

PENTAIR PROJECT
Revised Traffic and Circulation Study
City of Moorpark, CA

April 6, 2022

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INTRODUCTION

Stantec has prepared the following revised traffic and circulation study for the Pentair Warehouse Project. The traffic and circulation study provides an assessment of the existing and future traffic conditions within the study area, determines the trip generation and trip distribution for the proposed development, evaluates the potential traffic impacts to the vicinity roadways and intersections, and provides feasible mitigations where applicable. A discussion of the site access and circulation plan and parking is also provided. The revised study incorporates comments provided by the City of Moorpark and Caltrans on the draft study submitted on November 4, 2021. A detailed vehicle miles traveled (VMT) analysis is provided in a separate document.

PROJECT DESCRIPTION

The project is located on APN 511-0-200-265 east of the existing Pentair site and north of Los Angeles Avenue (State Route 118) in the City of Moorpark. The project consists of the construction of a 90,566 square foot industrial building. Based on the project statistics, 4,000 SF would be office space and 86,566 SF would be warehouse. Exhibit 1 shows the location of the project site in the City of Moorpark and Exhibit 2 illustrates the site plan.

Access is proposed via the existing intersection of Los Angeles Avenue and Montair Drive and one new driveway connection on the north side of Los Angeles Avenue. The new driveway on Los Angeles Avenue will be restricted to emergency access only.

STUDY METHODOLOGY

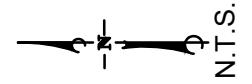
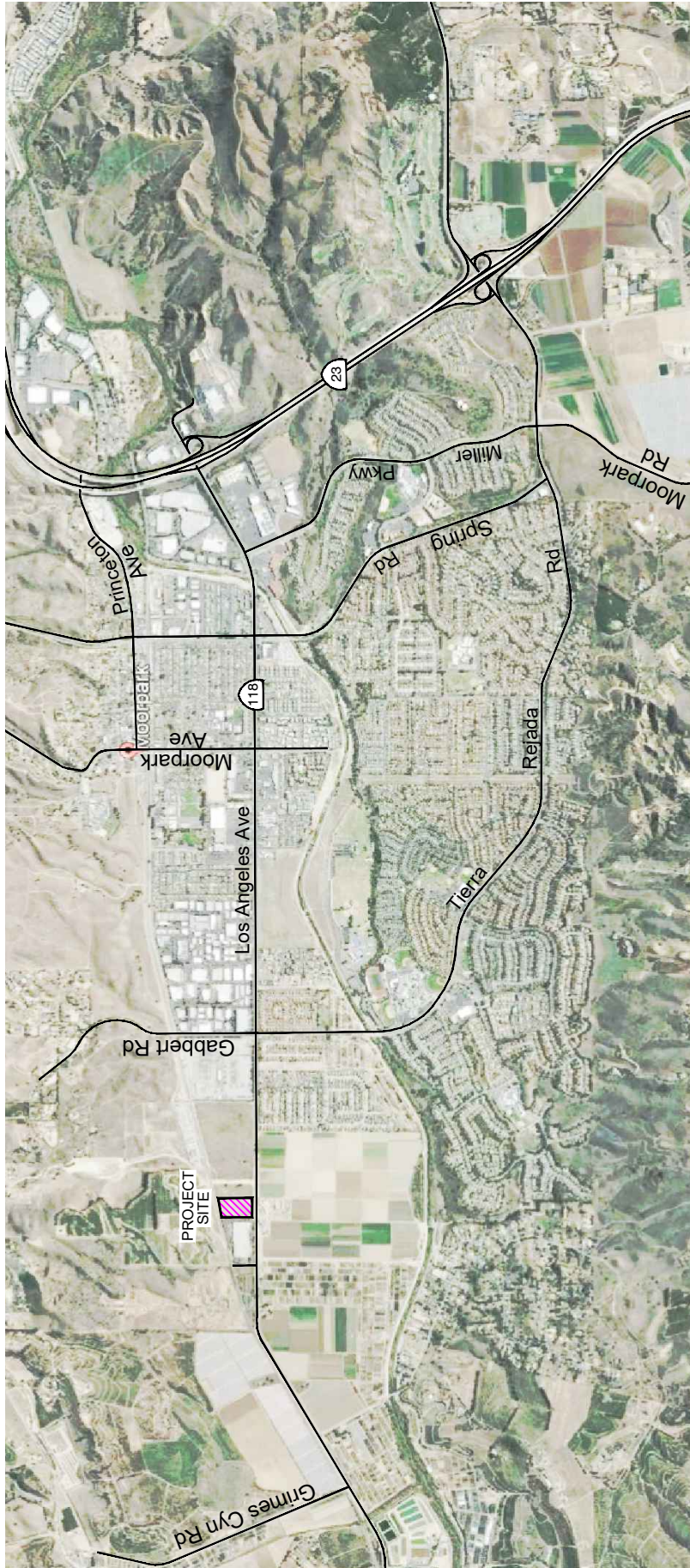
Traffic Analysis Scenarios

Pursuant to City traffic requirements, the traffic analysis includes the following traffic scenarios:

- Existing Conditions
- Existing plus Project Conditions
- Cumulative Conditions
- Cumulative plus Project Conditions

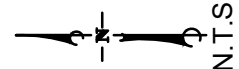
Level of Service Criteria

The traffic analysis focuses on key intersections within the study area during the AM and PM commute periods, when peak traffic volumes typically occur. A level of service (LOS) ranking scale is used to identify the operating condition at intersections. This scale compares traffic volumes to intersection capacity and assigns a letter value to this relationship. The letter scale ranges from A to F with LOS A representing free flow conditions and LOS F representing congested conditions. The level of service criteria are summarized in Table 1.





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EXHIBIT 2

PROJECT SITE PLAN

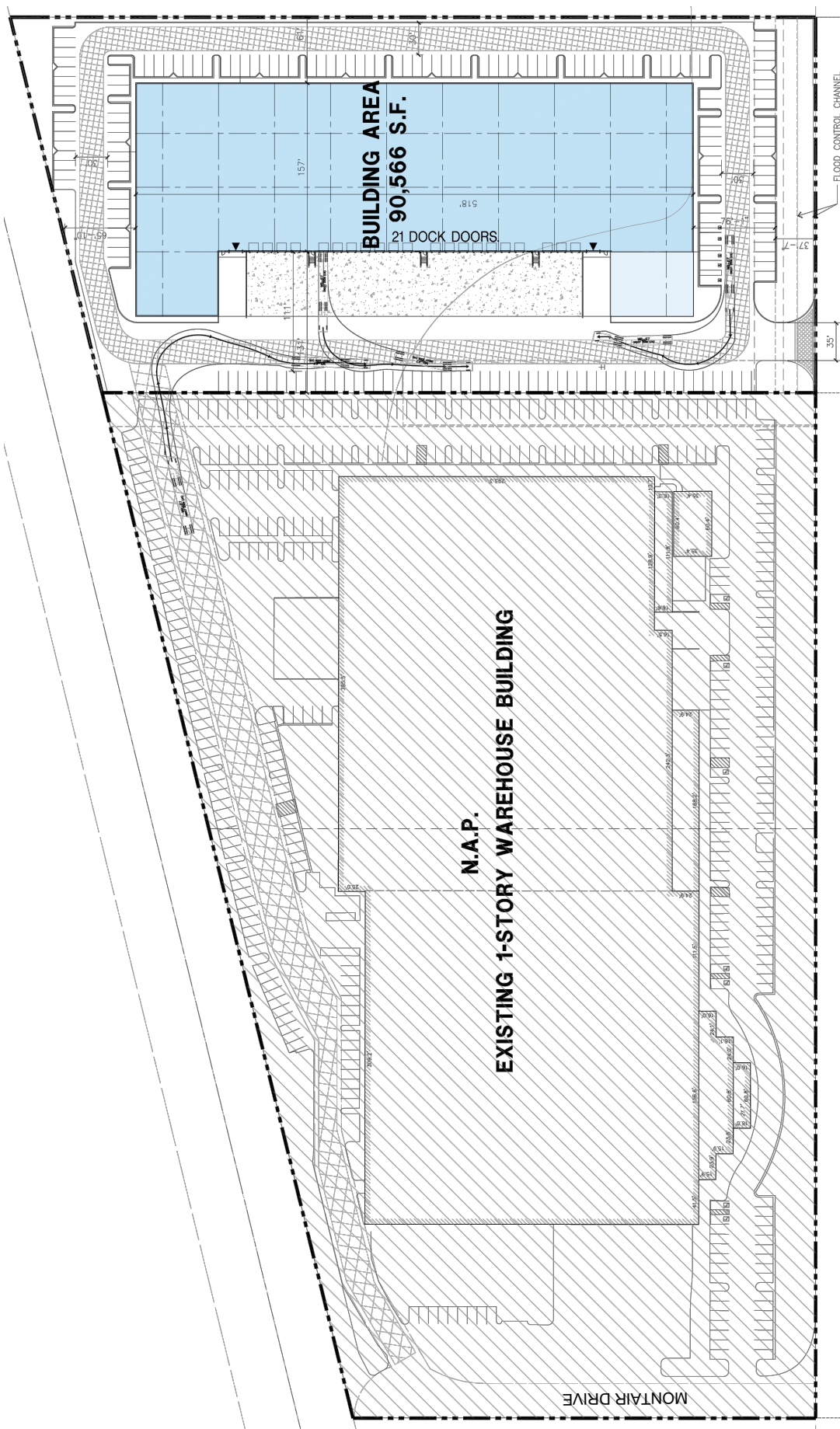


Table1
Intersection Level of Service Criteria

LOS	Signalized Intersections (V/C Ratio)	Signalized Intersections (Sec. of Delay)	Unsignalized Intersections (Sec. of Delay)	Definition
A	< 0.60	≤ 10	≤ 10	Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
B	0.61 – 0.70	> 10 and ≤ 20	> 10 and ≤ 15	Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
C	0.71- 0.80	> 20 and ≤ 35	> 15 and ≤ 25	Conditions of stable flow, delays are low to moderate, full use of peak direction signal phases is experienced.
D	0.81 – 0.90	> 35 and ≤ 55	> 25 and ≤ 35	Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.
E	0.91 – 1.00	> 55 and ≤ 80	> 35 and ≤ 50	Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.
F	> 1.00	> 80	> 50	Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal

Source: Highway Capacity Manual, 6th Edition.

The City of Moorpark considers LOS C or better acceptable for intersection operations, and Caltrans considers the transition from LOS C to LOS D.

Level of Service Calculation Methodology

Levels of service for the signalized intersections in the study area were calculated using the Intersection Capacity Utilization Methodology (ICU) and the results are shown as a volume-to-capacity (V/C) ratio. Levels of service for unsignalized intersections were calculated using the methodologies outlined in the Highway Capacity Manual (HCM)¹, which expresses intersection levels of service in seconds of delay and queue lengths for each approach.

EXISTING CONDITIONS

Roadway Network

The roadway system in the study area is comprised of a network of freeways, arterials and collectors. The study area roadway network is shown in Exhibit 3 and a brief description of the major components is provided below.

State Route 23 (SR 23) extends northerly from U.S. Highway 101 as a six-lane freeway until it connects to Los Angeles Avenue, where the freeway turns east and becomes State Route 118.

¹ Highway Capacity Manual, 6th Edition: A Guide for Multi-Modal Mobility Analysis, Transportation Research Board, 2016.

The interchanges with Los Angeles Avenue and with Tierra Rejada Road provide regional access to the project site.

State Route 18 (SR 118) extends east from State Route 126 to Interstate 210 in Los Angeles County. Within the study area, the roadway is a four- to six-lane highway (Los Angeles Ave) with at-grade intersections. At its intersection with SR 23 the state route continues as a four-lane freeway into Simi Valley. Access to the site is provided via the Los Angeles Ave/Montair Dr intersection, which is controlled by a stop sign on Montair Dr.

Tierra Rejada Road is an four-lane divided arterial roadway with Class II bike lanes that extends southeast from Los Angeles Avenue through the southern portion of Moorpark and continues easterly into the County of Ventura and Simi Valley. All major intersections, including the ramp intersections with SR 23 are signalized. The intersection with the project driveway, located approximately 1,400 feet east of the interchange, is controlled by a stop sign on the project driveway.

Spring Road is a four-lane arterial road north of Los Angeles Avenue and a two-lane collector road south of Los Angeles Avenue. Spring Road provides a connection between Walnut Canyon Road/SR-23 to the north and Tierra Rejada Road to the south.

Moorpark Avenue is a two-lane road collector road in the City's General Plan that extends north-south from Walnut Canyon Road to the north to the Arroyo River.

Alternative Transportation

The Moorpark City Transit (MCT) provides two fixed route bus routes between Moorpark College to east and Gabbert Road to the west. VISTA Routes 70-73X provide regional bus service between Thousand Oaks and Simi Valley, with three stops in Moorpark Metro. VISTA Route 77 provides regional bus service between Simi Valley and Ventura, with two stops in Moorpark. The Metrolink Ventura County Line provides commuter rail service from Ventura to the San Fernando Valley and the City of Los Angeles. The Moorpark Metrolink Station is located on High Street east of Spring Street.

Existing Intersection Operations

A total of 12 intersections were selected for analysis in consultation with City of Moorpark staff. Because current AM and PM commute traffic continues to be affected by both temporary workforce changes and increase in telecommuting, new traffic counts at these intersections would not be considered to be representative of traffic flow occurring under normal conditions. Stantec therefore used intersection counts collected in May 2019 and provided by the City. New average daily traffic (ADT) counts were collected on Los Angeles Avenue, and new counts were collected at the Los Angeles Ave/Montair Dr intersection in October 2021.

The lane geometry and control for the intersections within the study area are shown in Exhibit 3 and the AM and PM peak hour volumes are illustrated in Exhibit 4. Levels of service were calculated for the study-area intersections based on the level of service methodology outlined

previously. The technical calculation worksheets are included in the Technical Appendix, and the existing intersection levels of service are summarized in Table 2.

Table 2
Existing AM and PM Peak Hour Intersection Levels of Service

Intersection	Jurisdiction	Control	AM Peak Hour V/C - LOS	PM Peak Hour V/C - LOS
1. Los Angeles Ave (SR 118)/Grimes Cyn Rd	County/Ct	Signal	0.67/LOS B	0.73/LOS C
2. Los Angeles Ave (SR 118)/Montair Dr ¹	Moorpark/Ct	One-way stop	31.1 sec/D	>50.0 sec/F
3. Los Angeles Ave (SR 118)/Tierra Rejada Rd	Moorpark/Ct	Signal	0.75/LOS C	0.59/LOS A
4. Los Angeles Ave (SR 118)/Moorpark Ave	Moorpark/Ct	Signal	0.58/LOS A	0.65/LOS B
5. Los Angeles Ave (SR 118)/Spring Rd	Moorpark/Ct	Signal	0.70/LOS B	0.72/LOS C
6. Los Angeles Ave (SR 118)/Miller Pkwy	Moorpark./Ct	Signal	0.58/LOS A	0.70/LOS B
7. Los Angeles Ave (SR 118)/SR 23 SB Ramps	Moorpark./Ct	Signal	0.43/LOS A	0.74/LOS C
8. Los Angeles Ave (SR 118)/SR 23 NB Ramps	Moorpark./Ct	Signal	0.29/LOS A	0.51/LOS A
9. Tierra Rejada Rd/Spring Rd	Moorpark	Signal	0.69/LOS B	0.61/LOS B
10. Tierra Rejada Rd/Moorpark Rd	Moorpark	Signal	0.86/LOS D	0.77/LOS C
11. Tierra Rejada Rd/SR 23 SB Ramps	Moorpark./Ct	Signal	0.64/LOS B	0.85/LOS D
12. Tierra Rejada Rd/SR 23 NB Ramps	Moorpark./Ct	Signal	0.59/LOS A	0.88/LOS D

¹ Unsignalized intersection: level of service based on seconds of delay on minor street.

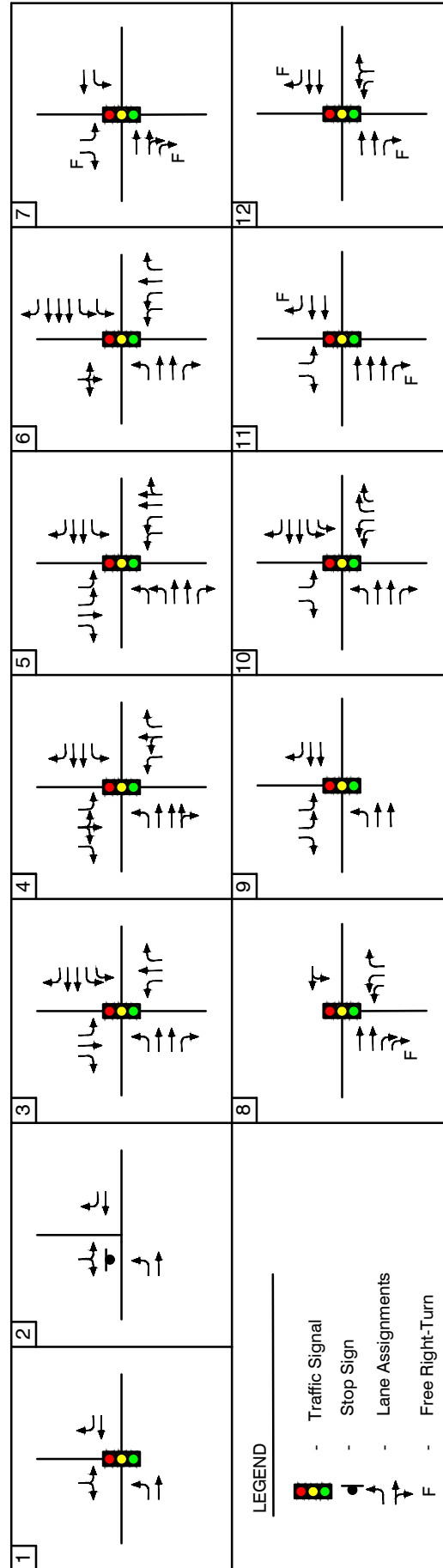
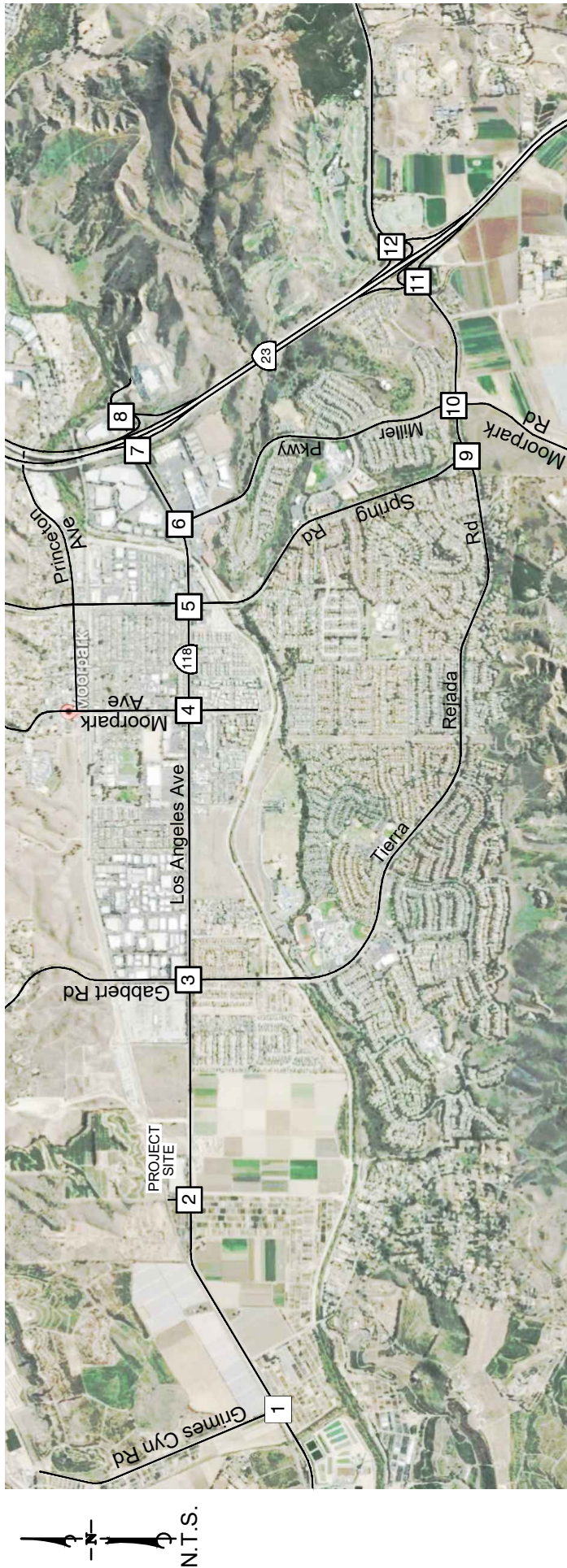
CT = Caltrans.

