	0.594	(50%)	20	1920	2
↪ 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	5	1	0.003	0	0	5	1	0.003	0%	0	5	1
↪ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000
↑ Thru	1202	2	0.376	93	182	1477	2	0.462	50%	30	1507	2
↪ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000
↪ Right	1	1	0.001	0	0	1	1	0.001	0%	0	1	0.001
↪ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000
Critical Volumes:	North-South:	0.000				North-South:	0.000			North-South:	0.000	
	East-West:	0.526				East-West:	0.597			East-West:	0.603	
	Loss Time:	0.050				Loss Time:	0.050			LossTime:	0.050	
Volume/capacity (v/c) ratio:		0.576					0.647				0.653	
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 No. 8	2012, EXISTING			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT			
North/South Street: Malibu Pier Signal	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2017 at: 1.50% per year						<u>In</u>	<u>Out</u>	<u>Total</u>
East/West Street: Pacific Coast Highway									AM	61	40	101
WEEKDAY PM Peak: 4:45 PM	<u>Counts</u>			<u>+ Amb.</u>	<u>+ Area</u>	<u>= Total</u>				<u>Total</u>		
	<u>Volume</u>	<u>Lanes</u>	<u>V / C</u>	<u>Growth</u>	<u>Projects</u>	<u>Volume</u>	<u>Lanes</u>	<u>V / C</u>	<u>+ Project Volume</u>	<u>Volume</u>	<u>Lanes</u>	<u>V / C</u>
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 <small>not a part of signal</small>	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	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	3	1	0	0	0	3	1	0	0%	0	3	1
Eastbound												
↵ Left	0	1	0.000	0	0	0	1	0.000	0%	0	0	1
↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0
↵ Thru	1799	2	0.562	139	265	2203	2	0.688	(50%)	38	2241	2
↵ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0
↵ Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0
↵ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0
Westbound												
↵ Left	13	1	0.008	1	0	14	1	0.009	0%	0	14	1
↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0
↵ Thru	1937	2	0.605	150	228	2315	2	0.723	50%	38	2353	2
↵ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0
↵ Right	1	1	0.001	0	0	1	1	0.001	0%	0	1	1
↵ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0
Critical Volumes:	North-South: 0.000			North-South: 0.000					North-South: 0.000			
	East-West: 0.605			East-West: 0.723					East-West: 0.735			
	Total: 0.050			Total: 0.050					Total: 0.050			
Volume/capacity (v/c) ratio:	0.655			0.773					0.785			
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			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT				
North/South Street: Malibu Pier Signal	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2017 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			+ 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	
	↵ 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	
	↗ 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	
↔ Shared	0	0	0	0	0	0	0	0	0%	0	0		
Southbound	↘ Left <small>not a part of signal</small>	1	0	0	0	0	1	0	0%	0	1	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	
	↙ Th-Rt	0	0	0	0	0	0	0	0%	0	0	0	
	↘ Right	4	0	0	0	0	4	0	0%	0	4	0	
↔ Shared	4	1	0	0	0	4	1	0	0%	4	1		
Eastbound	↵ Left	4	1	0.003	0	0	4	1	0.003	0%	0	4	1
	↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000
	↑ Thru	1669	2	0.522	129	289	2087	2	0.652	(50%)	55	2142	2
	↗ 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	17	1	0.011	1	0	18	1	0.011	0%	0	18	1
	↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000
	↑ Thru	1875	2	0.586	145	285	2305	2	0.720	50%	58	2363	2
	↗ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000
	↘ Right	5	1	0.003	0	0	5	1	0.003	0%	0	5	1
↔ Shared	0	0	0.000	0	0	0	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: 0.724					East-West: 0.741				
	Loss Time: 0.050			Loss Time: 0.050					Loss Time: 0.050				
Volume/capacity (v/c) ratio:	0.639			0.774					0.791				
Level of Service (LOS):	B			C					C				
PROJECT IMPACT													
Change in v/c due to project: 0.017													
Significantly impacted? NO													

Intersection Capacity Utilization (ICU)

Intersection No.9	2012, EXISTING			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT					
North/South Street: Carbon Canyon Road	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2017 at: 1.50% per year						<u>In</u>	<u>Out</u>	<u>Total</u>		
East/West Street: Pacific Coast Highway									AM	61	40	101		
WEEKDAY AM Peak: 8:00 AM	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			0	0	0%	0	0	0		
	↵ Lt-Th <u>N/B RTOR:</u>	0	0	0			0	0	0%	0	0	0		
	↑ Thru Existing: 50%	0	0	0			0	0	0%	0	0	0		
	↘ Th-Rt Projected: 50%	0	0	0			0	0	0%	0	0	0		
	↘ Right	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			0	0	0%	0	14	0		
	↵ Lt-Th <u>S/B RTOR:</u>	0	0	0			0	0	0%	0	0	0		
	↓ Thru Existing: 50%	0	0	0			0	0	0%	0	0	0		
	↘ Th-Rt Projected: 50%	14	0	0			0	0	0%	0	0	0		
	↘ Right	14	0	0			15	1	0.018	0%	15	1	0.018	
↕ Shared		1	0.017	1	0		1	0.019	0%	0	1	0.019		
Eastbound	↵ Left	28	1	0.018			30	1	0.019	0%	0	30	1	0.019
	↵ Lt-Th <u>E/B RTOR:</u>	0	0	0			0	0	0%	0	0	0		
	→ Thru Existing: 50%	1508	2	0.471	117	124	1749	2	0.546	(38%)	15	1764	2	0.551
	↘ Th-Rt Projected: 50%	0	0	0			0	0	0%	0	0	0		
	↘ Right	0	0	0	0	0	0	0	0%	0	0	0		
↕ Shared	0	0	0	0	0	0	0	0%	0	0	0			
Westbound	↵ Left	1	0	0			1	0	0	0%	0	1	0	
	↵ Lt-Th <u>W/B RTOR:</u>	0	0	0			0	0	0%	0	0	0		
	← Thru Existing: 50%	1205	2	0.377	93	184	1482	2	0.464	38%	23	1505	2	0.471
	↘ Th-Rt Projected: 50%	8	1	0.005			9	1	0.005	0%	0	9	1	0.005
	↘ 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			
Critical Volumes:	North-South:	0.017							North-South:	0.018		North-South:	0.018	
	East-West:	0.471							East-West:	0.546		East-West:	0.551	
	Loss Time:	0.050							Loss Time:	0.050		Loss Time:	0.050	
Volume/capacity (v/c) ratio:	0.538								0.616			0.619		
Level of Service (LOS):	A								A			B		
PROJECT IMPACT														
Change in v/c due to project:											0.003			
Significantly impacted?											NO			

Intersection Capacity Utilization (ICU)

Intersection No.9	2012, EXISTING			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT			
North/South Street: Carbon Canyon Road	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2017 at: 1.50% per year						<u>In</u>	<u>Out</u>	<u>Total</u>
East/West Street: Pacific Coast Highway									AM	61	40	101
WEEKDAY									PM	77	77	154
PM Peak: 4:15 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 <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%	22	0	0	2	0	24	0	0	0%	0	24	0
↳ Right									0%			
↳ Shared		1	0.021				1	0.023	0%			0.023
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
↳ Thru Existing: 50%	1676	2	0.524	130	282	2088	2	0.652	(38%)	29	2117	2
↳ Th-Rt Projected: 50%		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
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
↳ Thru Existing: 50%	1805	2	0.564	139	247	2191	2	0.685	38%	29	2220	2
↳ Th-Rt Projected: 50%		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
Critical Volumes:	North-South:	0.021				North-South:	0.023			North-South:	0.023	
	East-West:	0.573				East-West:	0.695			East-West:	0.704	
	Loss Time:	0.050				Loss Time:	0.050			Loss Time:	0.050	
Volume/capacity (v/c) ratio:		0.644					0.768				0.777	
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			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT				
North/South Street: Carbon Canyon Road	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2017 at: 1.50% per year					Trip Gen 1 PM 116 110 226				
East/West Street: Pacific Coast Highway													
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	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	19	0	0	1	0	20	0	0	0%	0	20	0	
↕ Shared	1	1	0.020	1	0	20	1	0.022	0%	0	20	1	
Eastbound													
↵ Left	25	1	0.016	2	0	27	1	0.017	0%	0	27	1	
↵ Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	
→ Thru	1479	2	0.462	114	307	1900	2	0.594	(38%)	42	1942	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	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	1798	2	0.562	139	313	2250	2	0.703	38%	44	2294	2	
↵ Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0	
↵ Right	13	1	0.008	1	0	14	1	0.009	0%	0	14	1	
↕ Shared	0	0	0	0	0	0	0	0	0%	0	0	0	
Critical Volumes:	North-South:	0.020							North-South:	0.022			
	East-West:	0.578							East-West:	0.719			
	Loss Time:	0.050							Loss Time:	0.050			
Volume/capacity (v/c) ratio:	0.648								0.790				
Level of Service (LOS):	B								C			D	
PROJECT IMPACT													
Change in v/c due to project:											0.015		
Significantly impacted?											NO		

Intersection Capacity Utilization (ICU)

Intersection No.10																									
		2012, EXISTING			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT															
North/South Street: Las Flores Canyon Rd.		Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2017 at: 1.50% per year																				
East/West Street: Pacific Coast Highway										<table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;"><u>In</u></td> <td style="text-align: center;"><u>Out</u></td> <td style="text-align: center;"><u>Total</u></td> </tr> <tr> <td>AM</td> <td style="text-align: center;">61</td> <td style="text-align: center;">40</td> <td style="text-align: center;">101</td> </tr> <tr> <td>PM</td> <td style="text-align: center;">77</td> <td style="text-align: center;">77</td> <td style="text-align: center;">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																						
WEEKDAY AM Peak: 7:45 AM		Counts			+ Amb.	+ Area	= Total			+ Project	= Total														
		Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C												
Northbound	↵ 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	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												
	↘ Shared	0	1	0.001	0	0	0	1	0.001	0%	0	0	1	0.001											
Southbound	↵ Left	40	0	0	3	0	43	0	0	0%	0	43	0												
	↵ Lt-Th	1	0	0	0	0	1	0	0	0%	0	1	0												
	↑ Thru	35	0	0	3	3	41	0	0	2%	1	42	0												
	↗ Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0												
	↘ Shared	0	1	0.048	0	0	0	1	0.053	0%	0	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	0	0%	0	0	0	0											
	↑ Thru	1535	1	0.480	119	108	1762	1	0.551	(25%)	10	1772	1	0.554											
	↗ Th-Rt	0	1	0.480	0	0	0	1	0.551	0%	0	0	1	0.554											
	↘ Shared	0	0	0	0	0	0	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	0	0%	0	0	0	0.000											
	↑ Thru	1197	2	0.374	93	145	1435	2	0.448	25%	15	1450	2	0.453											
	↗ Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0	0											
	↘ Shared	27	1	0.017	2	0	29	1	0.018	0%	0	29	1	0.018											
Critical Volumes:		North-South: 0.049			North-South: 0.055					North-South: 0.054															
		East-West: 0.482			East-West: 0.553					East-West: 0.556															
		Loss Time: 0.050			Loss Time: 0.050					LossTime: 0.050															
Volume/capacity (v/c) ratio:		0.581			0.656					0.660															
Level of Service (LOS):		A			B					B															
PROJECT IMPACT																									
										Change in v/c due to project:		0.004													
										Significantly impacted?		NO													

Intersection Capacity Utilization (ICU)

Intersection No.10	2012, EXISTING			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT					
North/South Street: Las Flores Canyon Rd.	Capacity: vphpl 1600 Dual 2880			<u>Ambient Growth</u> from: 2012 to: 2017 at: 1.50% per year						<u>In</u>	<u>Out</u>	<u>Total</u>		
East/West Street: Pacific Coast Highway									AM	61	40	101		
WEEKDAY									PM	77	77	154		
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		0	0	1	0	11	0	0	0%	0	11	0	0	
↵ Lt-Th	10	0	0	0	0	1	0	0	0%	0	1	0	0	
↑ Thru	1	0	0	0	0	16	0	0	0%	0	16	0	0	
↘ Th-Rt		0	0	1	0	1	0	0	0%	0	1	0	0	
↘ Right	15	0	0						0%	0				
↔ Shared		1	0.016				1	0.018	0%	0	1	0.018		
Southbound														
↵ Left		0	0	2	0	32	0	0	0%	0	32	0	0	
↵ Lt-Th	30	0	0	0	0	2	0	0	0%	0	2	0	0	
↓ Thru	2	0	0	0	0	46	0	0	2%	2	48	0	0	
↘ Th-Rt		0	0	3	9	1	0	0.050	0%	2	1	0.051		
↘ Right	34	0	0						0%					
↔ Shared		1	0.041				1	0.033			1	0.034		
Eastbound														
↵ Left		1	0.026	3	9	53	1	0.033	(2%)	2	55	1	0.034	
↵ Lt-Th	41	0	0	0	0	131	0	0	0%	0	131	0	0	
→ Thru	1699	1	0.531	217	2047	1	0.640		(25%)	19	2066	1	0.646	
↘ Th-Rt		1	0.531	1	0	18	1	0.640	0%	0	18	1	0.646	
↘ Right	17	0	0						0%	0				
↔ Shared		0	0				0	0	0%	0	0	0	0	
Westbound														
↵ Left		1	0.011	1	0	19	1	0.012	0%	0	19	1	0.012	
↵ Lt-Th	18	0	0	0	0	138	0	0	0%	0	138	0	0	
← Thru	1787	2	0.558	201	2126	2	0.664		25%	19	2145	2	0.670	
↘ Th-Rt		0	0	3	0	42	1	0.026	0%	0	42	1	0.026	
↘ Right	39	1	0.024				0	0	0%	0		0	0	
↔ Shared		0	0				0	0	0%	0	0	0	0	
Critical Volumes:	North-South:	0.057		North-South:					0.068	North-South:				0.069
	East-West:	0.584		East-West:					0.698	East-West:				0.706
	Total:	0.050		Total:					0.050	Total:				0.050
Volume/capacity (v/c) ratio:	0.691								0.815	0.825				
Level of Service (LOS):	B								D	D				
PROJECT IMPACT														
Change in v/c due to project:										0.010				
Significantly impacted?										NO				

Intersection Capacity Utilization (ICU)