As shown in Table 2, the Los Angeles Ave/Montair Dr intersection, Tierra Rejada Rd/Moorpark Rd intersection and Tierra Rejada Rd/SR 23 Interchange operate at LOS D-F, which is below the acceptable threshold by the City of Moorpark and Caltrans.

Traffic Signal Warrant Analysis

A traffic signal warrant analysis was completed for the Los Angeles Avenue/Montair Dr intersection based on Caltrans signal warrant criteria² considering peak hour volumes and vehicle delay. Under existing conditions, Caltrans *Warrant 3 - Peak Hour* is not satisfied, because the minor street traffic volume and delay are below the minimum criteria. Review of collision data (CHP SWITRS) indicated two collisions from 2018 to December 2020. Therefore, installation of a traffic signal is not warranted under existing conditions.

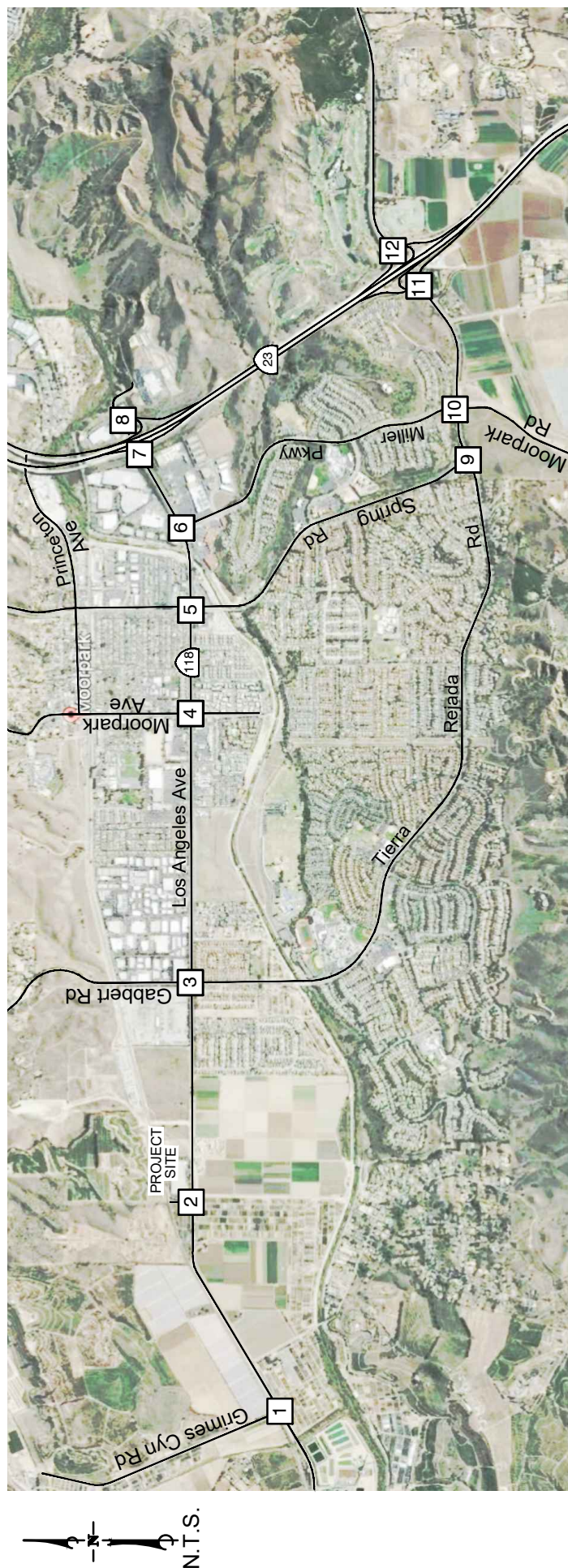
² Chapter 4C. Traffic Control Signal Needs Studies, CAMUTCD 2014 Edition, Revision 6, 2021.



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EXHIBIT 3 EXISTING INTERSECTION GEOMETRIES

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EXHIBIT 4

EXISTING INTERSECTION VOLUMES

PROJECT SPECIFIC CONDITIONS

Traffic Impact Thresholds

City of Moorpark. Based on guidance provided by the City of Moorpark, a traffic impact is considered significant if the increase in the V/C ratio value equals or exceeds the thresholds shown below for signalized and un-signalized study intersections, respectively.

Signalized intersections:

1. Degrades the LOS at an signalized intersection to an unacceptable level of Service (LOS D or worse);
2. Degrades the LOS at a signalized intersection operating at an unacceptable level of Service (LOS D or worse); or
3. Increases V/C at a signalized intersection operating at LOS F by 0.020 or more.

Unsignalized intersections:

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

Project Trip Generation

The project proposed to develop a 90,566 square feet industrial building of which 4,000 SF would be office space and 86,566 SF would be warehouse. Rates contained in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) for Land Use #150 - Warehouse and Land Use #712 – Small Office Building reviewed to determine the project trip generation. The description of Warehouse is as follows: "A warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas." Given that the office portion of the new building would constitute approximately 4% of the total size, the ITE description for Warehouse would apply to the entire building. However, to provide for a conservative trip estimate, both Warehouse and Small Office Building are also calculated separately. Table 3 shows the trip generation estimates for the proposed project for both calculation methods.

Table 3
Project Trip Generation

Land Use	Size	ADT	AM			PM		
			In	Out	Total	In	Out	Total
Warehouse	90,566 KSF	155	26	8	34	10	27	37
Warehouse	86,566 KSF	148	26	8	34	10	27	37
Small Office Building	4 KSF	58	5	2	7	3	6	9
Total		216	31	10	41	13	33	46

The more conservative approach was applied, in which the project is expected to generate 216 average daily trips, with 41 trips occurring in the AM peak hour and 46 trips occurring in the PM peak hour.

Project Trip Distribution

The proposed project trip distribution is based on the regional trip distribution guidelines contained in the City's *Guidelines for Preparing Traffic and Circulation Studies* and are adjusted for the project's location. The project trip distribution percentages and the project-added traffic volumes are shown in Exhibit 5.

Existing plus Project Intersection Operations

Project generated traffic was added to the existing peak hour traffic volumes and levels of service were recalculated for existing plus project conditions. The existing plus project traffic volumes are illustrated in Exhibit 6. Tables 4 and 5 summarize the level of service calculations for project-specific conditions.

Table 4
Existing + Project AM Peak Hour Intersection Levels of Service

Intersection	AM Peak Hour			Impact?
	Existing V/C - LOS	Existing + Project V/C - LOS	V/C Increase	
1. Los Angeles Ave (SR 118)/Grimes Cyn Rd	0.67/LOS B	0.67/LOS B	N/A	No
2. Los Angeles Ave (SR 118)/Montair Dr ¹	31.1 sec/D	35.9 sec/E	4.8 sec.	No
3. Los Angeles Ave (SR 118)/Tierra Rejada Rd	0.75/LOS C	0.75/LOS C	N/A	No
4. Los Angeles Ave (SR 118)/Moorpark Ave	0.58/LOS A	0.58/LOS A	N/A	No
5. Los Angeles Ave (SR 118)/Spring Rd	0.70/LOS B	0.70/LOS B	N/A	No
6. Los Angeles Ave (SR 118)/Miller Pkwy	0.58/LOS A	0.58/LOS A	N/A	No
7. Los Angeles Ave (SR 118)/SR 23 SB Ramps	0.43/LOS A	0.43/LOS A	N/A	No
8. Los Angeles Ave (SR 118)/SR 23 NB Ramps	0.29/LOS A	0.29/LOS A	N/A	No
9. Tierra Rejada Rd/Spring Rd	0.69/LOS B	0.69/LOS B	N/A	No
10. Tierra Rejada Rd/Moorpark Rd	0.86/LOS D	0.86/LOS D	0.001	No
11. Tierra Rejada Rd/SR 23 SB Ramps	0.64/LOS B	0.65/LOS B	N/A	No
12. Tierra Rejada Rd/SR 23 NB Ramps	0.59/LOS A	0.59/LOS A	N/A	No

N/A = Not applicable, intersection operates at LOS C or better.

¹ Unsignalized intersection: level of service based on seconds of delay on minor street.

The data in Table 4 indicates that the project would add to delays at the Los Angeles Ave/Montair Dr intersection. The increase of 4.8 seconds is below the City's impact threshold of 5 seconds or more, therefore no impact is generated. The Tierra Rejada Rd/Moorpark Rd intersection will continue to operate in the LOS D range, however the project generated increase of V/C 0.001 would not generate an impact.

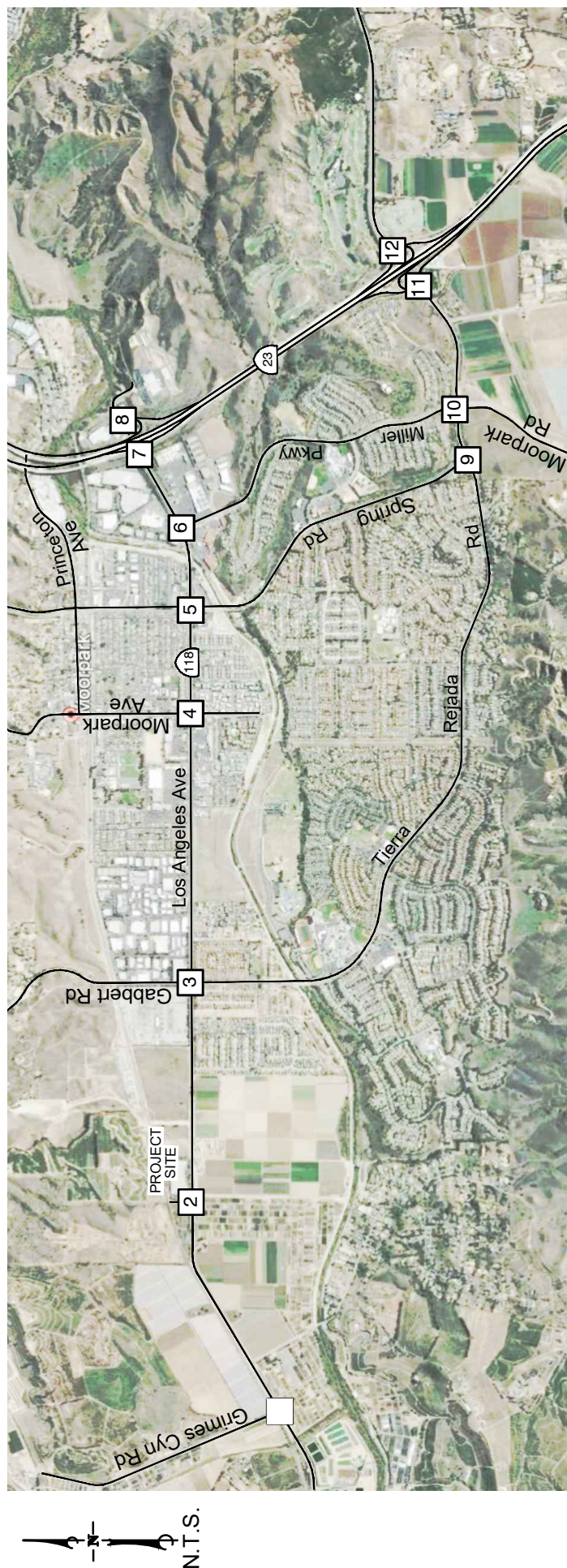


EXHIBIT 6

EXISTING + PROJECT INTERSECTION VOLUMES

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Table 5
Existing + Project PM Peak Hour Intersection Levels of Service

Intersection	PM Peak Hour			Impact?
	Existing V/C - LOS	Existing + Project V/C - LOS	V/C Increase	
1. Los Angeles Ave (SR 118)/Grimes Cyn Rd	0.73/LOS C	0.74/LOS C	N/A	No
2. Los Angeles Ave (SR 118)/Montair Dr ¹	>50.0 sec/F	>50.0 sec/F	>5.0 sec	Yes
3. Los Angeles Ave (SR 118)/Tierra Rejada Rd	0.59/LOS A	0.59/LOS A	N/A	No
4. Los Angeles Ave (SR 118)/Moorpark Ave	0.65/LOS B	0.65/LOS B	N/A	No
5. Los Angeles Ave (SR 118)/Spring Rd	0.72/LOS C	0.72/LOS C	N/A	No
6. Los Angeles Ave (SR 118)/Miller Pkwy	0.70/LOS B	0.70/LOS B	N/A	No
7. Los Angeles Ave (SR 118)/SR 23 SB Ramps	0.74/LOS C	0.74/LOS C	N/A	No
8. Los Angeles Ave (SR 118)/SR 23 NB Ramps	0.51/LOS A	0.51/LOS A	N/A	No
9. Tierra Rejada Rd/Spring Rd	0.61/LOS B	0.61/LOS B	N/A	No
10. Tierra Rejada Rd/Moorpark Rd	0.77/LOS C	0.77/LOS C	N/A	No
11. Tierra Rejada Rd/SR 23 SB Ramps	0.85/LOS D	0.85/LOS D	0.002	No
12. Tierra Rejada Rd/SR 23 NB Ramps	0.88/LOS D	0.88/LOS D	0.002	No

N/A = Not applicable, intersection operates at LOS C or better.

¹ Unsignalized intersection: level of service based on seconds of delay on minor street.

As shown in Table 5, the project would add more than 5 seconds per vehicle to the delays at the Los Angeles Ave/Montair Dr intersection, which is considered an impact based on the City's impact thresholds. The Tierra Rejada Rd/SR 23 Interchange will continue to operate in the LOS D range, however the project generated increase of V/C 0.002 at the SR 23 Northbound Ramp or Southbound Ramp intersection would not generate an impact.

Traffic Signal Warrant Analysis

Existing plus project peak hour traffic volumes were evaluated to determine the need for traffic signals at the Los Angeles Ave/Montair Dr intersection under project-specific conditions. The existing + project traffic volumes and minor street delays would satisfy Caltrans *Warrant 3 - Peak Hour*.

CUMULATIVE CONDITIONS

The cumulative (existing plus approved and pending projects) conditions serves as a near future baseline to assess potential impacts generated by the project. Cumulative projects traffic forecasts were developed based on the City of Moorpark *Quarterly Status Report* and the *Cumulative Developments Projects Trip Generation* list, both provided by City staff and included in the Technical Appendix.

Cumulative Projects Trip Generation and Distribution

Trip generation estimates for the approved projects were developed using the City's *Cumulative Developments Projects Trip Generation* list and trips were distributed based on the location of each approved project, project distribution data contained in traffic studies completed for several approved and pending projects, and existing traffic patterns in the study area. The cumulative traffic volumes are illustrated in Exhibit 7.