Intersection No. 10	2012, EXISTING			2017, PROJECTED CUMULATIVE BASE					2017, WITH PROJECT				
North/South Street: Las Flores Canyon Rd.	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2017 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	0.023	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	3	9	53	0	0	2%	2	55	0	0
↕ Shared		1	0.048				1	0.057	0%			1	0.059
Eastbound													
↵ Left	28	1	0.018	2	9	39	1	0.024	(2%)	2	41	1	0.026
↵ Lt-Th		0	0				0	0	0%			0	0
→ Thru	1424	1	0.445	110	249	1783	1	0.557	(25%)	28	1811	1	0.566
↵ Th-Rt		1	0.445				1	0.557	0%			1	0.566
↵ Right	44	0	0	3	0	47	0	0	0%	0	47	0	0
↕ Shared		0	0				0	0	0%			0	0
Westbound													
↵ Left	44	1	0.028	3	0	47	1	0.030	0%	0	47	1	0.030
↵ Lt-Th		0	0				0	0	0%			0	0
← Thru	1733	2	0.542	134	250	2117	2	0.662	25%	29	2146	2	0.671
↵ 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: 0.080			North-South: 0.082	
	East-West: 0.559								East-West: 0.686			East-West: 0.695	
	Loss Time: 0.050								Loss Time: 0.050			Loss Time: 0.050	
Volume/capacity (v/c) ratio:	0.678								0.815			0.827	
Level of Service (LOS):	B								D			D	
PROJECT IMPACT													
Change in v/c due to project:											0.012		
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			<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										AM	61	40	101	
										PM	77	77	154	
WEEKDAY AM Peak: 8:00 AM	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	0.000	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	199	2	0.069	18	16	233	2	0.081	5%	3	236	2	0.082	
↙ 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	111	1	-0.018	10	17	138	1	-0.018	0%	0	138	1	-0.018	
↕ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	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	0.000	0	0	0	0	0.000	0%	0	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	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	601	2	0.188	54	160	815	2	0.255	(20%)	8	823	2	0.257	
↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
↘ Right	106	1	0.066	10	7	123	1	0.077	(5%)	2	125	1	0.078	
↕ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	
Critical Volumes:	North-South: 0.069			North-South: 0.081						North-South: 0.082				
	East-West: 0.275			East-West: 0.359						East-West: 0.361				
	Loss Time: 0.050			Loss Time: 0.050						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 No. 1	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT				
North/South Street: Kanan Dume 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									AM	61	40	101	
									PM	77	77	154	
WEEKDAY PM Peak: 4:00 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	0.000	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	0.000					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					0.000	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	0.000				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					0.000	0%	0	0	0.000	
↘ Right	194	1	0.000	17	24	235	1	0.000	0%	0	235	1	0.000
↔ Shared		0	0.000				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	0.000				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	0.000				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	91	255	1352	2	0.422	(20%)	15	1367	2	0.427
↳ Th-Rt		0	0.000				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	0.000				0	0.000	0%	0	0	0.000	
Critical Volumes:	North-South:	0.054							North-South:	0.065		North-South:	0.066
	East-West:	0.529							East-West:	0.672		East-West:	0.677
	Loss Time:	0.050							Loss Time:	0.050		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													
	Volume	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C		
Northbound														
↵ Left	0	0	0.000	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					<table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;"><u>In</u></td> <td style="text-align: center;"><u>Out</u></td> <td style="text-align: center;"><u>Total</u></td> </tr> <tr> <td style="text-align: center;">AM</td> <td style="text-align: center;">61</td> <td style="text-align: center;">40</td> <td style="text-align: center;">101</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">77</td> <td style="text-align: center;">77</td> <td style="text-align: center;">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			+ Amb.	+ Area	= Total			+ Project	= Total			Adjusted	Total														
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C												
Northbound	↵ Left	3	0	0.000	0	1	4	0	0.000	0%	0	4	0	0.000	0	4	1	0.003										
	↵ Lt-Th	1	1	0.005	0	1	4	1	0.007	0%	0	4	1	0.007	0	4	0	0.000										
	↑ Thru	7	0	0.000	1	0	8	0	0.000	0%	0	8	0	0.000	0	8	1	0.005										
	↗ Th-Rt	1	1	0.005	1	0	8	1	0.007	0%	0	8	1	0.007	0	8	0	0.000										
	↘ Right	7	0	0.000	1	2	10	0	0.000	0%	0	10	0	0.000	0	10	1	0.006										
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	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	1	0.337	86	14	1056	1	0.372	0%	9	1065	1	0.375	0	1065	1	0.375										
	↓ Thru	15	0	0.000	1	0	16	0	0.000	0%	0	16	0	0.000	0	16	0	0.000										
	↘ Th-Rt	0	0	0.000	1	0	16	0	0.000	0%	0	16	0	0.000	0	16	0	0.000										
	↘ Right	216	1	0.093	19	1	236	1	0.100	0%	0	236	1	0.100	0	236	1	0.100										
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	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	0.000	12	5	152	0	0.000	0%	0	152	0	0.000	0	152	0	0.000										
	↑ Thru	884	1	0.279	80	146	1110	1	0.349	33%	20	1130	1	0.356	0	1130	1	0.356										
	↗ Th-Rt	1	1	0.279	80	146	1110	1	0.349	0%	20	1130	1	0.356	0	1130	1	0.356										
	↘ Right	8	0	0.000	1	0	9	0	0.000	0%	0	9	0	0.000	0	9	0	0.000										
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	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	0.000	0	1	5	0	0.000	0%	0	5	0	0.000	0	5	0	0.000										
	↑ Thru	651	2	0.203	59	87	797	2	0.249	(33%)	13	810	2	0.253	0	810	2	0.253										
	↗ Th-Rt	0	0	0.000	59	87	797	0	0.000	0%	13	810	0	0.000	0	810	0	0.000										
	↘ Right	123	1	0.000	11	15	149	1	0.000	0%	0	149	1	0.000	0	149	1	0.000										
↔ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	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				Loss Time: 0.050				Loss Time: 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 East/West Street: Pacific Coast Highway WEEKDAY PM Peak: 4:45 PM	Capacity: vphpl 1600 Dual 2880			Ambient Growth from: 2012 to: 2030 at: 0.48% per year					<table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">In</td> <td style="text-align: center;">Out</td> <td style="text-align: center;">Total</td> </tr> <tr> <td style="text-align: center;">AM</td> <td style="text-align: center;">61</td> <td style="text-align: center;">40</td> <td style="text-align: center;">101</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">77</td> <td style="text-align: center;">77</td> <td style="text-align: center;">154</td> </tr> </table>					In	Out	Total	AM	61	40	101	PM	77	77	154							
	In	Out	Total																												
AM	61	40	101																												
PM	77	77	154																												
	Counts			+ Amb.	+ Area	= Total			Total			Adjusted	Total																		
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	+ Project Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C															
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%	0		1	0.020	0		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%	0		1	0.020	0		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	0.000	0		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%	0		1	0.128	0		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	0.000	0		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	0.000	0		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	0.000	0		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%	0		1	0.455	0		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	0.000	0		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	0.000	0		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	0.000	0		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	0.000	0		0	0.000														
Critical Volumes:	North-South:	0.125						North-South:	0.148						North-South:	0.148															
	East-West:	0.498						East-West:	0.624						East-West:	0.632															
	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:				0.008	Δv/c after mitigation:				-0.012													
									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 East/West Street: Pacific Coast Highway WEEKEND PM Peak: 12:00 PM	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								
	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	26	0 0.000	2	22	50	0 0.000	0%	0	50	0 0.000	0%	0	50	1 0.031	0.000	
	↵ Lt-Th		1 0.030				1 0.048	0%	0		1 0.048	0%	0		0 0.000	0.000	
	↵ Thru	16	0 0.000	1	2	19	0 0.000	0%	0	19	0 0.000	0%	0	19	1 0.012	0.012	
	↵ Th-Rt		1 0.030				1 0.048	0%	0		1 0.048	0%	0		0 0.000	0.000	
	↵ Right	55	0 0.000	5	24	84	0 0.000	0%	0	84	0 0.000	0%	0	84	1 0.007	0.007	
↵ Shared		0 0.000				0 0.000	0%	0		0 0.000	0%	0		0 0.000	0.000		
Southbound	↵ Left	280	1 0.107	25	-4	301	1 0.116	0%	0	301	1 0.116	0%	0	301	1 0.116	0.116	
	↵ Lt-Th		1 0.110				1 0.119	0%	0		1 0.119	0%	0		1 0.119	0.119	
	↵ Thru	28	0 0.000	3	2	33	0 0.000	0%	0	33	0 0.000	0%	0	33	0 0.000	0.000	
	↵ Th-Rt		0 0.000				0 0.000	0%	0		0 0.000	0%	0		0 0.000	0.000	
	↵ Right	353	1 0.221	32	7	392	1 0.245	0%	0	392	1 0.245	0%	0	392	1 0.245	0.245	
↵ Shared		0 0.000				0 0.000	0%	0		0 0.000	0%	0		0 0.000	0.000		
Eastbound	↵ Left	193	2 0.067	17	36	246	2 0.086	0%	0	246	2 0.086	0%	0	246	2 0.086	0.086	
	↵ Lt-Th		0 0.000				0 0.000	0%	0		0 0.000	0%	0		0 0.000	0.000	
	↵ Thru	1256	1 0.405	113	193	1562	1 0.509	33%	38	1600	1 0.521	0%	0	1600	1 0.521	0.521	
	↵ Th-Rt		1 0.405				1 0.509	0%	0		1 0.521	0%	0		1 0.521	0.521	
	↵ Right	40	0 0.000	4	22	66	0 0.000	0%	0	66	0 0.000	0%	0	66	0 0.000	0.000	
↵ Shared		0 0.000				0 0.000	0%	0		0 0.000	0%	0		0 0.000	0.000		
Westbound	↵ Left	43	1 0.027	4	25	72	1 0.045	0%	0	72	1 0.045	0%	0	72	1 0.045	0.045	
	↵ Lt-Th		0 0.000				0 0.000	0%	0		0 0.000	0%	0		0 0.000	0.000	
	↵ Thru	1310	2 0.409	118	227	1655	2 0.517	(33%)	36	1691	2 0.528	0%	0	1691	2 0.528	0.528	
	↵ Th-Rt		0 0.000				0 0.000	0%	0		0 0.000	0%	0		0 0.000	0.000	
	↵ Right	142	1 0.001	13	45	200	1 0.031	0%	0	200	1 0.031	0%	0	200	1 0.031	0.031	
↵ Shared		0 0.000				0 0.000	0%	0		0 0.000	0%	0		0 0.000	0.000		
Critical Volumes:	North-South:	0.251							North-South:	0.293				North-South:	0.276		
	East-West:	0.476							East-West:	0.603				East-West:	0.614		
	Loss Time:	0.050							Loss Time:	0.050				Loss Time:	0.050		
Volume/capacity (v/c) ratio:	0.777								0.946					0.957			
Level of Service (LOS):	C								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			Ambient Growth from: 2012 to: 2030 at: 0.48% per year							In	Out	Total				
East/West Street: Civic Center Way	east-west split									AM	61	40	101				
WEEKDAY AM Peak: 7:45 AM	Counts	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project Volume	= Total Volume	Lanes	V / C					
Northbound	↵ Left	1	0.016	2	-16	11	1	0.007	0%	0	11	1	0.007				
	↵ Lt-Th	25	0 0.000	18	13	231	2	0.072	0%	0	231	2	0.072				
	↵ Thru	200	0 0.000	2	29	54	1	0.000	0%	0	54	1	0.000				
	↵ Th-Rt	23	0 0.000	105	59	1335	2	0.417	15%	9	1344	2	0.420				
	↵ Shared	199	0 0.000	18	-8	209	1	0.000	0%	0	209	1	0.000				
Southbound	↵ Left	19	0 0.012	1	0	21	1	0.013	0%	0	21	1	0.013				
	↵ Lt-Th	1171	0 0.000	1	-2	23	1	0.012	0%	0	23	1	0.012				
	↵ Thru	14	0 0.000	1	-4	11	0	0.000	0%	0	11	0	0.000				
	↵ Th-Rt	9	0 0.000	1	-4	6	1	0.000	0%	0	6	1	0.000				
	↵ Shared	208	0 0.000	1	-4	6	0	0.000	0%	0	6	0	0.000				
Eastbound	↵ Left	16	0 0.010	1	0	17	1	0.011	0%	0	17	1	0.011				
	↵ Lt-Th	92	0 0.000	8	-16	84	1	0.053	0%	0	84	1	0.053				
	↵ Thru	208	0 0.000	19	19	246	1	0.000	(15%)	6	252	1	0.000				
	↵ Th-Rt	208	0 0.000	19	19	246	1	0.000	0%	6	252	1	0.000				
	↵ Shared	208	0 0.000	19	19	246	1	0.000	0%	6	252	1	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			<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: Civic Center Way	east-west split								AM	61	40	101		
WEEKDAY PM Peak: 4:45 PM	Counts			+ Amb.	+ Area	= Total								
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	+ Project Volume	Total Volume	Lanes	V / C		
Northbound	↵ Left	1	0.014	2	-5	19	1	0.012	0%	0	19	1	0.012	
	↵ Lt-Th	22	0	0.000	48	35	617	2	0.193	0%	0	617	2	0.193
	↵ Thru	534	2	0.167	2	62	91	1	0.000	0%	0	91	1	0.000
	↵ Th-Rt	27	1	0.000	0	0.000	0	0.000	0%	0	0	0	0.000	
	↵ Shared	0	0.000	0	0.000	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	42	30	536	2	0.167	0%	0	536	2	0.167	
	↵ Thru	464	2	0.145	4	-2	46	1	0.000	0%	0	46	1	0.000
	↵ Th-Rt	0	0.000	0	0.000	0	0.000	0	0.000	0%	0	0	0.000	
	↵ Right	44	1	0.000	0	0.000	0	0.000	0%	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	9	-11	101	0	0.000	0%	0	101	0	0.000	
	↵ Thru	103	0	0.000	3	-11	29	1	0.000	0%	0	29	1	0.000
	↵ Th-Rt	0	0.000	0	0.000	0	0.000	0	0.000	0%	0	0	0.000	
	↵ Right	37	1	0.000	0	0.000	0	0.000	0%	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	3	-5	33	1	0.021	0%	0	33	1	0.021	
	↵ Thru	35	1	0.022	55	55	719	1	0.000	(15%)	12	731	1	0.000
	↵ Th-Rt	0	0.000	0	0.000	0	0.000	0	0.000	0%	0	0	0.000	
	↵ Right	609	1	0.000	0	0.000	0	0.000	0%	0	0	0	0.000	
↵ Shared	0	0.000	0	0.000	0	0.000	0	0.000	0%	0	0	0.000		
Critical Volumes:	North-South:	0.159							North-South:	0.179		North-South:		0.179
	East-West:	0.139							East-West:	0.143		East-West:		0.143
	Total:	0.050							Total:	0.050		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 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					In Out Total				
East/West Street: Civic Center Way	east-west split								Trip Gen 1	PM	116	110	226	
WEEKEND PM Peak: 11:45 PM	Counts	Volume	Lanes	V / C	+ Amb. Growth	+ Area Projects	= Total Volume	Lanes	V / C	+ Project	Volume	Total Volume	Lanes	V / C
Northbound	↵ Left	29	1	0.018	3	-6	26	1	0.016	0%	0	26	1	0.016
	↵ Lt-Th		0	0				0	0	0%	0	26	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	368	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	108	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	317	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	876	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	28	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	30	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	31	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	24	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	23	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	25	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	261	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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
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		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	23	88	270	176	284	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
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	<i>B</i>	<i>C</i>	<i>C</i>	<i>D</i>	<i>F</i>	<i>B</i>	<i>C</i>	
Approach: Delay (s/veh)	18.33		22.46		111.09		16.88	
LOS	<i>C</i>		<i>C</i>		<i>F</i>		<i>C</i>	
Intersection Delay (s/veh)	55.58							
Intersection LOS	<i>F</i>							