Cumulative plus Project Intersection Operations

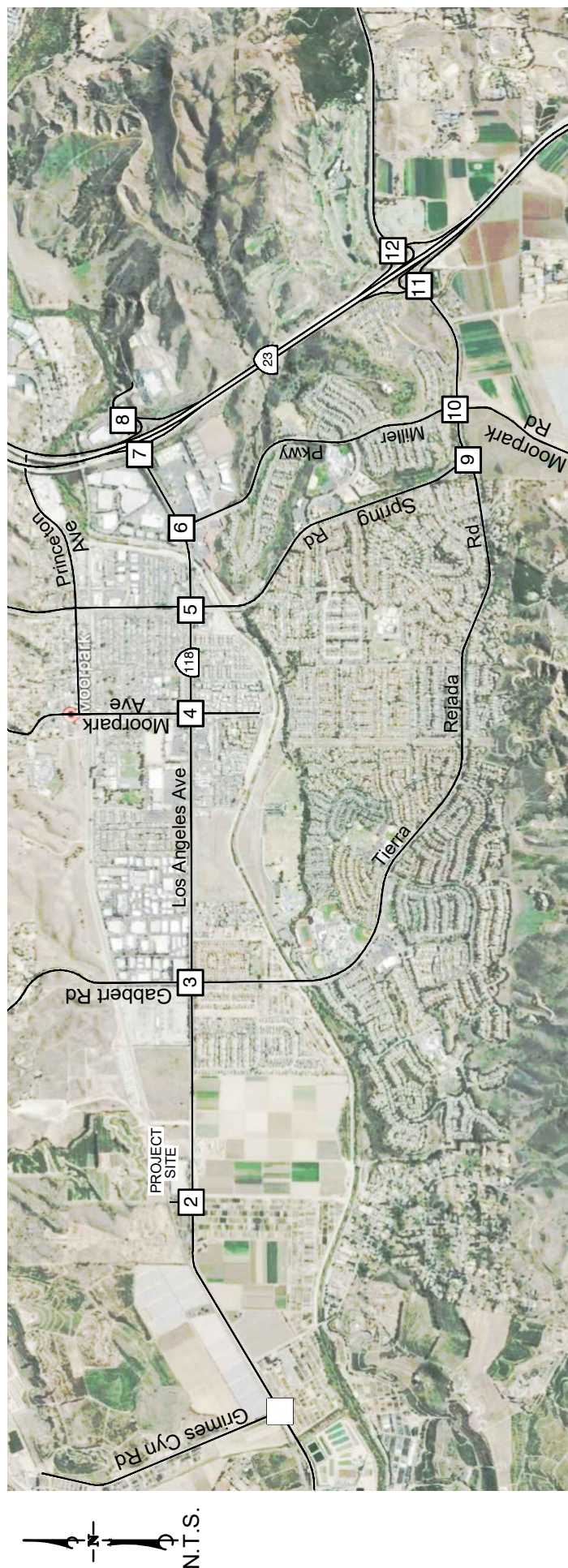
The cumulative plus project traffic volumes are illustrated in Exhibit 8. Intersection levels of service were recalculated assuming cumulative and cumulative plus project conditions. Tables 6 and 7 summarize the buildout and buildout plus project level of service calculations.

Table 6
Cumulative + Project AM Peak Hour Intersection Levels of Service

Intersection	AM Peak Hour			Impact?
	Cumulative V/C - LOS	Cumulative + Project V/C - LOS	V/C Increase	
1. Los Angeles Ave (SR 118)/Grimes Cyn Rd	0.71/LOS C	0.72/LOS C	N/A	No
2. Los Angeles Ave (SR 118)/Montair Dr ¹	41.2 sec/E	49.5 sec/E	8.3 sec.	Yes
3. Los Angeles Ave (SR 118)/Tierra Rejada Rd	0.79/LOS C	0.79/LOS C	N/A	No
4. Los Angeles Ave (SR 118)/Moorpark Ave	0.68/LOS B	0.68/LOS B	N/A	No
5. Los Angeles Ave (SR 118)/Spring Rd	0.81/LOS D	0.81/LOS D	0.001	No
6. Los Angeles Ave (SR 118)/Miller Pkwy	0.71/LOS C	0.71/LOS C	N/A	No
7. Los Angeles Ave (SR 118)/SR 23 SB Ramps	0.53/LOS A	0.53/LOS A	N/A	No
8. Los Angeles Ave (SR 118)/SR 23 NB Ramps	0.35/LOS A	0.35/LOS A	N/A	No
9. Tierra Rejada Rd/Spring Rd	0.70/LOS B	0.70/LOS B	N/A	No
10. Tierra Rejada Rd/Moorpark Rd	0.87/LOS D	0.88/LOS D	0.001	No
11. Tierra Rejada Rd/SR 23 SB Ramps	0.65/LOS C	0.66/LOS C	N/A	No
12. Tierra Rejada Rd/SR 23 NB Ramps	0.60/LOS A	0.61/LOS B	N/A	No

N/A = Not applicable, intersection operates at LOS C or better.

¹ Unsignalized intersection: level of service based on seconds of delay on minor street.



1		2		3		4		5		6		7	
114(81)	67(23)	22(29)	50(10)	65(88)	730(804)	230(447)	129(116)	101(91)	244(684)	114(17)	1,004(1,156)	574(1,265)	
92(138)	868(1,010)	843(934)	843(934)	356(321)	420(348)	950(1,028)	49(128)	212(210)	995(1,566)	1,288(2,122)	1,004(1,156)	574(1,265)	
965(1,118)				172(159)	129(116)	99(269)	129(116)	101(91)	32(50)	68(101)	1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
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				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				172(159)	129(116)		129(116)	101(91)			1,004(1,156)	574(1,265)	
				88(69)	49(128)		49(128)	212(210)			1,004(1,156)	574(1,265)	
				282(198)	129(116)		129(116)	101(91)					

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EXHIBIT 7

CUMULATIVE INTERSECTION VOLUMES



1		2		3		4		5		6		7		8		9		10		11		12		13		14		15	
114(81)		22(29)		73(20)		65(88)		230(447)		167(161)		244(684)		114(17)		949(952)		579(1,267)		105(93)		1,202(792)		1,733(690)		1,202(792)		1,733(690)	
67(23)		871(1,018)		843(934)		744(810)		964(1,034)		129(116)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
92(138)		21(9)		133(192)		561(346)		103(89)		158(180)		129(128)		64(46)		55(22)		15(40)		70(197)		980(1,217)		529(1,202)		551(270)		529(1,202)	
973(1,121)		853(1,110)		778(901)		236(177)		90(89)		406(1,088)		49(128)		90(89)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
247(286)		21(9)		282(198)		561(346)		103(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)		495(202)		529(1,202)		551(270)		529(1,202)	
270(139)		21(9)		172(159)		236(177)		90(89)		41(55)		420(348)		103(132)		1,760(1,586)		1,312(1,28)		395(616)									

Table 7
Cumulative + Project PM Peak Hour Intersection Levels of Service

Intersection	PM Peak Hour			Impact?
	Cumulative V/C - LOS	Cumulative + Project V/C - LOS	V/C Increase	
1. Los Angeles Ave (SR 118)/Grimes Cyn Rd	0.79/LOS C	0.80/LOS C	N/A	No
2. Los Angeles Ave (SR 118)/Montair Dr ¹	>50.0 sec/F	>50.0 sec/F	>5.0 sec	Yes
3. Los Angeles Ave (SR 118)/Tierra Rejada Rd	0.65/LOS B	0.65/LOS B	N/A	No
4. Los Angeles Ave (SR 118)/Moorpark Ave	0.73/LOS C	0.73/LOS C	N/A	No
5. Los Angeles Ave (SR 118)/Spring Rd	0.89/LOS D	0.89/LOS D	0.002	No
6. Los Angeles Ave (SR 118)/Miller Pkwy	0.80/LOS C	0.81/LOS D	0.001	No
7. Los Angeles Ave (SR 118)/SR 23 SB Ramps	0.91/LOS E	0.91/LOS E	0.001	No
8. Los Angeles Ave (SR 118)/SR 23 NB Ramps	0.63/LOS B	0.63/LOS A	N/A	No
9. Tierra Rejada Rd/Spring Rd	0.62/LOS B	0.62/LOS B	N/A	No
10. Tierra Rejada Rd/Moorpark Rd	0.78/LOS C	0.79/LOS C	N/A	No
11. Tierra Rejada Rd/SR 23 SB Ramps	0.87/LOS D	0.87/LOS D	0.002	No
12. Tierra Rejada Rd/SR 23 NB Ramps	0.89/LOS D	0.90/LOS D	0.002	No

N/A = Not applicable, intersection operates at LOS C or better.

¹ Unsignalized intersection: level of service based on seconds of delay on minor street.

The level of service data contained in Tables 6 and 7 indicates that three intersections are expected to operate below the LOS C standard during the AM peak hour, and six intersections are expected to operate below the LOS C standard during the PM peak hour. The project would generate a cumulative impact at the Los Angeles Ave/Montair Dr intersection based on the City's impact thresholds. The project generated increase of V/C 0.002 or less at the remaining intersections at the SR 23 Northbound Ramp or Southbound Ramp intersection would not generate a cumulative impact.

Traffic Signal Warrant Analysis

Cumulative plus project peak hour traffic volumes were evaluated to determine the need for traffic signals at the Los Angeles Ave/Montair Dr intersection under cumulative + project conditions. The cumulative + project traffic volumes and minor street delays would satisfy Caltrans Warrant 3 - Peak Hour.

PROJECT SITE ACCESS, CIRCULATION

Project Site Access

Access is proposed via the existing Los Angeles Ave/Montair Dr intersection and one new driveway connection on the north side of Los Angeles Avenue. The new driveway will be located between

the existing Pentair building and the proposed building and will be restricted to emergency access only.

The Los Angeles Ave/Montair Dr intersection is controlled by a stop sign on the Montair Drive, a local two-lane street that provides access to the existing Pentair building. Los Angeles Avenue contains a through lane and a left-turn lane with a storage of 200 feet in the eastbound direction, and a through lane and a right-turn lane with a storage of 100 feet in the westbound direction. The southbound approach is a shared left/right turn lane.

The intersection currently operates in the LOS E/F range and delays on the southbound approach are expected to further increase under project-specific and future conditions. The 95th percentile queue would be in excess of 200' during the PM peak hour. The analysis indicates that existing + project and cumulative + project traffic volumes, along with minor street delays, would satisfy Caltrans Warrant 3 - Peak Hour. Installation of a traffic signal at the Los Angeles Ave/Montair Dr intersection is therefore recommended to maintain acceptable operations.

The proposed driveway on Los Angeles Avenue between the existing Pentair building and the proposed building will be restricted to emergency vehicles access only. The driveway connection should be designed to accommodate emergency (fire truck) vehicle turning requirements. It is noted that if access of the driveway connection is not restricted to emergency vehicles access only, intersection design will have to conform to Caltrans expressway standards. This would include provision of speed change (turning) lanes on the eastbound and westbound approaches.

The *Moorpark West Studios* development is located immediately east of the project site. This development is approved but not yet constructed. Primary access to this development is via the new Los Angeles Ave/North Hills Pkwy intersection, which will be signalized. The on-site circulation system of the *Moorpark West Studios* could include a roadway connection to the Pentair site, thereby providing for alternative access to the project site.

Circulation

The on-site circulation system for the existing building is comprised of Montair Drive, which terminates south of the railroad tracks, and an on-site east-west drive aisle that parallels the railroad tracks. Parking aisles are provided east and south of the existing building. The project's circulation system and parking layout is designed to connect to the existing circulation system. The preliminary site plan indicates that the site is designed to accommodate the design vehicle (Caltrans STAA truck) and passenger car movements.

The parking area layout for the existing building includes a driveway connection to Montair Drive located approximately 50 feet north of the Los Angeles Ave/Montair Dr intersection. Turning restrictions may be implemented at the existing driveway connection in order to minimize conflicts between intersection operations and internal circulation,

MITIGATION MEASURES

Project-Specific Mitigations

The project-specific analysis found that the project would generate a project-specific impact at the Los Angeles Ave/Montair Dr intersection based on City of Moorpark Oaks impact thresholds. Existing plus project peak hour traffic volumes were evaluated to determine the need for traffic signals at the Los Angeles Ave/Montair Dr intersection. The existing + project traffic volumes and minor street delays would satisfy Caltrans *Warrant 3 - Peak Hour*. It is recommended that a traffic signal be installed at the Los Angeles Ave/Montair Dr intersection to maintain acceptable operations. Table 8 shows the mitigated intersection levels of service assuming existing intersection lane geometry and a traffic signal.

The proposed driveway on Los Angeles Avenue between the existing Pentair building and the proposed building will be restricted to emergency vehicles access only. The proposed driveway connection should be designed to accommodate emergency (fire truck) vehicle turning requirements.

Cumulative Mitigations

The cumulative analysis indicated that the project would generate a cumulative impact at the Los Angeles Ave/Montair Dr intersection based on the City's impact thresholds. The cumulative + project traffic volumes and minor street delays would satisfy Caltrans *Warrant 3 - Peak Hour*. Table 8 shows the mitigated intersection levels of service assuming the existing intersection lane geometry and installation of a traffic signal.

Table 8
Los Angeles Ave/Montair Dr Intersection
Mitigated AM and PM Peak Hour Levels of Service

Scenario	AM Peak Hour		PM Peak Hour	
	Delay - LOS	Mitigated V/C - LOS	Delay - LOS	Mitigated V/C - LOS
Existing + Project Conditions	35.9 sec/LOS E	0.60/LOS B	>50.0 sec/LOS F	0.65/LOS B
Cumulative + Project Conditions	>50.0 sec/LOS F	0.75/LOS C	>50.0 sec/LOS F	0.85/LOS D

As shown, the intersection would operate in the LOS B range under project-specific conditions, thereby mitigating the project's project-specific impact. Under cumulative plus project conditions, the intersection level of service would be improved from LOS F to LOS C/D. To improve the level of service to LOS C under cumulative conditions, Los Angeles Avenue will have to be widened to provide additional eastbound/westbound capacity. The project would pay it appropriate development traffic fees to contribute to the City's roadway network improvement program.

Per Caltrans request, operations of the Los Angeles Ave/Montair Dr intersection with a traffic signal were also evaluated pursuant HCM methodologies. Table 9 summarizes the intersection delay, level of service and queue lengths.

Table 9
Los Angeles Ave/Montair Dr Intersection
Mitigated AM and PM Peak Hour Levels of Service
HCM Methodology

Scenario	AM Peak Hour		PM Peak Hour	
	Mitigated Delay - LOS	95 th Percentile Queue	Mitigated Delay - LOS	95 th Percentile Queue
Existing + Project Conditions	8.1 sec/LOS A	EBL = 25' EBT = 175' WBT = 295' WBR = 20' SB = 25'	10.9 sec/LOS B	EBL = 20' EBT = 270' WBT = 485' WBR = 20' SB = 75'
Cumulative + Project Conditions	9.6 sec/LOS A	EBL = 25' EBT = 205' WBT = 490' WBR = 20' SB = 25'	13.6 sec/LOS B	EBL = 20' EBT = 650' WBT = 590' WBR = 20' SB = 90'

■ ■ ■

TECHNICAL APPENDIX

TABLE OF CONTENTS

Appendix 1 – AM and PM Peak Hour Intersection Counts

Appendix 2 – Cumulative Projects Trip Generation

Appendix 3 – Intersection Level of Service Calculation Worksheets

Appendix 4 – Traffic Signal Warrant Worksheets

Appendix 1

AM and PM Peak Hour Intersection Counts

VOLUME

Montair Dr N/O E Los Angeles Ave

Day: Wednesday
Date: 10/13/2021City: Moorpark
Project #: CA21_020302_001

DAILY TOTALS					NB	SB						EB	WB						Total
					765	779						0	0						1,544
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							
00:00	2	4			6		12:00	1	4			5							
00:15	0	1			1		12:15	3	8			11							
00:30	0	3			3		12:30	4	22			26							
00:45	1	3	5	13	6	16	12:45	6	14	53	87	59	101						
01:00	1	8			9		13:00	7	6			13							
01:15	2	22			24		13:15	7	10			17							
01:30	1	11			12		13:30	19	4			23							
01:45	2	6	14	55	16	61	13:45	20	53	8	28	28	81						
02:00	0	5			5		14:00	12	6			18							
02:15	0	6			6		14:15	28	6			34							
02:30	0	3			3		14:30	17	31			48							
02:45	1	1	2	16	3	17	14:45	27	84	37	80	64	164						
03:00	9	26			35		15:00	5	17			22							
03:15	21	21			42		15:15	5	9			14							
03:30	63	2			65		15:30	8	11			19							
03:45	94	187	3	52	97	239	15:45	5	23	7	44	12	67						
04:00	12	4			16		16:00	13	11			24							
04:15	1	1			2		16:15	23	46			69							
04:30	4	0			4		16:30	11	64			75							
04:45	3	20	0	5	3	25	16:45	8	55	37	158	45	213						
05:00	1	0			1		17:00	4	9			13							
05:15	10	0			10		17:15	3	10			13							
05:30	23	1			24		17:30	2	8			10							
05:45	45	79	1	2	46	81	17:45	0	9	3	30	3	39						
06:00	13	3			16		18:00	7	6			13							
06:15	3	0			3		18:15	4	3			7							
06:30	4	4			8		18:30	2	9			11							
06:45	6	26	19	26	25	52	18:45	2	15	3	21	5	36						
07:00	14	3			17		19:00	2	7			9							
07:15	13	0			13		19:15	4	2			6							
07:30	17	1			18		19:30	3	3			6							
07:45	19	63	4	8	23	71	19:45	3	12	1	13	4	25						
08:00	4	2			6		20:00	0	3			3							
08:15	6	3			9		20:15	2	0			2							
08:30	5	7			12		20:30	1	1			2							
08:45	10	25	3	15	13	40	20:45	1	4	1	5	2	9						
09:00	3	5			8		21:00	3	8			11							
09:15	6	4			10		21:15	4	1			5							
09:30	2	1			3		21:30	8	2			10							
09:45	3	14	2	12	5	26	21:45	17	32	0	11	17	43						
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10:30	3	6			9		22:30	1	10			11							
10:45	3	9	9	21	12	30	22:45	1	9	17	32	18	41						
11:00	5	2			7		23:00	3	7			10							
11:15	4	2			6		23:15	0	17			17							
11:30	6	4			10		23:30	0	6			6							
11:45	3	18	3	11	6	29	23:45	1	4	4	34	5	38						
TOTALS	451	236			687		TOTALS	314	543			857							
SPLIT %	65.6%	34.4%			44.5%		SPLIT %	36.6%	63.4%			55.5%							

DAILY TOTALS					NB	SB						EB	WB						Total
					765	779						0	0						1,544
AM Peak Hour	03:15	01:00			03:00		PM Peak Hour	14:00	16:00			16:00							
AM Pk Volume	190	55			239		PM Pk Volume	84	158			213							
Pk Hr Factor	0.505	0.625			0.616		Pk Hr Factor	0.750	0.617			0.710							
7 - 9 Volume	88	23	0	0	111		4 - 6 Volume	64	188	0	0	252							
7 - 9 Peak Hour	07:00	07:45			07:00		4 - 6 Peak Hour	16:00	16:00			16:00							
7 - 9 Pk Volume	63	16	0	0	71		4 - 6 Pk Volume	55	158	0	0	213							
Pk Hr Factor	0.829	0.571	0.000	0.000	0.772		Pk Hr Factor	0.598	0.617	0.000	0.000	0.710							