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

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
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	<i>B</i>	<i>C</i>	<i>C</i>	<i>D</i>	<i>F</i>	<i>B</i>	<i>C</i>	
Approach: Delay (s/veh)	18.81		24.41		113.93		17.26	
LOS	<i>C</i>		<i>C</i>		<i>F</i>		<i>C</i>	
Intersection Delay (s/veh)	57.26							
Intersection LOS	<i>F</i>							

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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
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	<i>B</i>	<i>B</i>	<i>B</i>	<i>B</i>	<i>C</i>	<i>B</i>	<i>B</i>	
Approach: Delay (s/veh)	13.11		13.00		14.15		12.84	
LOS	<i>B</i>		<i>B</i>		<i>B</i>		<i>B</i>	
Intersection Delay (s/veh)	13.40							
Intersection LOS	<i>B</i>							

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	<i>LT</i>	<i>R</i>	<i>L</i>	<i>TR</i>	<i>LT</i>	<i>R</i>	<i>LTR</i>	
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	<i>LT</i>	<i>R</i>	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
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		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	44	0	115	1	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
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		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	29	1	333	2	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
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		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	29	1	356	2	2	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
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		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	24	1	383	1	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
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		
	L	T	R	L	T	R
Movement						
Volume (veh/h)	24	1	416	1	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
	L	T	R	L	T	R
Movement						
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	<i>LT</i>	<i>R</i>	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>	
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			<u>Ambient Growth</u> from: 2012 to: 2030 at: 0.48% per year														
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	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	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%	0	0	1	0.043	0	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	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%	0	0	1	0.040	0	0	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	0	0.000	0	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	0	0.000	0	0	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	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	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	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	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	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	0	0	0	0	
Critical Volumes:	North-South:	0.068							North-South:	0.082				North-South:	0.083			
	East-West:	0.408							East-West:	0.462				East-West:	0.462			
	Loss Time:	0.050							LossTime:	0.050				Loss Time:	0.050			
Volume/capacity (v/c) ratio:	0.526								0.594							0.595		
Level of Service (LOS):	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					<table style="margin: auto; border: none;"> <tr> <td></td> <td style="text-align: center;">In</td> <td style="text-align: center;">Out</td> <td style="text-align: center;">Total</td> </tr> <tr> <td style="text-align: center;">AM</td> <td style="text-align: center;">61</td> <td style="text-align: center;">40</td> <td style="text-align: center;">101</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">77</td> <td style="text-align: center;">77</td> <td style="text-align: center;">154</td> </tr> </table>					In	Out	Total	AM	61	40	101	PM	77	77	154				
	In	Out	Total																									
AM	61	40	101																									
PM	77	77	154																									
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	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	0	0	0											
	↑ Thru	72	0	0	6	3	81	0	0	2%	2	83	0	0	0	0	0											
	↘ Th-Rt	1	0.063				1	0.073	0%	0		1	0.074	0	83	1	0.074											
	↘ Right ↕ Shared	29	0	0	3	3	35	0	0	0%	0	35	0	0	0	35	0	0										
Southbound	↘ Left	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%	0		1	0.126	0		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	0.000	0		0	0.000											
	↘ Right ↕ Shared	69	1	0.043	6	134	209	1	0.131	(33%)	25	234	1	0.146	0	234	1	0.146										
Eastbound	↘ Left	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	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		0	0											
	↘ Right ↕ Shared	54	1	0.034	5	2	61	1	0.038	0%	0	61	1	0.038	0	61	1	0.038										
Westbound	↘ Left	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	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		0	0											
	↘ Right ↕ Shared	380	1	0.238	34	1	415	1	0.260	0%	0	415	1	0.260	0	415	1	0.260										
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			<u>Ambient Growth</u> from: 2012 to: 2030 at: 0.48% per year					In Out Total									
East/West Street: Pacific Coast Highway	north-south split								Trip Gen 1 PM 116 110 226									
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	Adjusted Volume	Total Volume	Lanes	V / C		
Northbound	Left	1	0.079	11	2	140	1	0.088	0%	0	140	1	0.088	0	140	1	0.088	
	Lt-Th	0	0				0	0	0%	0	0	0	0	0	0	0	0	
	Thru	0	0				0	0	2%	2	82	0	0	0	82	0	0	
	Th-Rt	1	0.063	6	3	80	1	0.073	0%	0	82	1	0.074	0	82	1	0.074	
	Right	0	0				0	0	0%	0	36	0	0	0	36	0	0	
Shared	30	0	0	3	3	36	0	0	0%	0	36	0	0	0	36	0	0	
Southbound	Left	1	0.007	10	48	174	1	0.010	0%	0	174	1	0.010	0	174	1	0.010	
	Lt-Th	1	0.075				1	0.100	0%	0	174	1	0.101	0	174	1	0.101	
	Thru	0	0	9	4	114	0	0	(2%)	2	116	0	0	0	116	0	0	
	Th-Rt	0	0				0	0	0%	0	0	0	0	0	0	0	0	
	Right	1	0	5	118	180	1	0	(33%)	36	216	1	0	0	216	1	0	
Shared	0	0				0	0	0%	0	0	0	0	0	0	0	0		
Eastbound	Left	1	0.093	13	110	272	1	0.170	33%	38	310	1	0.194	0	310	2	0.108	
	Lt-Th	0	0				0	0	0%	0	0	0	0	0	0	0	0	
	Thru	3	0.276	119	122	1564	3	0.326	0%	0	1564	3	0.326	0	1564	3	0.326	
	Th-Rt	0	0				0	0	0%	0	0	0	0	0	0	0	0	
	Right	1	0.041	6	3	74	1	0.046	0%	0	74	1	0.046	0	74	1	0.046	
Shared	0	0				0	0	0%	0	0	0	0	0	0	0	0		
Westbound	Left	1	0.179	26	6	319	1	0.199	0%	0	319	1	0.199	0	319	1	0.199	
	Lt-Th	0	0				0	0	0%	0	0	0	0	0	0	0	0	
	Thru	2	0.406	117	155	1571	2	0.491	0%	0	1571	2	0.491	0	1571	2	0.491	
	Th-Rt	0	0				0	0	0%	0	0	0	0	0	0	0	0	
	Right	1	0.036	10	2	127	1	0.025	0%	0	127	1	0.025	0	127	1	0.025	
Shared	0	0				0	0	0%	0	0	0	0	0	0	0	0		
Critical Volumes:	North-South:	0.154							North-South:	0.188				North-South:	0.189		0.189	
	East-West:	0.499							East-West:	0.661				East-West:	0.685		0.599	
	Total:	0.050							Total:	0.050				Total:	0.050		0.050	
Volume/capacity (v/c) ratio:	0.703								0.899			0.924						
Level of Service (LOS):	C								D			E						