VOLUME

E Los Angeles Ave E/O Montair Dr

Day: Wednesday
Date: 10/13/2021City: Moorpark
Project #: CA21_020302_002

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						10,470	10,663						21,133
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00			12	19	31		12:00			123	172	295							
00:15			8	7	15		12:15			117	147	264							
00:30			16	10	26		12:30			145	139	284							
00:45			6	42	10	46	12:45			182	567	145	603	327	1170				
01:00			9	7	16		13:00			154	164	318							
01:15			20	7	27		13:15			152	153	305							
01:30			11	6	17		13:30			145	145	290							
01:45			13	53	6	26	13:45			173	624	142	604	315	1228				
02:00			9	6	15		14:00			146	169	315							
02:15			10	9	19		14:15			155	191	346							
02:30			11	6	17		14:30			194	176	370							
02:45			6	36	5	26	14:45			247	742	181	717	428	1459				
03:00			20	13	33		15:00			168	175	343							
03:15			19	26	45		15:15			198	193	391							
03:30			12	39	51		15:30			197	192	389							
03:45			22	73	68	146	15:45			166	729	223	783	389	1512				
04:00			19	27	46		16:00			179	232	411							
04:15			19	30	49		16:15			212	192	404							
04:30			32	43	75		16:30			215	195	410							
04:45			54	124	32	132	16:45			267	873	182	801	449	1674				
05:00			64	57	121		17:00			238	196	434							
05:15			73	88	161		17:15			246	219	465							
05:30			109	119	228		17:30			225	252	477							
05:45			135	381	132	396	17:45			191	900	199	866	390	1766				
06:00			113	131	244		18:00			194	191	385							
06:15			115	136	251		18:15			172	156	328							
06:30			141	185	326		18:30			155	156	311							
06:45			160	529	178	630	18:45			96	617	138	641	234	1258				
07:00			176	205	381		19:00			148	122	270							
07:15			172	191	363		19:15			118	104	222							
07:30			202	205	407		19:30			100	81	181							
07:45			236	786	162	763	19:45			78	444	85	392	163	836				
08:00			180	181	361		20:00			56	75	131							
08:15			182	167	349		20:15			57	70	127							
08:30			212	192	404		20:30			51	69	120							
08:45			178	752	211	751	20:45			52	216	73	287	125	503				
09:00			151	141	292		21:00			59	62	121							
09:15			128	138	266		21:15			51	82	133							
09:30			130	143	273		21:30			55	67	122							
09:45			121	530	132	554	21:45			44	209	63	274	107	483				
10:00			125	118	243		22:00			37	35	72							
10:15			116	107	223		22:15			35	41	76							
10:30			141	115	256		22:30			42	33	75							
10:45			138	520	139	479	22:45			32	146	26	135	58	281				
11:00			106	134	240		23:00			23	28	51							
11:15			128	138	266		23:15			30	20	50							
11:30			112	129	241		23:30			19	19	38							
11:45			146	492	123	524	23:45			13	85	20	87	33	172				
TOTALS			4318	4473	8791		TOTALS			6152	6190	12342							
SPLIT %			49.1%	50.9%	41.6%		SPLIT %			49.8%	50.2%	58.4%							

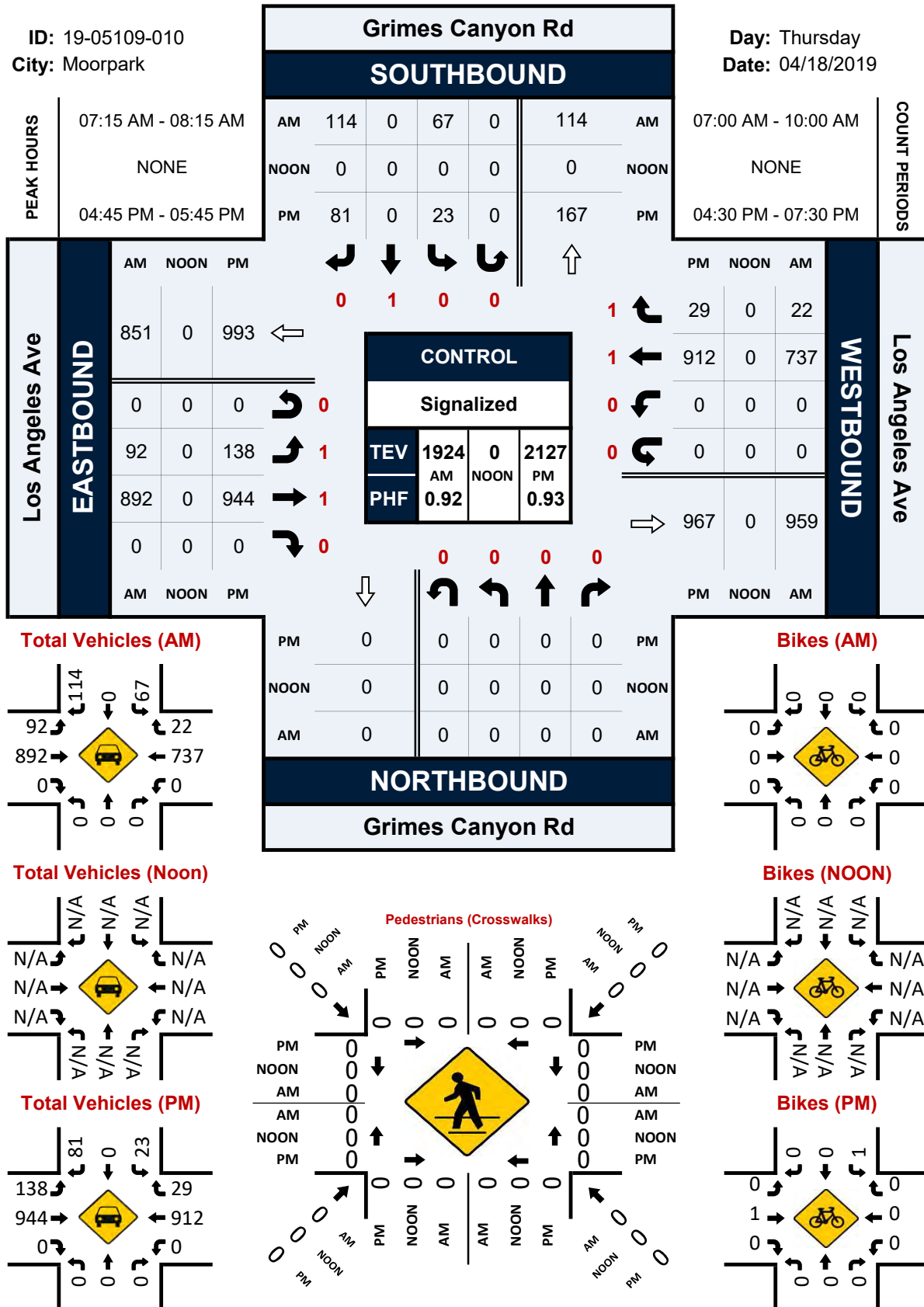
DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						10,470	10,663						21,133
AM Peak Hour			07:45	06:45	07:00		PM Peak Hour			16:45	17:00	16:45							
AM Pk Volume			810	779	1549		PM Pk Volume			976	866	1825							
Pk Hr Factor			0.858	0.950	0.951		Pk Hr Factor			0.914	0.859	0.956							
7 - 9 Volume	0	0	1538	1514	3052		4 - 6 Volume	0	0	1773	1667	3440							
7 - 9 Peak Hour			07:45	07:00	07:00		4 - 6 Peak Hour			16:45	17:00	16:45							
7 - 9 Pk Volume	0	0	810	763	1549		4 - 6 Pk Volume	0	0	976	866	1825							
Pk Hr Factor	0.000	0.000	0.858	0.930	0.951		Pk Hr Factor	0.000	0.000	0.914	0.859	0.956							

Grimes Canyon Rd & Los Angeles Ave

Peak Hour Turning Movement Count

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City: Moorpark

Day: Thursday
Date: 04/18/2019

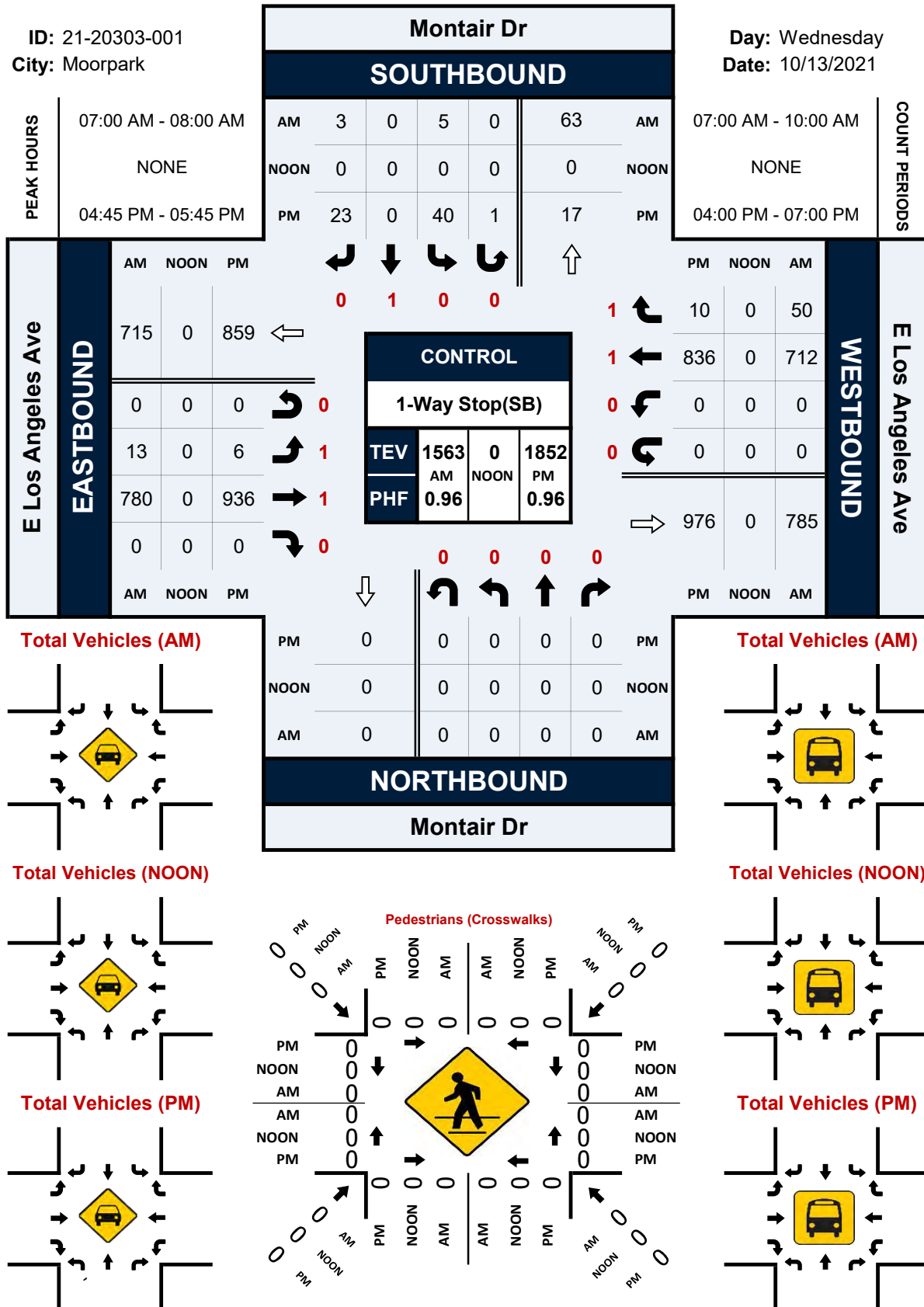


Montair Dr & E Los Angeles Ave

Peak Hour Turning Movement Count

ID: 21-20303-001
City: Moorpark

Day: Wednesday
Date: 10/13/2021

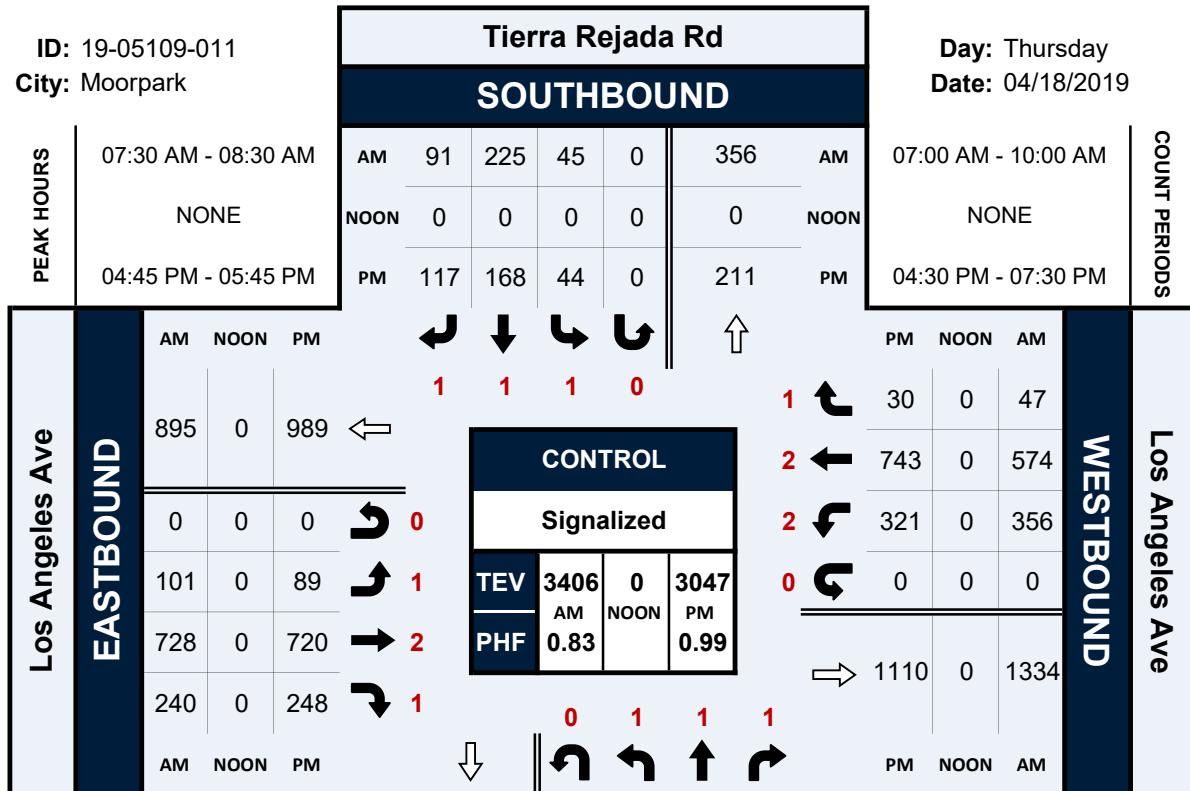


Tierra Rejada Rd & Los Angeles Ave

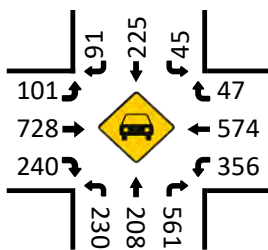
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City: Moorpark

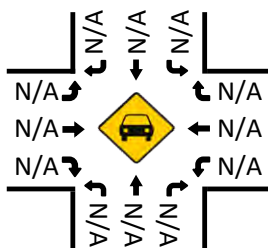
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Date: 04/18/2019



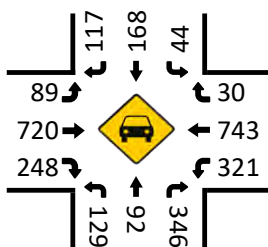
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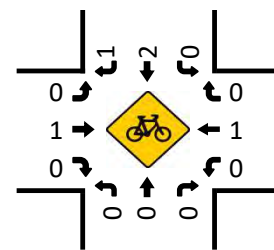
Total Vehicles (Noon)



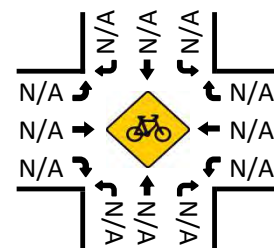
Total Vehicles (PM)



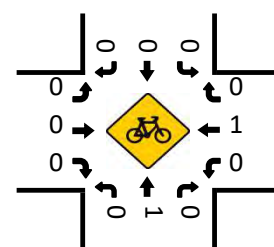
Bikes (AM)



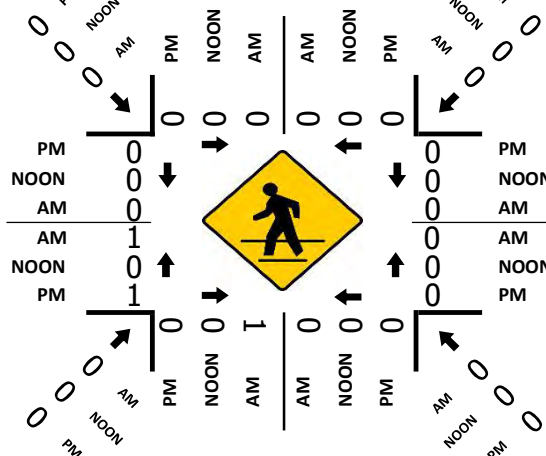
Bikes (Noon)



Bikes (PM)



Pedestrians (Crosswalks)