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			<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	north-south split																
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	Adjusted Volume	Total Volume	Lanes	V / C	
Northbound	Left	4	0.000	0	0	4	0	0.000	0%	0	4	0.000	0	4	0	0.000	
	Lt-Th	1	0.003	0	0	1	0	0.003	0%	0	1	0.003	0	1	0	0.003	
	Thru	1	0.000	0	0	1	0	0.000	0%	0	1	0.000	0	1	0	0.000	
	Th-Rt	1	0.000	0	0	1	0	0.000	0%	0	1	0.000	0	1	0	0.000	
	Right	2	0.000	0	0	2	1	0.000	0%	0	2	1.000	0	2	1	0.000	
Shared	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000	
Southbound	Left	80	0.028	7	58	145	1	0.050	(50%)	20	165	1	0.057	0	165	1	0.057
	Lt-Th	1	0.028	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000
	Thru	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000
	Th-Rt	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000
	Right	63	0.000	6	8	77	1	0.000	0%	0	77	1	0.000	0	77	1	0.000
Shared	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000	
Eastbound	Left	92	0.058	8	22	122	1	0.076	0%	0	122	1	0.076	0	122	1	0.076
	Lt-Th	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000
	Thru	1623	0.511	146	61	1830	1	0.576	0%	0	1830	1	0.576	0	1830	1	0.576
	Th-Rt	1	0.511	1	0	12	0	0.000	0%	0	12	0	0.000	0	12	0	0.000
	Right	11	0.000	1	0	12	0	0.000	0%	0	12	0	0.000	0	12	0	0.000
Shared	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000	
Westbound	Left	3	0.002	0	0	3	1	0.002	0%	0	3	1	0.002	0	3	1	0.002
	Lt-Th	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000
	Thru	1001	0.354	90	43	1134	1	0.437	0%	0	1134	1	0.447	0	1134	2	0.354
	Th-Rt	1	0.354	12	123	266	1	0.437	0%	0	266	1	0.447	0	266	0	0.000
	Right	131	0.000	12	123	266	0	0.000	50%	30	296	0	0.000	0	296	1	0.185
Shared	0	0.000	0	0	0	0	0.000	0%	0	0	0	0.000	0	0	0	0.000	
Critical Volumes:	North-South:	0.031		North-South:	0.053		North-South:	0.060		North-South:	0.060		North-South:	0.060			
	East-West:	0.513		East-West:	0.578		East-West:	0.578		East-West:	0.578		East-West:	0.578			
	Loss Time:	0.050		Loss Time:	0.050		Loss Time:	0.050		Loss Time:	0.050		Loss Time:	0.050			
Volume/capacity (v/c) ratio:		0.594			0.681			0.688			0.688			0.688			
Level of Service (LOS):		A			B			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			<u>Ambient Growth</u> from: 2012 to: 2030 at: 0.48% per year					<table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">In</td> <td style="text-align: center;">Out</td> <td style="text-align: center;">Total</td> </tr> <tr> <td style="text-align: center;">AM</td> <td style="text-align: center;">61</td> <td style="text-align: center;">40</td> <td style="text-align: center;">101</td> </tr> <tr> <td style="text-align: center;">PM</td> <td style="text-align: center;">77</td> <td style="text-align: center;">77</td> <td style="text-align: center;">154</td> </tr> </table>					In	Out	Total	AM	61	40	101	PM	77	77	154				
	In	Out	Total																									
AM	61	40	101																									
PM	77	77	154																									
East/West Street: Pacific Coast Highway	north-south split																											
WEEKDAY PM Peak: 4:45 PM	Counts			+ Amb.	+ Area	= Total			+ Project	Total			Adjusted	Total														
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C	Volume	Volume	Lanes	V / C												
Northbound	↵ Left	0	0.000	1	0	15	0	0.000	0%	0	15	0	0.000	0	15	0	0.000											
	↵ Lt-Th	14	1	0.014	1	0	15	1	0.015	0%	0	15	1	0.015	0	15	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	8	0	0.000	1	0	9	0	0.000	0%	0	9	0	0.000	0	9	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	19	0	0.000	2	0	21	0	0.000	0%	0	21	0	0.000	0	21	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	187	1	0.065	17	162	366	1	0.127	0%	38	404	1	0.140	0	404	1	0.140										
	↓ Thru	1	0	0.000	0	0	1	0	0.000	0%	0	1	0	0.000	0	1	0	0.000										
	↘ Th-Rt	1	0	0.000	0	0	1	0	0.000	0%	0	1	0	0.000	0	1	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	132	0	0.000	12	33	177	0	0.000	0%	0	177	0	0.000	0	177	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	94	0	0.000	8	21	123	0	0.000	0%	0	123	0	0.000	0	123	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	1603	1	0.506	144	110	1857	1	0.586	0%	0	1857	1	0.586	0	1857	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	15	0	0.000	1	0	16	0	0.000	0%	0	16	0	0.000	0	16	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	15	0	0.000	1	2	18	0	0.000	0%	0	18	0	0.000	0	18	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	1711	1	0.593	154	96	1961	1	0.716	0%	0	1961	1	0.728	0	1961	0	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	186	0	0.000	17	127	330	0	0.000	0%	38	368	0	0.000	0	368	0	0.000											
Critical Volumes:	North-South:	0.079							North-South:	0.142				North-South:	0.155													
	East-West:	0.652							East-West:	0.793				East-West:	0.805													
	Loss Time:	0.050							Loss Time:	0.050				Loss Time:	0.050													
Volume/capacity (v/c) ratio:	0.781								0.985					1.010														
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			<u>Ambient Growth</u> from: 2012 to: 2030 at: 0.48% per year					In Out Total								
East/West Street: Pacific Coast Highway	north-south split								Trip Gen 1	PM	116	110	226				
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	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	0	17	0 0.000	0	
	↵ Lt-Th		1 0.014				1 0.015	0%	0		1 0.015	0	0		1 0.015	0	
	↵ Thru	6	0 0.000	1	0	7	0 0.000	0%	0	7	0 0.000	0	0	7	0 0.000	0	
	↵ Th-Rt		0 0.000				0 0.000	0%	0		0 0.000	0	0		0 0.000	0	
	↵ Right	46	1 0.000	4	0	50	1 0.000	0%	0	50	1 0.000	0	0	50	1 0.000	0	
↕ Shared		0 0.000				0 0.000	0%	0		0 0.000	0	0		0 0.000	0		
Southbound	↘ Left	209	1 0.073	19	140	368	1 0.128	(50%)	55	423	1 0.147	0	0	423	1 0.147	0	
	↘ Lt-Th		1 0.073				1 0.128	0%	0		1 0.147	0	0		1 0.147	0	
	↘ Thru	7	0 0.000	1	0	8	0 0.000	0%	0	8	0 0.000	0	0	8	0 0.000	0	
	↘ Th-Rt		0 0.000				0 0.000	0%	0		0 0.000	0	0		0 0.000	0	
	↘ Right	109	1 0.000	10	23	142	1 0.000	0%	0	142	1 0.000	0	0	142	1 0.000	0	
↕ Shared		0 0.000				0 0.000	0%	0		0 0.000	0	0		0 0.000	0		
Eastbound	↗ Left	144	1 0.090	13	26	183	1 0.114	0%	0	183	1 0.114	0	0	183	1 0.114	0	
	↗ Lt-Th		0 0.000				0 0.000	0%	0		0 0.000	0	0		0 0.000	0	
	↗ Thru	1439	1 0.460	130	146	1715	1 0.547	0%	0	1715	1 0.547	0	0	1715	1 0.547	0	
	↗ Th-Rt		1 0.460				1 0.547	0%	0		1 0.547	0	0		1 0.547	0	
	↗ Right	33	0 0.000	3	0	36	0 0.000	0%	0	36	0 0.000	0	0	36	0 0.000	0	
↕ Shared		0 0.000				0 0.000	0%	0		0 0.000	0	0		0 0.000	0		
Westbound	↖ Left	24	1 0.015	2	2	28	1 0.018	0%	0	28	1 0.018	0	0	28	1 0.018	0	
	↖ Lt-Th		0 0.000				0 0.000	0%	0		0 0.000	0	0		0 0.000	0	
	↖ Thru	1625	1 0.573	146	127	1898	1 0.714	0%	0	1898	1 0.732	0	0	1898	2 0.593	0	
	↖ Th-Rt		1 0.573				1 0.714	0%	0		1 0.732	0	0		0 0.000	0	
	↖ Right	209	0 0.000	19	159	387	0 0.000	50%	58	445	0 0.000	0	0	445	1 0.278	0	
↕ Shared		0 0.000				0 0.000	0%	0		0 0.000	0	0		0 0.000	0		
Critical Volumes:	North-South:	0.086				North-South:	0.143			North-South:	0.162			North-South:	0.162		
	East-West:	0.663				East-West:	0.828			East-West:	0.846			East-West:	0.707		
	Loss Time:	0.050				Loss Time:	0.050			Loss Time:	0.050			Total:	0.050		
Volume/capacity (v/c) ratio:		0.799					1.021				1.058				0.919		
Level of Service (LOS):		C					F				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						<u>In</u>	<u>Out</u>	<u>Total</u>
East/West Street: Pacific Coast Highway									AM	61	40	101
WEEKDAY AM Peak: 7:30 AM									PM	77	77	154
	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 <small>not a part of signal</small>	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	0.000	0	0	0	0	0.000	0%	0	0	0.000
→ Thru	1672	2	0.523	151	99	1922	2	0.600	(50%)	20	1942	2
↪ 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	5	1	0.003	0	0	5	1	0.003	0%	0	5	1
↪ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000
↑ Thru	1202	2	0.376	108	182	1492	2	0.466	50%	30	1522	2
↪ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000
↪ Right	1	1	0.001	0	0	1	1	0.001	0%	0	1	0.001
↪ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000
Critical Volumes:	North-South:	0.000				North-South:	0.000			North-South:	0.000	
	East-West:	0.526				East-West:	0.603			East-West:	0.610	
	Loss Time:	0.050				Loss Time:	0.050			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						<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Pacific Coast Highway									AM	61	40	101	
WEEKDAY PM Peak: 4:45 PM	<u>Counts</u>			<u>+ Amb.</u>	<u>+ Area</u>	<u>= Total</u>			PM	77	77	154	
	<u>Volume</u>	<u>Lanes</u>	<u>V / C</u>	<u>Growth</u>	<u>Projects</u>	<u>Volume</u>	<u>Lanes</u>	<u>V / C</u>	<u>+ Project Volume</u>	<u>Total Volume</u>	<u>Lanes</u>	<u>V / C</u>	
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 <small>not a aprt of signal</small>	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	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	3	1	0	0	0	3	1	0	0%	0	3	1	
Eastbound													
↵ Left	0	1	0.000	0	0	0	1	0.000	0%	0	0	1	
↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	
→ Thru	1799	2	0.562	162	265	2226	2	0.696	(50%)	38	2264	2	
↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	
↵ Right	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	
↕ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	
Westbound													
↵ Left	13	1	0.008	1	0	14	1	0.009	0%	0	14	1	
↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	
→ Thru	1937	2	0.605	174	228	2339	2	0.731	50%	38	2377	2	
↘ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	
↵ Right	1	1	0.001	0	0	1	1	0.001	0%	0	1	1	
↕ Shared	0	0	0.000	0	0	0	0	0.000	0%	0	0	0	
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					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
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 <small>not a part of signal</small>	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	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	4	0	0	0	0	4	0	0	0%	0	4	0
↔ Shared	4	1	0	0	0	4	1	0	0%	0	4	1	
Eastbound	↵ Left	4	1	0.003	0	0	4	1	0.003	0%	0	4	1
	↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000
	↑ Thru	1669	2	0.522	150	289	2108	2	0.659	(50%)	55	2163	2
	↗ 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	17	1	0.011	2	0	19	1	0.012	0%	0	19	1
	↵ Lt-Th	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000
	↑ Thru	1875	2	0.586	169	285	2329	2	0.728	50%	58	2387	2
	↗ Th-Rt	0	0	0.000	0	0	0	0	0.000	0%	0	0	0.000
	↘ Right	5	1	0.003	0	0	5	1	0.003	0%	0	5	1
↔ Shared	0	0	0.000	0	0	0	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 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							<u>In</u>	<u>Out</u>	<u>Total</u>
East/West Street: Pacific Coast Highway										AM	61	40	101
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	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	
	↑ Thru Existing: 50%	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	
	↘ Right	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 <u>S/B RTOR:</u>	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	
	↘ Th-Rt Projected: 50%	14	0	0	1	0	15	0	0	0%	0	15	0
	↘ Right	14	0	0	1	0	15	0	0	0%	0	15	0
↔ Shared	1	0	0.017	1	0	15	1	0.018	0%	0	15	1	
Eastbound	↵ Left	28	1	0.018	3	0	31	1	0.019	0%	0	31	1
	↵ Lt-Th <u>E/B RTOR:</u>	0	0	0	0	0	0	0	0%	0	0	0	
	→ Thru Existing: 50%	1508	2	0.471	136	124	1768	2	0.552	(38%)	15	1783	2
	↘ Th-Rt Projected: 50%	0	0	0	0	0	0	0	0%	0	0	0	
	↘ Right	0	0	0	0	0	0	0	0%	0	0	0	
↔ Shared	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 <u>W/B RTOR:</u>	0	0	0	0	0	0	0	0%	0	0	0	
	← Thru Existing: 50%	1205	2	0.377	108	184	1497	2	0.468	38%	23	1520	2
	↘ Th-Rt Projected: 50%	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
↔ Shared	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			<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									AM	61	40	101	
									PM	77	77	154	
WEEKDAY PM Peak: 4:15 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 <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	22	1	0.021	2	0	24	1	0.023	0%	0	24	0.023	
Eastbound													
↳ Left	15	1	0.009	1	0	16	1	0.010	0%	0	16	0.010	
↳ 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	0.668
↳ 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	0.701
↳ 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	0.006	
↳ 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			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: 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	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	19	0	0	2	0	21	0	0	0%	0	21	0	
↕ Shared	1	1	0.020	0	0	0	1	0.022	0%	0	1	0.022	
Eastbound													
↵ Left	25	1	0.016	2	0	27	1	0.017	0%	0	27	1	
↵ Lt-Th	0	0	0	0	0	0	0	0	0%	0	0	0	
→ Thru	1479	2	0.462	133	307	1919	2	0.600	(38%)	42	1961	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	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	1798	2	0.562	162	313	2273	2	0.710	38%	44	2317	2	
↵ Th-Rt	0	0	0	0	0	0	0	0	0%	0	0	0	
↵ Right	13	1	0.008	1	0	14	1	0.009	0%	0	14	1	
↕ Shared	0	0	0	0	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							<u>In</u>	<u>Out</u>	<u>Total</u>	
East/West Street: Pacific Coast Highway										AM	61	40	101	
WEEKDAY AM Peak: 7:45 AM	<u>Counts</u>			<u>+ Amb.</u>	<u>+ Area</u>	<u>= Total</u>				<u>+ Project</u>	<u>= Total</u>			
	Volume	Lanes	V / C	Growth	Projects	Volume	Lanes	V / C		Volume	Volume	Lanes	V / C	
Northbound	↵ Left	0	0	0	0	1	0	0	0%	0	1	0	0	
	↵ Lt-Th	1	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	0.001	0	0	0	1	0.001	0%	0	0	1	0.001	
Southbound	↵ Left	40	0	0	4	0	44	0	0	0%	0	44	0	0
	↵ Lt-Th	1	0	0	0	0	1	0	0	0%	0	1	0	0
	↑ Thru	35	0	0	3	3	41	0	0	2%	1	42	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	35	1	0.048	3	3	41	1	0.054	0%	1	42	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	0%	0	0	0	0	
	↑ Thru	1535	1	0.480	138	108	1781	1	0.557	(25%)	10	1791	1	0.560
	↗ Th-Rt	0	1	0.480	0	0	0	1	0.557	0%	0	0	1	0.560
	↘ 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	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	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	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	0%	0	0	0	0		
Critical Volumes:	North-South: 0.049			North-South: 0.055						North-South: 0.055				
	East-West: 0.482			East-West: 0.559						East-West: 0.562				
	Loss Time: 0.050			Loss Time: 0.050						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		