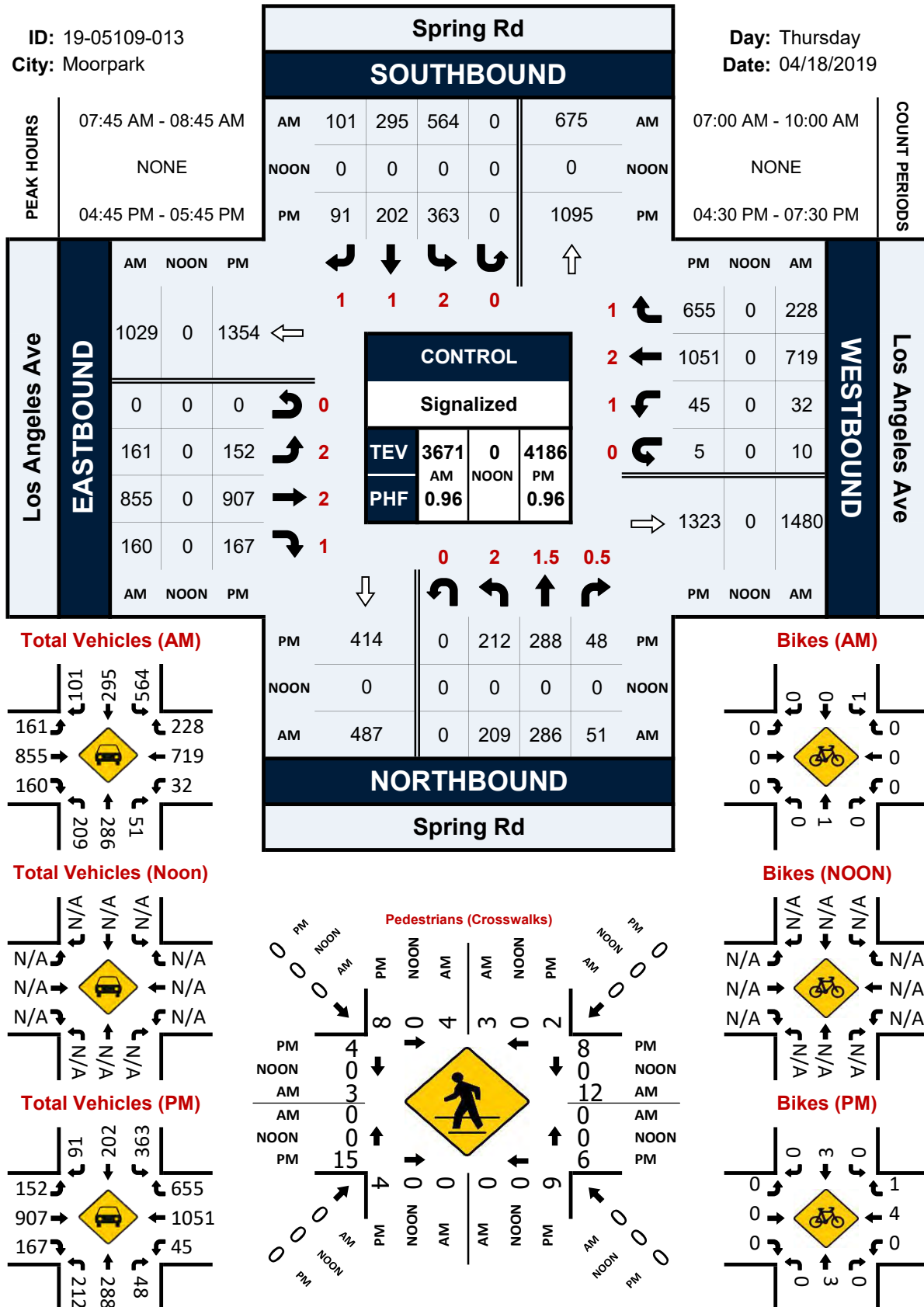


Spring Rd & Los Angeles Ave

Peak Hour Turning Movement Count

ID: 19-05109-013
City: Moorpark

Day: Thursday
Date: 04/18/2019

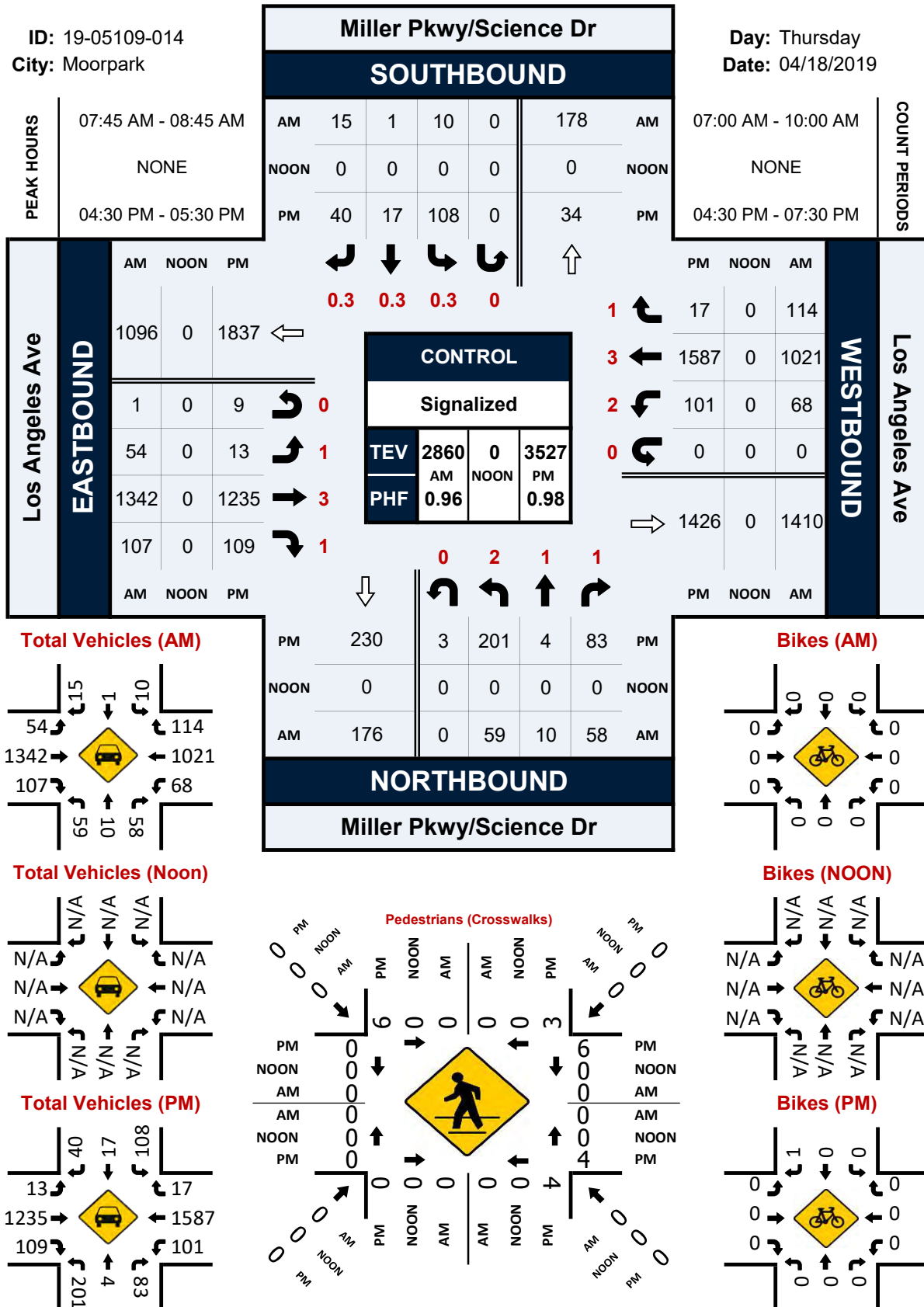


Miller Pkwy/Science Dr & Los Angeles Ave

Peak Hour Turning Movement Count

ID: 19-05109-014
City: Moorpark

Day: Thursday
Date: 04/18/2019

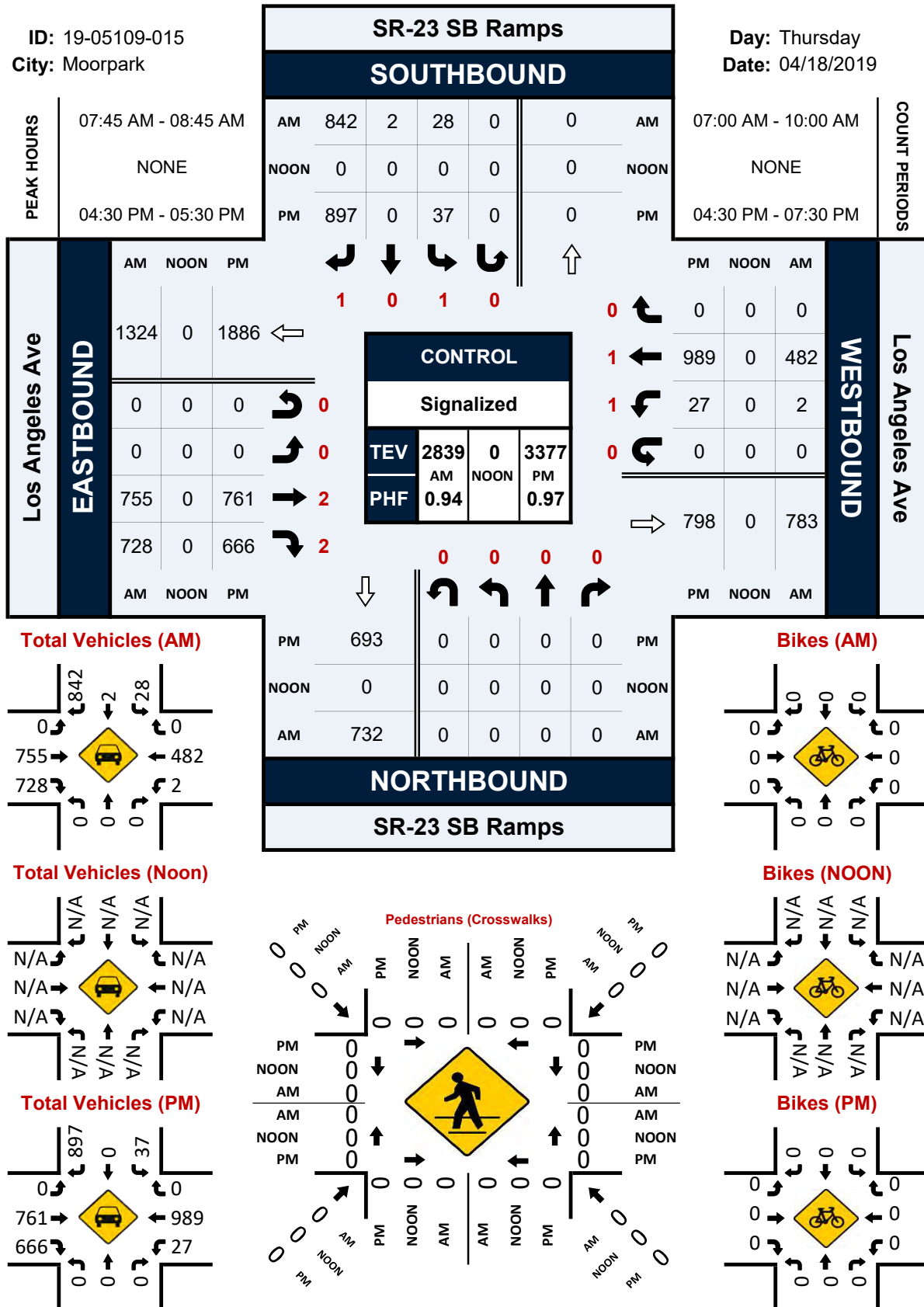


SR-23 SB Ramps & Los Angeles Ave

Peak Hour Turning Movement Count

ID: 19-05109-015
City: Moorpark

Day: Thursday
Date: 04/18/2019

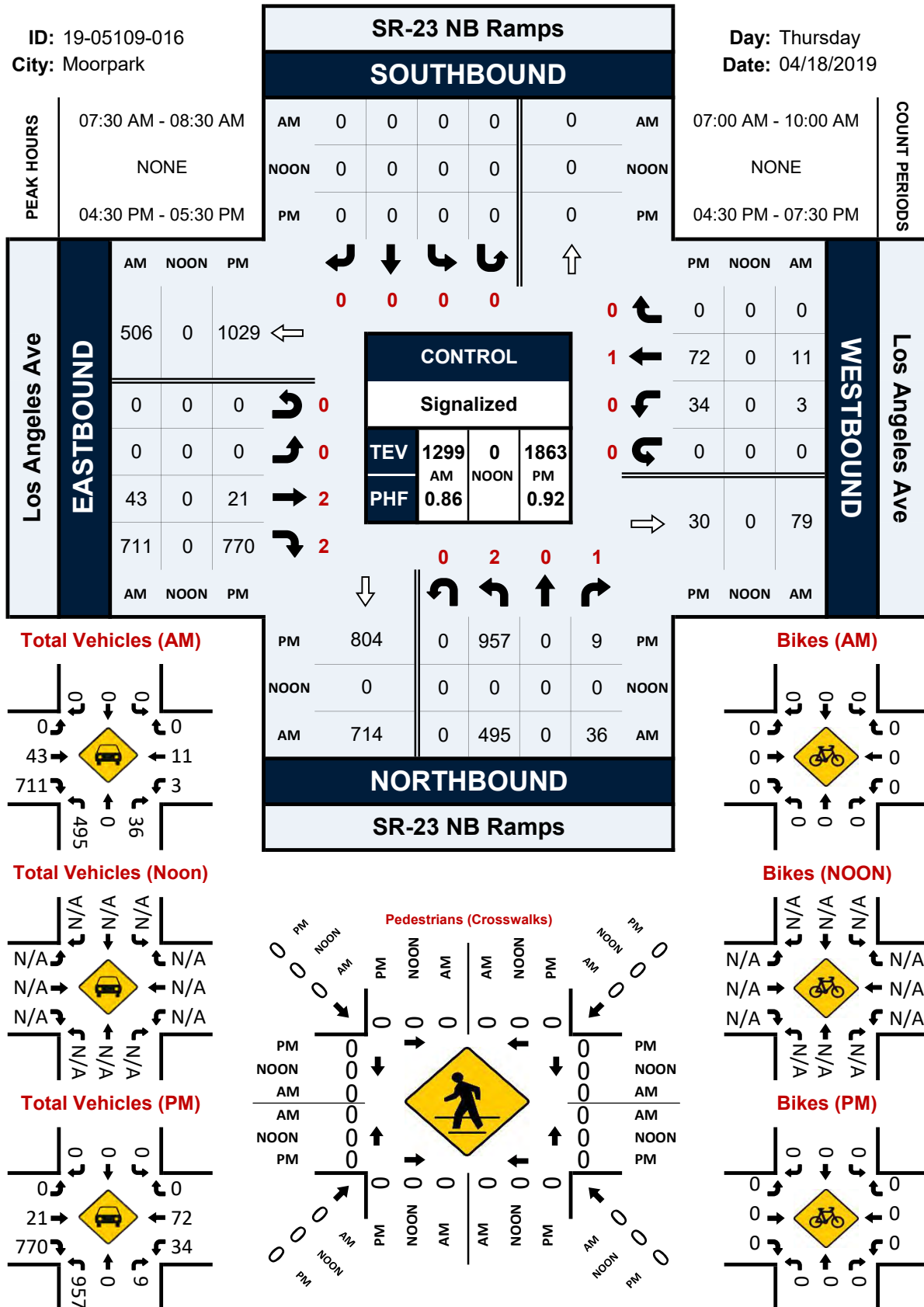


SR-23 NB Ramps & Los Angeles Ave

Peak Hour Turning Movement Count

ID: 19-05109-016
City: Moorpark

Day: Thursday
Date: 04/18/2019

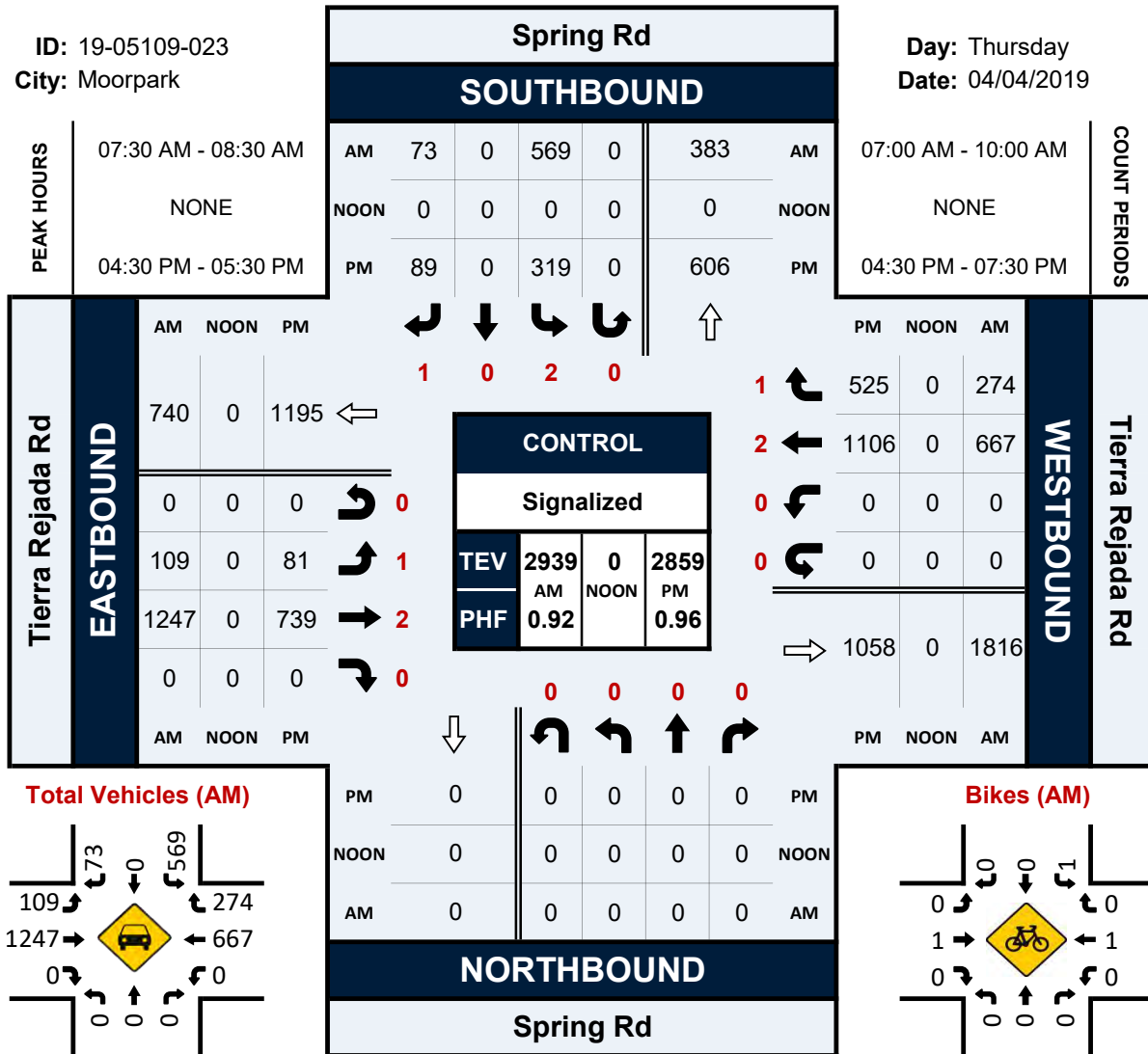


Spring Rd & Tierra Rejada Rd

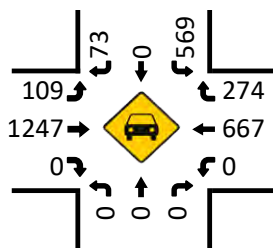
Peak Hour Turning Movement Count

ID: 19-05109-023
City: Moorpark

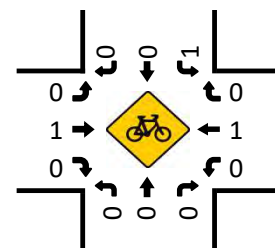
Day: Thursday
Date: 04/04/2019



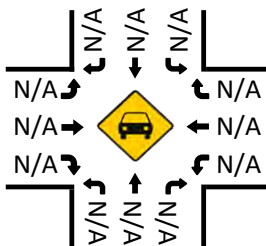
Total Vehicles (AM)