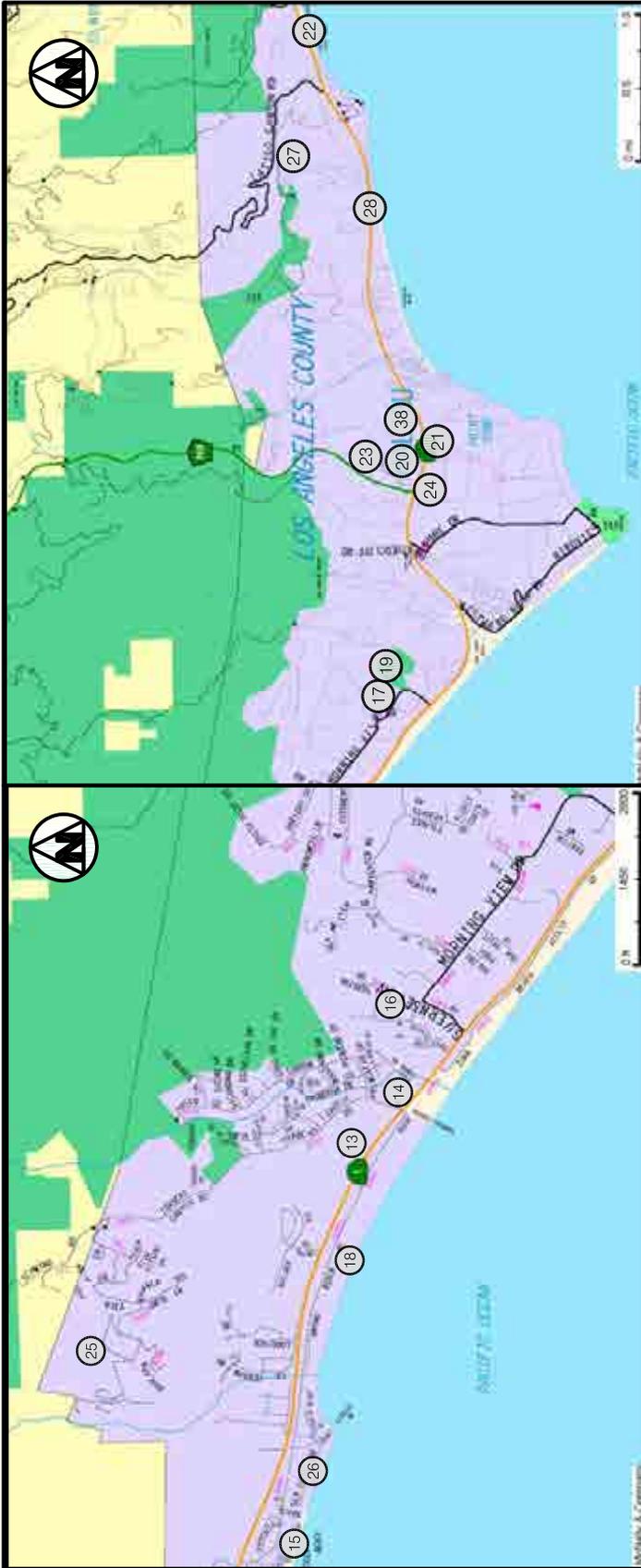
Intersection Capacity Utilization (ICU)