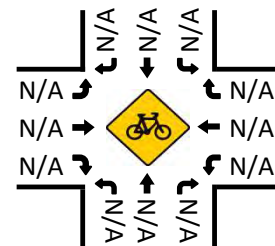
Bikes (AM)



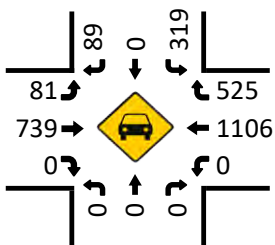
Total Vehicles (Noon)



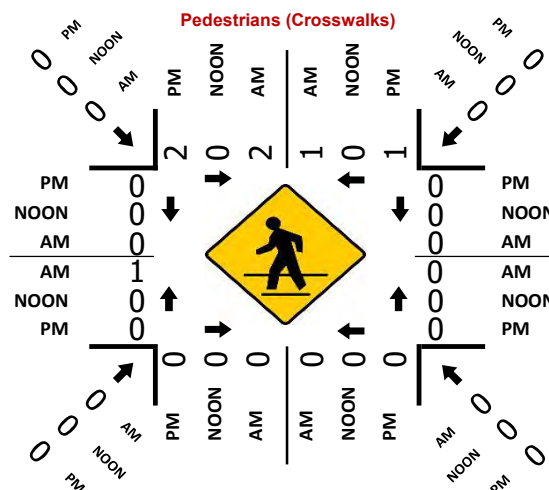
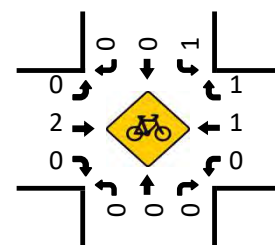
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)

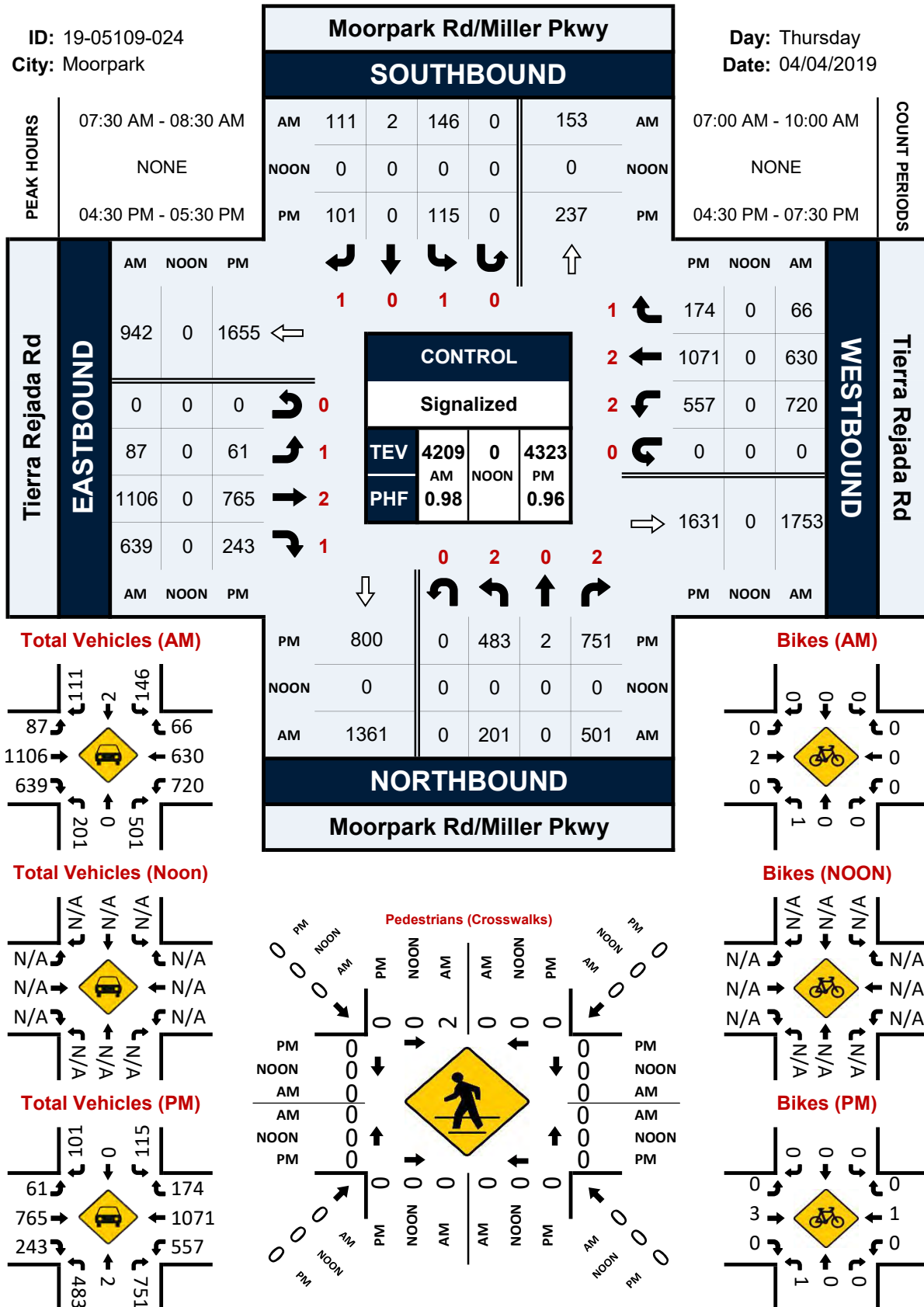


Moorpark Rd/Miller Pkwy & Tierra Rejada Rd

Peak Hour Turning Movement Count

ID: 19-05109-024
City: Moorpark

Day: Thursday
Date: 04/04/2019

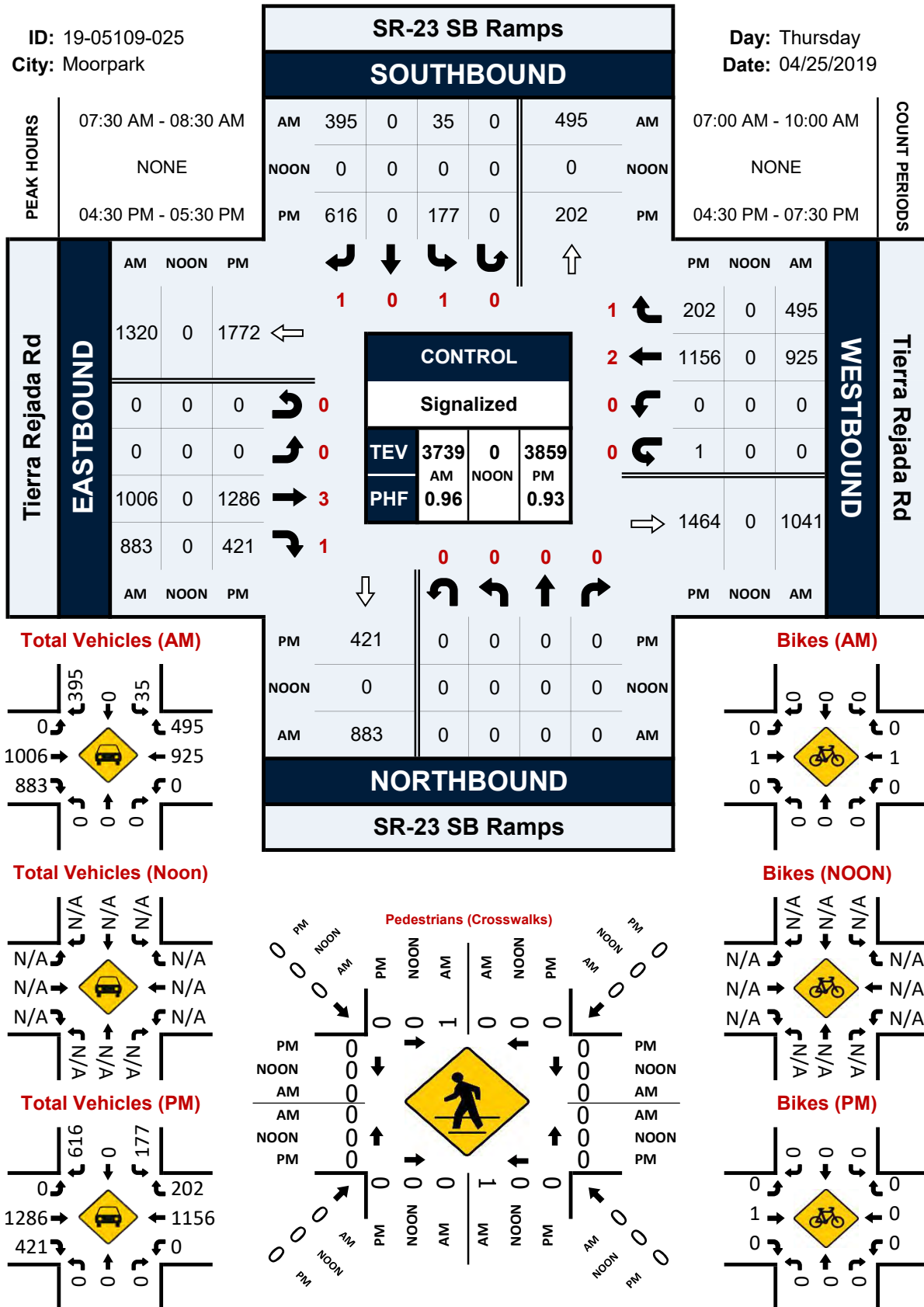


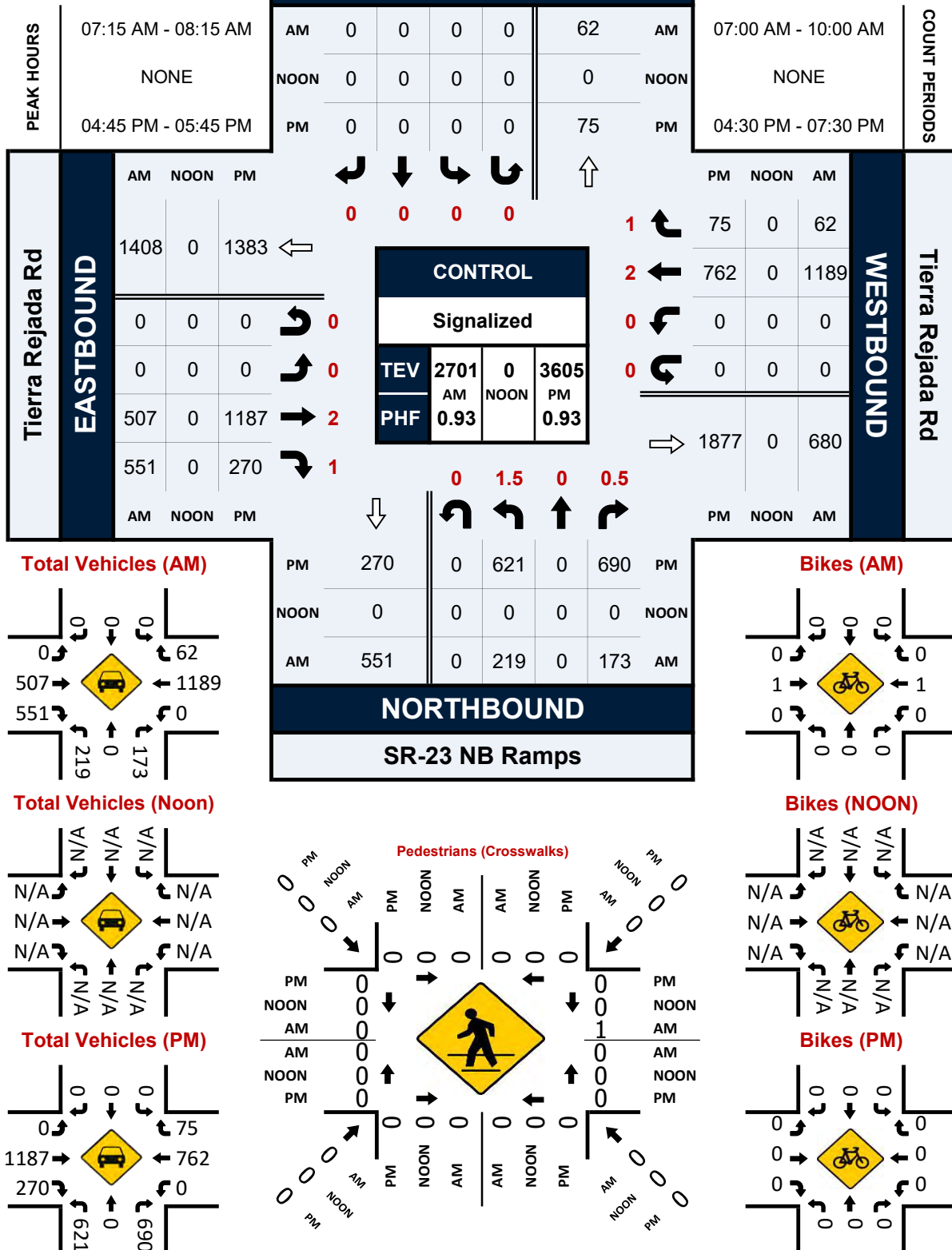
SR-23 SB Ramps & Tierra Rejada Rd

Peak Hour Turning Movement Count

ID: 19-05109-025
City: Moorpark

Day: Thursday
Date: 04/25/2019





Appendix 2

Cumulative Projects Trip Generation

Cumulative Development Projects Trip Generation

Project	Land Use	Size	ADT	A.M. Peak Hour	P.M. Peak Hour	Note
Triliad Development	Movie Studio	37 Acres	3,108	174	168	Approved
Pacific Communities	Single Family Residential	283 Units	2,694	212	283	Approved
Essex Moorpark, LLC	Multi-Family Residential	200 Units	1,318	92	57	Approved
Spring Road, LLC	Condominiums	95 Units	552	42	49	Approved
City Ventures	Single Family Residential	110 Units	1,047	82	110	Approved
Oakmont Senior Living	Senior Residential	77 units/beds	170	6	14	Approved/Under Construction
Birdsall Group, LLC	Single Family Residential	21 Units	200	16	12	Approved
Aldersgate Senior Housing	Senior Residential	390 Units	1,468	90	125	Approved
High Street Depot/Daly Group	Downtown Mixed-Use	13,656 sf retail and 79 apartments	1,725	78	147	Approved
Grand Moorpark/Kozar	Condominiums	63 Units	383	29	34	Approved
John C. Chiu, FLP-N	Condominiums	60 Units	349	26	31	Proposed
Beltramo Ranch	Single Family Res	52 units	490	36	49	Proposed
AHA Scattered Sites	Multi-family	56 units	377	22	29	Proposed
Hitch Ranch	Single and Multi-Family	755 units	6,327	453	585	Proposed
Moorpark 67/Rasmussen	Single Family Residential	139 Units	1,311	97	131	Proposed
**Amazon Distribution Center	Industrial	Reuse of 189,364 sf industrial	994	-17	12	Under Construction
*National Ready Mix	Batch Plant	10 acres	600	20	20	Unknown
***CEMEX	Quarry	N/A	980	276	148	Unknown
***Wayne J. Sand & Gravel	Quarry	N/A	504	92	34	Unknown
***Grimes Rock	Quarry	N/A	480	35	14	Unknown
Total Trips						

*No proposal to change or expand operations. Existing use creates significant truck traffic through Moorpark.

**Trip calculations include baseline of existing industrial use (site is developed). ADT is a gross figure and A.M./P.M. are net figures based on previous use.

***Operations under County jurisdiction but bring significant truck traffic through Moorpark. Please contact Ventura County to determine whether any active permits for expansion are being reviewed or processed.

City of Moorpark, Community Development Department
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LAND USE AND DEVELOPMENT PROJECTS
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APPLICANT / DEVELOPER	COMMON PROJECT NAME	CASE PLANNER	SUBMITTAL DATE	APPLICATION COMPLETE OR INCOMPLETE	SITE ADDRESS OR LOCATION	PERMIT(S)	CEQA STATUS	APPLICATION STATUS	PROJECT DESCRIPTION	ACRES (APPX.)
RESIDENTIAL PROJECTS - IN REVIEW										
THE DALY GROUP VINCE DALY 31255 CEDAR VALLEY DRIVE #323 WESTLAKE VILLAGE, CA 91361 805-309-6100 vincedal@icloud.com	HIGH STREET STATION	DOUG SPONDELLO dspondello@moorparkca.gov (805) 517-6251	09/06/2018	COMPLETE	226 HIGH STREET	RPD 2018-01 DA 2018-01 DDA 2018-01	MITIGATED NEGATIVE DECLARATION	APPROVED 10/7/20	79 APARTMENTS AND 13,656 SQUARE FEET COMMERCIAL MIXED USE	2.15
HITCH RANCH PARTNERS C/O DPS: DENNIS HARDGRAVE 651 VIA ALONDRA #714 CAMARILLO, CA 93012 805-484-8303 demis@devplan.net COMSTOCK HOMES HARRIET RAPISTA 2301 ROSECRANS AVE #1150 EL SEGUNDO, CA 90245 310-546-5781 X235 Hrapista@Comstock-homes.com	HITCH RANCH SPECIFIC PLAN SPECIFIC PLAN AREA 1	DOUG SPONDELLO dspondello@moorparkca.gov (805) 517-6251	01/17/2019	INCOMPLETE	NORTH OF UNION PACIFIC RAILROAD TRACKS AND WEST OF TERMINUS OF CASEY ROAD	SP No. 1 / 2019-01 TTM 2019-01 RPD 2019-01 ZC 2019-01 GPA 2020-01 DA 2019-01	ENVIRONMENTAL IMPACT REPORT (IN PROCESS)	IN REVIEW PROCESS	SPECIFIC PLAN INCLUDING 755 SINGLE AND MULTI-FAMILY RESIDENCES, OPEN SPACE, MANUFACTURED SLOPES, DETENTION BASINS, PRIVATE RECREATION, PUBLIC PARK	277
JOHN C. CHIU, FLP-N C/O JOHN NEWTON 159 MOONSONG COURT MOORPARK, CA 93021 805-529-3494 newtonjohnsl@msn.com	EVERETT STREET TERRACES	SHANNA FARLEY-JUDKINS shfarleyjudkins@moorparkca.gov (805) 517-6236	12/05/2005	COMPLETE	NORTHEAST CORNER OF EVERETT STREET AND WALNUT CANYON ROAD	RPD 2005-02 GPA 2005-02 ZC 2005-02 TTM 5739 DA 2005-04 SPA No. 4 to DTSP 95-1	INITIAL STUDY (IN PROCESS)	IN REVIEW PROCESS	60 CONDOMINIUM RESIDENCES	2.43
WEST POINTE HOMES MOORPARK 67, LLC JAMES RASMUSSEN 26500 WEST AGOURA ROAD #652 CALABASAS, CA 91302 805-370-0165 james@rasmussendevelopment.com	NORTH RANCH	SARAH LEJEUNE slejeune@rinconconsultants.com	10/31/2016	INCOMPLETE	5979 GABBERT ROAD	RPD 2016-02 GPA 2016-02 ZC 2016-02 TTM 5847 VTTM 5847 DA 2016-02	INITIAL STUDY (IN PROCESS)	IN REVIEW PROCESS	134 SINGLE FAMILY HOMES AND 5 ESTATE LOTS	68.26
JOE OF TELLE WARMINGTON RESIDENTIAL 3090 PULLMAN STREET COSTA MESA, CA 92626 (714) 557-5511 jofelle@warmingtongroup.com	BELTRAMO RANCH	PETER LYONS plyons@moorparkca.gov (818) 642-6458	06/04/2021	PENDING	SOUTH OF LOS ANGELES AVENUE, EAST OF TIERRA REJADA ROAD, AND WEST OF MAUREEN LANE	GPA 2021-01 DA 2021-01 ZCH 2021-01 VTTM 2021-01 RPD 2021-01	PENDING	IN REVIEW PROCESS	NEW RESIDENTIAL COMMUNITY CONSISTING OF 47 SINGLE-FAMILY DETACHED HOMES AND PROGRAMMED OPEN SPACE AREAS.	7.42

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RESIDENTIAL PROJECTS – APPROVED, NOT YET UNDER CONSTRUCTION										
ALDERSGATE INVESTMENT, LLC ERNEST MANSI / MATT MANSI 300 ESPLANADE DRIVE #430 OXNARD, CA 93036 805-988-4114 ernie@aldersgatehome.com	CASEY ROAD SENIOR COMMUNITY	DOUG SPONDELLO dspondello@moorparkca.gov (805) 517-6251	09/3/2013	N/A	NORTH OF CASEY ROAD AND WEST OF WALNUT CANYON ROAD	RPD 2013-01 GPA 2013-02 ZC 2013-02 DA 2013-01	MITIGATED NEGATIVE DECLARATION	APPROVED 03/6/2019	390-UNIT SENIOR RETIREMENT COMMUNITY	50
BIRDSALL GROUP, LLC SCOTT BIRDSALL 2300 ALESSANDRO DRIVE VENTURA, CA 93001 805-643-3200 scott@birdsall.io	CANYON CREST	DOUG SPONDELLO dspondello@moorparkca.gov (805) 517-6251	08/13/2004	N/A	MARINE VIEW DRIVE, EAST OF WALNUT CANYON ROAD AT CHAMPIONSHIP DRIVE	RPD 2004-05 GPA 2004-03 ZC 2004-02 VTTM 5347 DA 2006-01	MITIGATED NEGATIVE DECLARATION	APPROVED 03/17/2006	21 SINGLE FAMILY RESIDENCES	42
CITY VENTURES MICHELLE THRAKULCHAVEE 3121 MICHELSON DRIVE #150 IRVINE, CA 92612 949-258-7536 michelle@cityventures.com	VISTAS AT MOORPARK	FREDDY CARRILLO fcarrillo@moorparkca.gov (805) 517-6224	05/06/1998	N/A	EAST OF WALNUT CANYON ROAD, NORTH OF WICKS ROAD	RPD 2014-01 GPA 1998-01 ZC 1998-01 VTTM 5130 DA 1998-03	MITIGATED NEGATIVE DECLARATION	APPROVED 03/18/2015	110 SINGLE FAMILY RESIDENCES	72
ESSEX MOORPARK, L.P., BOB LINDER 17461 DERIAN AVE #110 IRVINE, CA, 92614 949-929-8407 blinder@essex.com	ESSEX MOORPARK APARTMENTS	FREDDY CARRILLO fcarrillo@moorparkca.gov (805) 517-6224	09/24/2004	N/A	SOUTH OF CASEY ROAD AND WEST OF WALNUT CANYON ROAD	RPD 2012-02 GPA 2004-05 ZC 2004-04 DA FIRST AMENDMENT TO DA	MITIGATED NEGATIVE DECLARATION	APPROVED 03/01/2017	200 APARTMENT RESIDENCES	11
PACIFIC COMMUNITIES NELSON CHUNG 1000 DOVE STREET #100 NEWPORT BEACH, CA 92660 949-660-8988 nelson@pacificinc.com	PACIFIC ARROYO • VERBENA (Detached Townhouses) • FUCHSIA (Single-Family Detached)	SHANNA FARLEY-JUDKINS shafleyjudkins@moorparkca.gov (805) 517-6236	04/15/2016	N/A	SOUTH OF LOS ANGELES AVENUE AND EAST OF MAUREEN LANE	RPD 2016-01 GPA 2016-01 ZC 2016-01 VTTM 5882 DA 2016-01	MITIGATED NEGATIVE DECLARATION	APPROVED 09/20/2017	200 APARTMENT RESIDENCES ALL AFFORDABLE 284 SINGLE FAMILY RESIDENCES	37.09
SPRING ROAD, LLC MIKE ASHLEY/DON DUNCAN 5300 WHITMAN ROAD, HIDDEN HILLS, CA 91302 818-888-6469 mike@act5300.com	DUNCAN/ASHLEY 4875 SPRING ROAD	FREDDY CARRILLO fcarrillo@moorparkca.gov (805) 517-6224	11/17/2015	N/A	4875 SPRING ROAD AND 384 LOS ANGELES AVENUE	RPD 2015-02 GPA 2015-02 ZC 2015-03 VTTM 5972 DA 2015-01	MITIGATED NEGATIVE DECLARATION	APPROVED 12/06/2017	95 UNIT TOWNHOUSE CONDOMINIUM	8

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MENASHE KOZAR 12725 VENTURA BLVD, SUITE D STUDIO CITY, CA 91604 818-927-4130 manny@summerlandpartners.com	GREEN ISLAND VILLAS	FREDDY CARRILLO fcarrillo@moorparkca.gov (805) 517-6224	10/10/2014	N/A	635 LOS ANGELES AVENUE	RPD 2014-02 GPA 2014-01 ZC 2014-01 TT 5869 DA 2014-03	NEGATIVE DECLARATION	APPROVED 02/19/2020	69 TOWNHOUSE CONDOMINIUMS	4
			11/13/2020	UNDER REVIEW		MOD 1 TO RPD 2014-02 FIRST AMENDMENT TO DA 2014-03	EXEMPT	MOD 1 TO RPD 2014-02 UNDER REVIEW	63 TOWNHOUSE CONDOMINIUMS	
RESIDENTIAL PROJECTS – UNDER CONSTRUCTION										
OAKMONT SENIOR LIVING ATTN: JAMES LAWSON, AICP 9240 OLD REDWOOD HIGHWAY, SUITE 200 WINDSOR, CA 95492 james.lawson@oakmontsl.com	OAKMONT SENIOR LIVING	DOUG SPONDELLO dspondello@moorparkca.gov (805) 517-6251	04/20/2018	N/A	13960 PEACH HILL ROAD	CPD 2018-01	MITIGATED NEGATIVE DECLARATION	UNDER CONSTRUCTION	77 UNIT SENIOR LIVING FACILITY	2.78
COMMERCIAL / INDUSTRIAL / OTHER PROJECTS – IN REVIEW										
ABDUL SALEHI 14711 DARTMOUTH CIRCLE TUSTIN, CA 92780 (949) 701-3346 abdul.salehi@hvc.com	13816 PRINCETON AVENUE	SHANNA FARLEY-JUDKINS stafleyjudkins@moorparkca.gov (805) 517-6236	08/05/2020	COMPLETE	13816 PRINCETON AVENUE	CPD 2020-01 CUP 2020-04	EXEMPT FROM CEQA	IN REVIEW	DEVELOP A 6,186 SQ. FT. AUTO REPAIR SHOP	0.57
DOUG HINRICHS 18831 BARDEEN AVENUE, ST 100 IRVINE, CA 92612 (949) 862-2135 Doug.hinrichs@hparchs.com	DCX6- AMAZON	PHILIP NEUMANN pneumann@moorparkca.gov (805) 517-6230	01/28/2020	COMPLETE	6000 CONDOR DRIVE	CUP 2020-01	MITIGATED NEGATIVE DECLARATION	APPROVED 05/25/2021	CONVERSION OF AN EXISTING INDUSTRIAL BUILDING INTO A 189,364 SQ.FT. DISTRIBUTION AND TRANSPORTATION FACILITY	11.78
SHIMON HEIDINGSFELD 6061 GABBERT ROAD MOORPARK, CA 93021 (805) 807-8634 Rabbi@Jewishmoorpark.com	SYNAGOGUE AND JEWISH CENTER	FREDDY CARRILLO fcarrillo@moorparkca.gov (805) 517-6224	06/24/2020	INCOMPLETE	6061 GABBERT ROAD	CUP 2020-03	EXEMPT FROM CEQA	IN REVIEW PROCESS	SYNAGOGUE AND JEWISH CENTER	5.5
TOM SCHLENDER 774 WILDWOOD AVENUE THOUSAND OAKS, CA 91360 (805) 231-7300	WAREHOUSE DISCOUNT CENTER DEVELOPMENT AGREEMENT AMENDMENT	PETER LYONS plyons@moorparkca.gov (818) 642-6458	5/4/2020	N/A	14349 WHITE SAGE ROAD	AMENDMENT 1 TO DA 2004-02	PENDING	INITIAL STUDY (IN PROCESS)	DA AMENDMENT TO CONSIDER EXPANDED USES ALLOWED ON SITE	6.08

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TOMS@VDCAPPLIANCE.COM										
COMMERCIAL / INDUSTRIAL / OTHER PROJECTS – APPROVED, NOT YET UNDER CONSTRUCTION										
A-B PROPERTIES C/O JOHN NEWTON 159 MOONSONG COURT MOORPARK, CA 93021 newtoncsl@msn.com	TENTATIVE TRACT NO. 5906 (A RESUBDIVISION OF TRACT 5147)	FREDDY CARRILLO fcarrillo@moorparkca.gov (805) 517-6224	08/17/2012	N/A	NORTH OF UNION PACIFIC RAILROAD TRACKS, WEST OF GABBERT ROAD	TT 5906 (PRIOR TR 5147)	MITIGATED NEGATIVE DECLARATION	FINAL MAP APPROVED	17 LOT INDUSTRIAL SUBDIVISION	36
TRIAD DEVELOPMENT VALERIE DRAEGER 270 CONEJO RIDGE AVENUE #200 THOUSAND OAKS, CA 91361 (805) 379-9800 mail@trilad.com	MOORPARK WEST STUDIOS	SHANNA FARLEY-JUDKINS starleyjudkins@moorparkca.gov (805) 517-6236	03/23/2009	N/A	LOS ANGELES AVENUE, WEST OF SCE SUBSTATION	IPD 2009-01 GPA 2009-01 ZC 2009-01 DA 2009-02	MITIGATED NEGATIVE DECLARATION	APPROVED 10/05/2011	MOTION PICTURE STUDIO COMPLEX	37
NEARON, NICK RINI 101 YGNACIO VALLEY ROAD, SUITE 450 WALNUT CREEK, CA 94596 (925) 743-3300 NRini@nearon.com	NEARON	FREDDY CARRILLO fcarrillo@moorparkca.gov (805) 517-6224	04/12/2017	N/A	400 SCIENCE DRIVE	TPM 2016-01 IPD 2017-01	EXEMPT FROM CEQA	APPROVED 12/6/2017	35,330 SQUARE-FOOT INDUSTRIAL BUILDING	2.2
PAUL MINOO 4M INVESTMENT CORPORATION 6222 WILSHIRE BLVD, SUITE 270 LOS ANGELES, CA 90048 (213) 624 4040 x100 paul@4minvestment.com	5850 CONDOR DRIVE	FREDDY CARRILLO fcarrillo@moorparkca.gov (805) 517-6224	11/19/2019	N/A	5850 CONDOR DRIVE	IPD 2019-01 CUP 2020-02	EXEMPT FROM CEQA	APPROVED 07/15/2020	48,211 SQ. FT. INDUSTRIAL BUILDING	3.5
MARK OSSOLA 25410 CUMBERLAND LANE CALABASAS, CA 91302 818-880-6541 mossola@aol.com	PATRIOT COMMERCE CENTER	FREDDY CARRILLO fcarrillo@moorparkca.gov (805) 517-6224	10/30/2020	COMPLETE	WEST OF SR-23 FWY, EAST OF MILLER PARKWAY, SOUTH OF MOORPARK MARKETPLACE	MOD 1 TO IPD 2019-01 AND CUP 2020-02	ENVIRONMENTAL IMPACT REPORT	MOD 1 TO IPD 2019-02 and CUP 2020-02 APPROVED 03/19/2003	UNDERGROUNDING OF UTILITY POLES AND SKYLIGHTS 94,001 SQ. FT. INDUSTRIAL BUILDING BUILDING A	2.59

Appendix 3

Intersection Level of Service Calculation Worksheets

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 1
NORTH/SOUTH STREET: Grimes Canyon Rd
EAST/WEST STREET: Los Angeles Ave (SR 118)
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 5/3/19
WORK ORDER #: 2042614102

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	0	0	0	67	0	114	92	892	0	0	737	22
Project Trips	0	0	0	0	0	0	0	8	0	0	3	0
GEOMETRY				LR			L T			T R		

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	0.0	0	0	0	0.00 *	0.00 *
NBT	0.0	0	0	0	0.00	0.00
NBR	0.0	0	0	0	0.00	0.00
SBL	0.0	0	67	67	0.00	0.00
SBT	1.0	1,600	0	0	0.11 *	0.11 *
SBR	0.0	0	114	114	0.00	0.00
EBL	1.0	1,600	92	92	0.06	0.06
EBT	1.0	1,600	892	900	0.56 *	0.56 *
EBR	0.0	0	0	0	0.00	0.00
WBL	0.0	0	0	0	0.00 *	0.00 *
WBT	1.0	1,600	737	740	0.46	0.46
WBR	1.0	1,600	22	22	0.01	0.01
N/S Critical Movements					0.11	0.11
E/W Critical Movements					0.56	0.56
Clearance Interval					0.00	0.00
ICU					0.67	0.67
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 1
NORTH/SOUTH STREET: Grimes Canyon Rd
EAST/WEST STREET: Los Angeles Ave (SR 118)
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 5/3/19
WORK ORDER #: 2042614102

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	0	0	0	67	0	114	92	965	0	0	868	22
Project Trips	0	0	0	0	0	0	0	8	0	0	3	0
GEOMETRY				LR			L T			T R		

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	0.0	0	0	0	0.00 *	0.00 *
NBT	0.0	0	0	0	0.00	0.00
NBR	0.0	0	0	0	0.00	0.00
SBL	0.0	0	67	67	0.00	0.00
SBT	1.0	1,600	0	0	0.11 *	0.11 *
SBR	0.0	0	114	114	0.00	0.00
EBL	1.0	1,600	92	92	0.06 *	0.06
EBT	1.0	1,600	965	973	0.60	0.61 *
EBR	0.0	0	0	0	0.00	0.00
WBL	0.0	0	0	0	0.00	0.00 *
WBT	1.0	1,600	868	871	0.54 *	0.54
WBR	1.0	1,600	22	22	0.01	0.01
N/S Critical Movements					0.11	0.11
E/W Critical Movements					0.60	0.61
Clearance Interval					0.00	0.00
ICU					0.71	0.72
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 1
NORTH/SOUTH STREET: Grimes Canyon Rd
EAST/WEST STREET: Los Angeles Ave (SR 118)
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 3/12/19
WORK ORDER #: 2042614102

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	0	0	0	23	0	81	138	944	0	0	912	29
Project Trips	0	0	0	0	0	0	0	3	0	0	8	0
GEOMETRY				LR			L T			T R		

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	0.0	0	0	0	0.00 *	0.00 *
NBT	0.0	0	0	0	0.00	0.00
NBR	0.0	0	0	0	0.00	0.00
SBL	0.0	0	23	23	0.00	0.00
SBT	1.0	1,600	0	0	0.07 *	0.07 *
SBR	0.0	0	81	81	0.00	0.00
EBL	1.0	1,600	138	138	0.09 *	0.09 *
EBT	1.0	1,600	944	947	0.59	0.59
EBR	0.0	0	0	0	0.00	0.00
WBL	0.0	0	0	0	0.00	0.00
WBT	1.0	1,600	912	920	0.57 *	0.58 *
WBR	1.0	1,600	29	29	0.02	0.02
N/S Critical Movements					0.07	0.07
E/W Critical Movements					0.66	0.67
Clearance Interval					0.00	0.00
ICU					0.73	0.74
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 1
NORTH/SOUTH STREET: Grimes Canyon Rd
EAST/WEST STREET: Los Angeles Ave (SR 118)
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 3/12/19
WORK ORDER #: 2042614102

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	0	0	0	23	0	81	138	1118	0	0	1010	29
Project Trips	0	0	0	0	0	0	0	3	0	0	8	0
GEOMETRY				LR			L T			T R		