Intersection No.10	2012, EXISTING			2030, PROJECTED CUMULATIVE BASE					2030, WITH PROJECT					
North/South Street: Las Flores Canyon Rd.	Capacity: vphpl 1600 Dual 2880			<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									AM	61	40	101		
WEEKDAY									PM	77	77	154		
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	
↑ Thru	1	0	0	0	0	1	0	0	0%	0	1	0	0	
↘ Th-Rt		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	
↓ Thru	2	0	0	0	0	2	0	0	0%	0	2	0	0	
↘ Th-Rt		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	
→ 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	
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	
← 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	
↘ 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	
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. 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	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	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	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	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	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	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	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	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	0
Critical Volumes:	North-South:	0.069							North-South:	0.081			
	East-West:	0.560							East-West:	0.693			
	Loss Time:	0.050							Loss Time:	0.050			
Volume/capacity (v/c) ratio:	0.679								0.824				
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

RELATED PROJECTS DESCRIPTIONS AND LOCATIONS

<u>Number</u>	<u>Name/Location</u>	<u>Size</u>	<u>Land Use Description</u>
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			

RELATED PROJECTS DESCRIPTIONS AND TRIP GENERATION

Number	Name/Location	Size	Land Use Description	Daily	AM Peak Hour			PM Peak Hour			Sat. Mid-day Peak Hour			Sat.
				Traffic	In	Out	Total	In	Out	Total	In	Out	Total	Daily
1	Pepperdine Univeristy		Campus Wide upgrades	(744)	(54)	(13)	(67)	(15)	(37)	(52)	(20)	(14)	(34)	(402)
2	22716 Pacific Coast Highway	7,100 sf	Restaurant	639	52	1	6	36	18	54	45	32	77	670
3	22706 Pacific Coast Highway	5,904 sf	Restaurant	597	5	0	5	30	15	45	38	26	64	577
4	22959 Pacific Coast Highway	2,630 sf	Office	29	4	0	4	1	3	4	1	0	1	6
		4,517 sf	Retail	200	0	0	0	5	7	12	5	7	12	190
5	22729 Pacific Coast Highway	2,499 sf	Office	28	3	1	4	1	3	4	1	0	1	6
6	22065 Pacific Coast Hghway	8 units	Condominiums	46	1	3	4	3	1	4	2	2	4	45
7	18805,07,09 Pacific Coast Highway	3 du	Single Family	29	1	2	3	2	1	3	1	2	3	30
8	22301,03,05,09 Pacific Coast Highway	4 du	Single Family	38	1	2	3	3	1	4	2	2	4	40
9	21997 and 22003 Pacific Coast Highway	2 du	Single Family	19	1	1	2	1	1	2	1	1	2	20
10	3314 Serra Road	3 du	Single Family	29	1	2	3	2	1	3	1	2	3	30
11	20624 and 20630 Pacific Coast Highway	2 du	Single Family	19	1	1	2	1	1	2	1	1	2	20
12	2110 Seaboard	4 du	Single Family	38	1	2	3	3	1	4	2	2	4	40
13	6155 Trancas Canyon Road	32 units	Townhomes	186	2	12	14	12	5	17	8	7	15	181
14	30745 Pacific Coast Highway	53,423 sf	Shopping Center	1,366	37	10	47	73	109	182	101	135	236	1,590
15	31720.5 Pacific Coast Highway		Public Access Improvements	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
				48	1	3	4	3	2	5	2	2	4	50
16	6270,6304,6312,6282,6398 Sea Star Drive	5 du	Single Family											
17	30215 Morning View Drive	35,315 sf	High School Improvements	455	77	31	108	18	16	34	18	10	28	154
18	Broad Beach Road		Restoration Project	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
19	30215 Morning View Drive		Sports Field Lighting	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
20	28811 Pacific Coast Highway	3 du	Single Family	29	1	2	3	2	1	3	1	2	3	30
21	28722 Pacific Coast Highway	6,033 sf	Fire Station	66	8	1	9	2	7	9	2	7	9	66
22	26038.5 Pacific Coast Highway		Fish Ladder Project	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
23	6061Galahad Road	4 du	Single Family	38	1	2	3	3	1	4	2	2	4	40
24	6271 and 6277 Zuma Mesa Drive	2 du	Single Family	19	1	1	2	1	1	2	1	1	2	20
25	31537 Anacapa View Drive		Trancas Highlands Water Assessment Project	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
26	31864 and 31866 Sea Level Drive	2 du	Single Family	19	1	1	2	1	1	2	1	1	2	20
27	5905 and 5909 Latigo Canyon Road	2 du	Single Family	19	1	1	2	1	1	2	1	1	2	20
28	27535 Pacific Coast Highway	2 du	Single Family	19	1	1	2	1	1	2	1	1	2	20
29	3500 Puerco Canyon Road	7 du	Single Family	67	1	4	5	4	3	7	3	3	6	71
30	24120 Pacific Coast Highway	5 du	Single Family	48	1	3	4	3	2	5	2	2	4	50
		1 field	Baseball Field	120	0	0	0	30	30	60	46	46	92	970
31	24903 Pacific Coast Highway	9,685 sf	Office	107	13	2	15	2	12	14	2	2	4	23
32	23915 Malibu Road	7 du	Single Family	67	1	4	5	4	3	7	3	3	6	71
33	24038 Malbu Canyon Road		SMMC Beach Access Improvements	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
34	23465 Civic Center Way	53,825 sf	Office/Institutional	825	100	14	114	20	98	118	13	10	23	133
		77,110 sf	Retail	2,038	22	14	37	56	74	130	90	84	174	2,107
35	Rancho Malibu Hotel	19,849 sf	Hotel Retail	2,058	68	38	106	74	82	156	110	112	222	3,167
		20,928 sf	Hotel Spa											
		146 room	Hotel											
36	City of Malibu		Wastewater Treatment Facility	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
37	23525 Civic Center Way	25,000 sf	Satellite Campus (200 Students)	240	20	4	24	16	8	24	6	4	10	84
38	28455 Pacific Coast Highway	5.12 acres	102 du (6 du per acre)	976	19	57	76	65	38	103	50	45	95	1,028
	28401 Pacific Coast Highway	3.25 acres	20 du (6 du per acre)	191	4	11	15	13	7	20	10	9	19	202
	370 Laz Paz Lane	2.30 acres	14 du (6 du per acre)	134	3	8	11	9	5	14	7	6	13	141
39	23575 Civic Center Way	76,000 sf	Shopping Center	4,592	122	84	206	158	154	312	231	22	456	5,056
Source: City Malibu for Cumulative Listing May 2012														
n/a - not available														

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

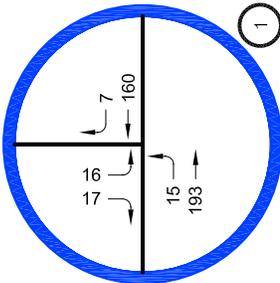
West Malibu

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

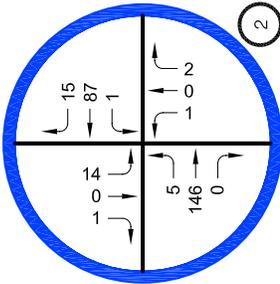
City of Malibu Cumulative Projects Listing
Updated August 1, 2012

Acronyms

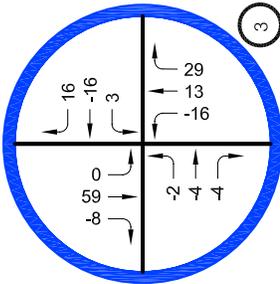
ac = acres
BPC = in building plan check
CCC = California Coastal Commission
CCD = Cross Creek Drive
CCW = Civic Center Way
CDP = coastal development permit
LLA = lot line adjustment
MCR = Malibu Canyon Road
NSFR = new, single-family residence
PA = planning approval / CDP received
PCH = Pacific Coast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



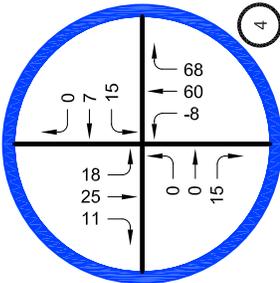
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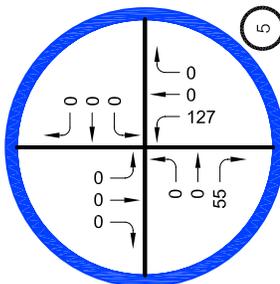
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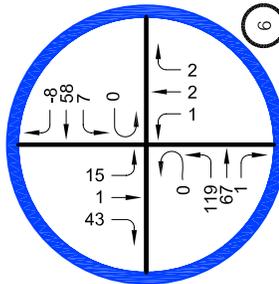
3 MALIBU CANYON ROAD & CIVIC CENTER WAY



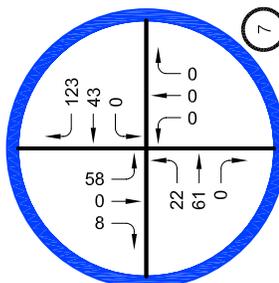
4 CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



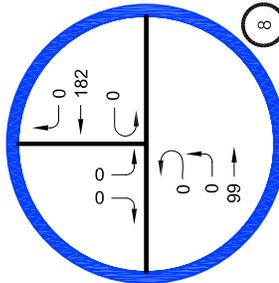
5 CIVIC CENTER WAY & CROSS CREEK ROAD



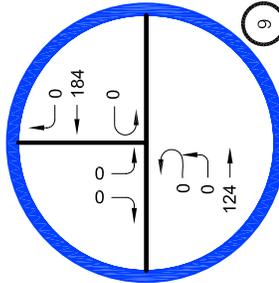
6 WEBB WAY & PACIFIC COAST HIGHWAY (SR 1)



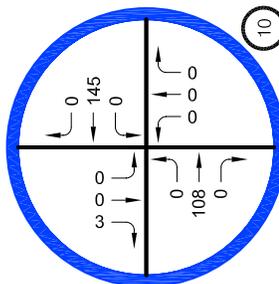
7 CROSS CREEK ROAD & PACIFIC COAST HIGHWAY (SR 1)



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)



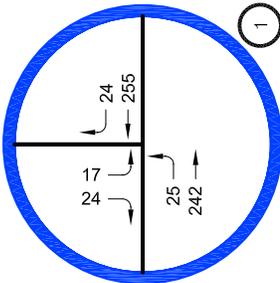
EAST STUDY AREA

CIVIC CENTER STUDY AREA

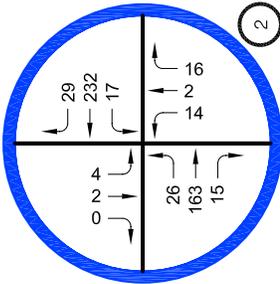
WEST STUDY AREA

EXHIBIT H1

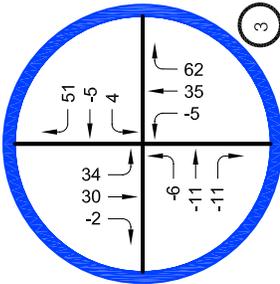
RELATED PROJECT TRAFFIC VOLUME
WEEKDAY AM PEAK HOUR



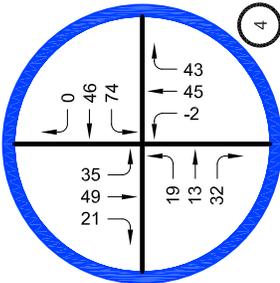
1 KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



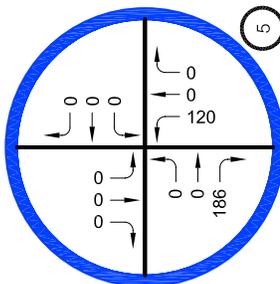
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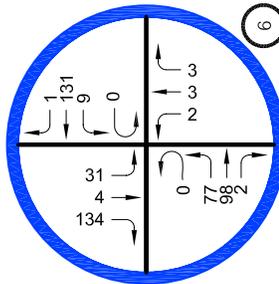
3 MALIBU CANYON ROAD & CIVIC CENTER WAY



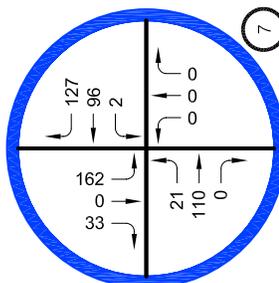
4 CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



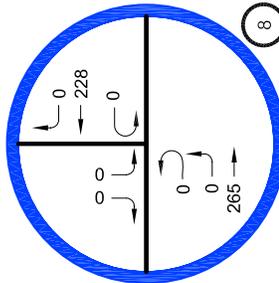
5 CIVIC CENTER WAY & CROSS CREEK ROAD



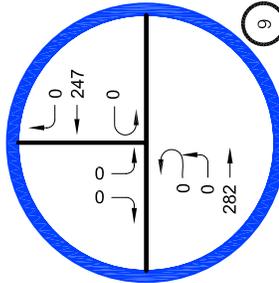
6 WEBB WAY & PACIFIC COAST HIGHWAY (SR 1)



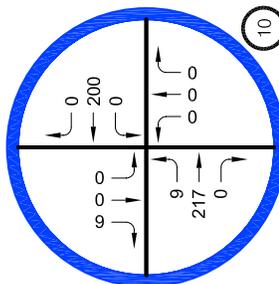
7 CROSS CREEK ROAD & PACIFIC COAST HIGHWAY (SR 1)



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)

EXHIBIT H2

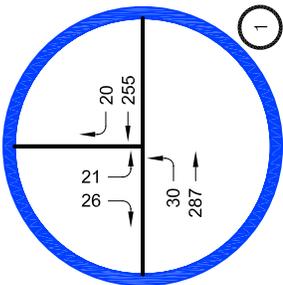


WEST STUDY AREA

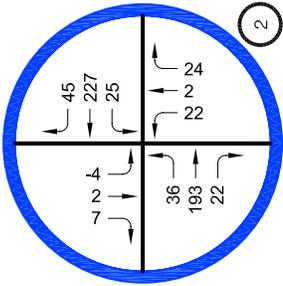
CIVIC CENTER STUDY AREA

EAST STUDY AREA

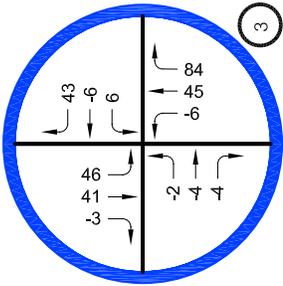
RELATED PROJECT TRAFFIC VOLUME
WEEKDAY PM PEAK HOUR



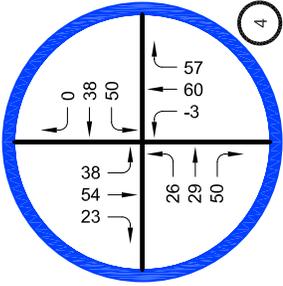
1 KANAN DUME ROAD & PACIFIC COAST HIGHWAY (SR 1)



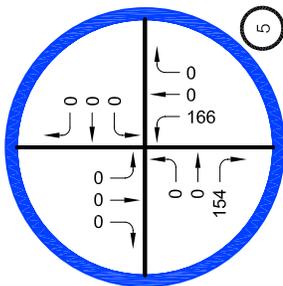
2 MALIBU CANYON ROAD & PACIFIC COAST HIGHWAY (SR 1)



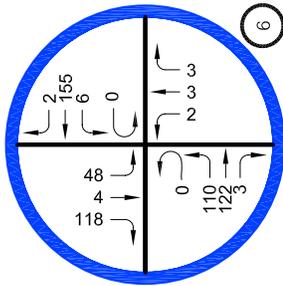
3 MALIBU CANYON ROAD & CIVIC CENTER WAY



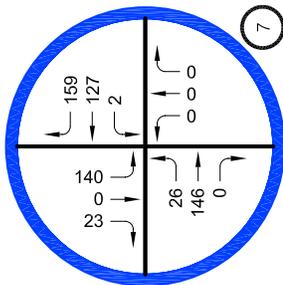
4 CIVIC CENTER WAY & WEBB WAY / STUART RANCH ROAD



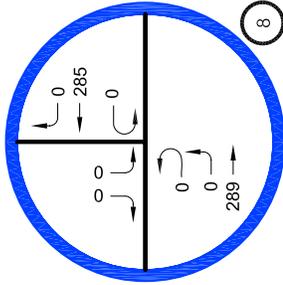
5 CIVIC CENTER WAY & CROSS CREEK ROAD



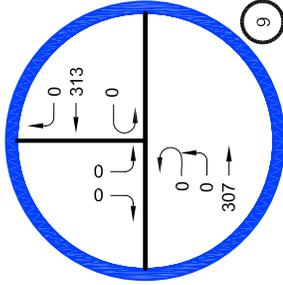
6 WEBB WAY & PACIFIC COAST HIGHWAY (SR 1)



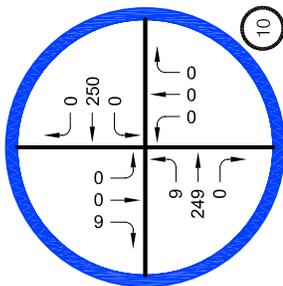
7 CROSS CREEK ROAD & PACIFIC COAST HIGHWAY (SR 1)



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

EXHIBIT H3

RELATED PROJECT TRAFFIC VOLUME SATURDAY MID - DAY PEAK HOUR

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 Daily</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

<u>Proposed Land Use</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>
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

<u>Proposed Land Use</u>	<u>Daily Traffic</u>	<u>Weekend Mid-day</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