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	0.0	0	0	0	0.00 *	0.00 *
NBT	0.0	0	0	0	0.00	0.00
NBR	0.0	0	0	0	0.00	0.00
SBL	0.0	0	23	23	0.00	0.00
SBT	1.0	1,600	0	0	0.07 *	0.07 *
SBR	0.0	0	81	81	0.00	0.00
EBL	1.0	1,600	138	138	0.09 *	0.09 *
EBT	1.0	1,600	1,118	1,121	0.70	0.70
EBR	0.0	0	0	0	0.00	0.00
WBL	0.0	0	0	0	0.00	0.00
WBT	1.0	1,600	1,010	1,018	0.63 *	0.64 *
WBR	1.0	1,600	29	29	0.02	0.02
N/S Critical Movements					0.07	0.07
E/W Critical Movements					0.72	0.73
Clearance Interval					0.00	0.00
ICU					0.79	0.80
Level of Service (LOS)					C	C

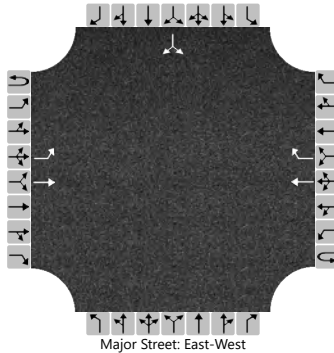
Notes: V/C - Volume to Capacity Ratio

HCS7 Two-Way Stop-Control Report

General Information

Analyst	DJL	Intersection	Los Angeles Av/Montair Dr
Agency/Co.	Stantec	Jurisdiction	City of Moorpark
Date Performed	11/2/2021	East/West Street	Los Angeles Ave
Analysis Year	2021	North/South Street	Montair Dr
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Pentair Warehouse Expansion		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)		13	780				712	50						5		3
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No											
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14													9	
Capacity, c (veh/h)		799													146	
v/c Ratio		0.02													0.06	
95% Queue Length, Q ₉₅ (veh)		0.1													0.2	
Control Delay (s/veh)		9.6													31.1	
Level of Service (LOS)		A													D	
Approach Delay (s/veh)	0.2												31.1			
Approach LOS													D			

HCS7 Two-Way Stop-Control Report

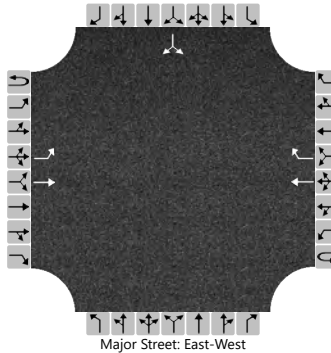
General Information

Analyst	DJL
Agency/Co.	Stantec
Date Performed	11/2/2021
Analysis Year	EXPR
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Pentair Warehouse Expansion

Site Information

Intersection	Los Angeles Av/Montair Dr
Jurisdiction	City of Moorpark
East/West Street	Los Angeles Ave
North/South Street	Montair Dr
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)		21	780				712	73						12		6
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No											
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		23													20	
Capacity, c (veh/h)		782													136	
v/c Ratio		0.03													0.14	
95% Queue Length, Q ₉₅ (veh)		0.1													0.5	
Control Delay (s/veh)		9.7													35.9	
Level of Service (LOS)		A													E	
Approach Delay (s/veh)	0.3												35.9			
Approach LOS													E			

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 2
NORTH/SOUTH STREET: Montair Dr
EAST/WEST STREET: Los Angeles Ave (SR 118)
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 10/1/21
WORK ORDER #: 2042614102

MITIGATED

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	0	0	0	5	0	3	13	780	0	0	712	50
Project Trips	0	0	0	7	0	3	8	0	0	0	0	23
GEOMETRY				LR			L T			T R		

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	0.0	0	0	0	0.00 *	0.00 *
NBT	0.0	0	0	0	0.00	0.00
NBR	0.0	0	0	0	0.00	0.00
SBL	0.0	0	5	12	0.00	0.00
SBT	1.0	1,600	0	0	0.01 *	0.01 *
SBR	0.0	0	3	6	0.00	0.00
EBL	1.0	1,600	13	21	0.01	0.01
EBT	1.0	1,600	780	780	0.49 *	0.49 *
EBR	0.0	0	0	0	0.00	0.00
WBL	0.0	0	0	0	0.00 *	0.00 *
WBT	1.0	1,600	712	712	0.45	0.45
WBR	1.0	1,600	50	73	0.03	0.05
N/S Critical Movements					0.01	0.01
E/W Critical Movements					0.49	0.49
Clearance Interval					0.10	0.10
ICU					0.60	0.60
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

HCS7 Two-Way Stop-Control Report

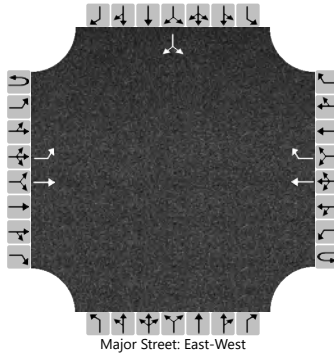
General Information

Analyst	DJL
Agency/Co.	Stantec
Date Performed	11/2/2021
Analysis Year	CUMU
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Pentair Warehouse Expansion

Site Information

Intersection	Los Angeles Av/Montair Dr
Jurisdiction	City of Moorpark
East/West Street	Los Angeles Ave
North/South Street	Montair Dr
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)		13	853				843	50						5		3
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No											
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14													9	
Capacity, c (veh/h)		706													108	
v/c Ratio		0.02													0.08	
95% Queue Length, Q ₉₅ (veh)		0.1													0.3	
Control Delay (s/veh)		10.2													41.2	
Level of Service (LOS)		B													E	
Approach Delay (s/veh)	0.2												41.2			
Approach LOS													E			

HCS7 Two-Way Stop-Control Report

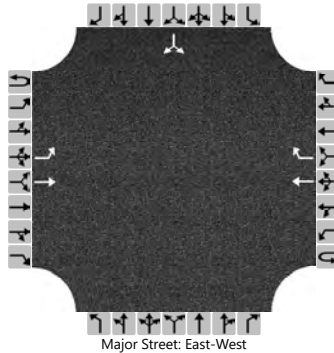
General Information

Analyst	DJL
Agency/Co.	Stantec
Date Performed	11/2/2021
Analysis Year	CUPR
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Pentair Warehouse Expansion

Site Information

Intersection	Los Angeles Av/Montair Dr
Jurisdiction	City of Moorpark
East/West Street	Los Angeles Ave
North/South Street	Montair Dr
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)		21	853				843	73						12		6
Percent Heavy Vehicles (%)		3							3					3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No											
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		23													20	
Capacity, c (veh/h)		691													100	
v/c Ratio		0.03													0.20	
95% Queue Length, Q ₉₅ (veh)		0.1													0.7	
Control Delay (s/veh)		10.4													49.5	
Level of Service (LOS)		B													E	
Approach Delay (s/veh)	0.2												49.5			
Approach LOS													E			

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 2
NORTH/SOUTH STREET: Montair Dr
EAST/WEST STREET: Los Angeles Ave (SR 118)
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 10/1/21
WORK ORDER #: 2042614102

MITIGATED

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	0	0	0	5	0	3	13	853	0	0	843	50
Project Trips	0	0	0	7	0	3	8	0	0	0	0	23
GEOMETRY				LR			L T			T R		

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	0.0	0	0	0	0.00 *	0.00 *
NBT	0.0	0	0	0	0.00	0.00
NBR	0.0	0	0	0	0.00	0.00
SBL	0.0	0	5	12	0.00	0.00
SBT	1.0	1,600	0	0	0.01 *	0.01 *
SBR	0.0	0	3	6	0.00	0.00
EBL	1.0	1,600	13	21	0.01 *	0.01 *
EBT	1.0	1,600	853	853	0.53	0.53
EBR	0.0	0	0	0	0.00	0.00
WBL	0.0	0	0	0	0.00	0.00
WBT	1.0	1,600	843	843	0.53 *	0.53 *
WBR	1.0	1,600	50	73	0.03	0.05
N/S Critical Movements					0.01	0.01
E/W Critical Movements					0.54	0.54
Clearance Interval					0.10	0.10
ICU					0.65	0.65
Level of Service (LOS)					B	B

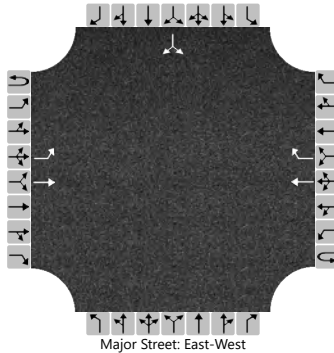
Notes: V/C - Volume to Capacity Ratio

HCS7 Two-Way Stop-Control Report

General Information

Analyst	DJL	Intersection	Los Angeles Av/Montair Dr
Agency/Co.	Stantec	Jurisdiction	City of Moorpark
Date Performed	11/2/2021	East/West Street	Los Angeles Ave
Analysis Year	2021	North/South Street	Montair Dr
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Pentair Warehouse Expansion		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)		6	936				836	10						41		23
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No											
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

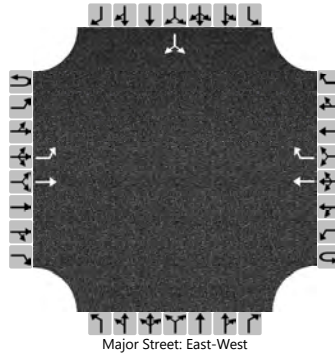
Flow Rate, v (veh/h)		7													70	
Capacity, c (veh/h)		738													99	
v/c Ratio		0.01													0.70	
95% Queue Length, Q ₉₅ (veh)		0.0													3.6	
Control Delay (s/veh)		9.9													101.5	
Level of Service (LOS)		A													F	
Approach Delay (s/veh)	0.1												101.5			
Approach LOS													F			

HCS7 Two-Way Stop-Control Report

General Information

Analyst	DJL	Intersection	Los Angeles Av/Montair Dr
Agency/Co.	Stantec	Jurisdiction	City of Moorpark
Date Performed	11/2/2021	East/West Street	Los Angeles Ave
Analysis Year	EXPR	North/South Street	Montair Dr
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Pentair Warehouse Expansion		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)		9	936				836	20						66		31
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No											
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10													105	
Capacity, c (veh/h)		731													93	
v/c Ratio		0.01													1.13	
95% Queue Length, Q ₉₅ (veh)		0.0													7.1	
Control Delay (s/veh)		10.0													215.6	
Level of Service (LOS)		A													F	
Approach Delay (s/veh)	0.1												215.6			
Approach LOS													F			

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 2
NORTH/SOUTH STREET: Montair Dr
EAST/WEST STREET: Los Angeles Ave (SR 118)
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 10/1/21
WORK ORDER #: 2042614102

MITIGATED

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	0	0	0	41	0	23	6	936	0	0	836	10
Project Trips	0	0	0	25	0	8	3	0	0	0	0	10
GEOMETRY				LR			L T			T R		

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	0.0	0	0	0	0.00 *	0.00 *
NBT	0.0	0	0	0	0.00	0.00
NBR	0.0	0	0	0	0.00	0.00
SBL	0.0	0	41	66	0.00	0.00
SBT	1.0	1,600	0	0	0.04 *	0.06 *
SBR	0.0	0	23	31	0.00	0.00
EBL	1.0	1,600	6	9	0.00	0.01
EBT	1.0	1,600	936	936	0.59 *	0.59 *
EBR	0.0	0	0	0	0.00	0.00
WBL	0.0	0	0	0	0.00 *	0.00 *
WBT	1.0	1,600	836	836	0.52	0.52
WBR	1.0	1,600	10	20	0.01	0.01
N/S Critical Movements					0.04	0.06
E/W Critical Movements					0.59	0.59
Clearance Interval					0.10	0.10
ICU					0.73	0.75
Level of Service (LOS)					C	C

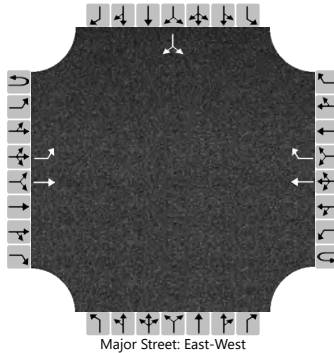
Notes: V/C - Volume to Capacity Ratio

HCS7 Two-Way Stop-Control Report

General Information

Analyst	DJL	Intersection	Los Angeles Av/Montair Dr
Agency/Co.	Stantec	Jurisdiction	City of Moorpark
Date Performed	11/2/2021	East/West Street	Los Angeles Ave
Analysis Year	CUMU	North/South Street	Montair Dr
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Pentair Warehouse Expansion		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)		6	1110				934	10						41		23
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No											
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

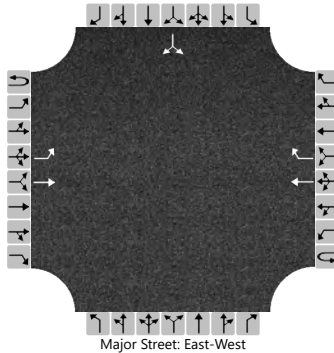
Flow Rate, v (veh/h)		7													70	
Capacity, c (veh/h)		673													66	
v/c Ratio		0.01													1.05	
95% Queue Length, Q ₉₅ (veh)		0.0													5.3	
Control Delay (s/veh)		10.4													233.4	
Level of Service (LOS)		B													F	
Approach Delay (s/veh)	0.1												233.4			
Approach LOS													F			

HCS7 Two-Way Stop-Control Report

General Information

Analyst	DJL	Intersection	Los Angeles Av/Montair Dr
Agency/Co.	Stantec	Jurisdiction	City of Moorpark
Date Performed	11/2/2021	East/West Street	Los Angeles Ave
Analysis Year	CUPR	North/South Street	Montair Dr
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Pentair Warehouse Expansion		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)		9	1110				934	20						66		31
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No											
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		10													105	
Capacity, c (veh/h)		667													62	
v/c Ratio		0.01													1.70	
95% Queue Length, Q ₉₅ (veh)		0.0													9.6	
Control Delay (s/veh)		10.5													482.8	
Level of Service (LOS)		B													F	
Approach Delay (s/veh)	0.1												482.8			
Approach LOS													F			

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 2
NORTH/SOUTH STREET: Montair Dr
EAST/WEST STREET: Los Angeles Ave (SR 118)
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 10/1/21
WORK ORDER #: 2042614102

MITIGATED

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	0	0	0	41	0	23	6	1110	0	0	934	10
Project Trips	0	0	0	25	0	8	3	0	0	0	0	10
GEOMETRY				LR			L T			T R		

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	0.0	0	0	0	0.00 *	0.00 *
NBT	0.0	0	0	0	0.00	0.00
NBR	0.0	0	0	0	0.00	0.00
SBL	0.0	0	41	66	0.00	0.00
SBT	1.0	1,600	0	0	0.04 *	0.06 *
SBR	0.0	0	23	31	0.00	0.00
EBL	1.0	1,600	6	9	0.00	0.01
EBT	1.0	1,600	1,110	1,110	0.69 *	0.69 *
EBR	0.0	0	0	0	0.00	0.00
WBL	0.0	0	0	0	0.00 *	0.00 *
WBT	1.0	1,600	934	934	0.58	0.58
WBR	1.0	1,600	10	20	0.01	0.01
N/S Critical Movements					0.04	0.06
E/W Critical Movements					0.69	0.69
Clearance Interval					0.10	0.10
ICU					0.83	0.85
Level of Service (LOS)					D	D

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 3
NORTH/SOUTH STREET: Tierra Rejada Rd/Gabbert Rd
EAST/WEST STREET: Los Angeles Ave
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	230	208	561	45	225	91	101	728	240	356	574	47
Project Trips	9	0	0	0	0	0	0	4	3	0	14	0
GEOMETRY	L	T	R	L	T	R	L	TT	R	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	230	239	0.14	0.15
NBT	1.0	1,600	208	208	0.13	0.13
NBR	1.0 (a)	1,600	432	432	0.27 *	0.27 *
SBL	1.0	1,600	45	45	0.03 *	0.03 *
SBT	1.0	1,600	225	225	0.14	0.14
SBR	1.0	1,600	91	91	0.06	0.06
EBL	1.0	1,600	101	101	0.06	0.06
EBT	2.0	3,200	728	732	0.23 *	0.23 *
EBR	1.0	1,600	240	243	0.15	0.15
WBL	2.0	2,880	356	356	0.12 *	0.12 *
WBT	2.0	3,200	574	588	0.18	0.18
WBR	1.0	1,600	47	47	0.03	0.03
N/S Critical Movements					0.30	0.30
E/W Critical Movements					0.35	0.35
Clearance Interval					0.10	0.10
ICU					0.75	0.75
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio
 (a) 23% RT overlap w/WB LT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 3
NORTH/SOUTH STREET: Tierra Rejada Rd/Gabbert Rd
EAST/WEST STREET: Los Angeles Ave
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	261	236	561	88	282	172	133	774	244	356	730	65
Project Trips	9	0	0	0	0	0	0	4	3	0	14	0
GEOMETRY	L	T	R	L	T	R	L	TT	R	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	1.0	1,600	261	270	0.16	0.17
NBT	1.0	1,600	236	236	0.15	0.15
NBR	1.0 (a)	1,600	432	432	0.27 *	0.27 *
SBL	1.0	1,600	88	88	0.06 *	0.06 *
SBT	1.0	1,600	282	282	0.18	0.18
SBR	1.0	1,600	172	172	0.11	0.11
EBL	1.0	1,600	133	133	0.08	0.08
EBT	2.0	3,200	774	778	0.24 *	0.24 *
EBR	1.0	1,600	244	247	0.15	0.15
WBL	2.0	2,880	356	356	0.12 *	0.12 *
WBT	2.0	3,200	730	744	0.23	0.23
WBR	1.0	1,600	65	65	0.04	0.04
N/S Critical Movements					0.33	0.33
E/W Critical Movements					0.36	0.36
Clearance Interval					0.10	0.10
ICU					0.79	0.79
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio
 (a) 23% RT overlap w/WB LT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 3
NORTH/SOUTH STREET: Tierra Rejada Rd/Gabbert Rd
EAST/WEST STREET: Los Angeles Ave
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	129	92	346	44	168	117	89	720	248	321	743	30
Project Trips	4	0	0	0	0	0	0	15	10	0	6	0
GEOMETRY	L	T	R	L	T	R	L	TT	R	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	1.0	1,600	129	133	0.08	0.08
NBT	1.0	1,600	92	92	0.06	0.06
NBR	1.0 (a)	1,600	187	187	0.12 *	0.12 *
SBL	1.0	1,600	44	44	0.03 *	0.03 *
SBT	1.0	1,600	168	168	0.11	0.11
SBR	1.0	1,600	117	117	0.07	0.07
EBL	1.0	1,600	89	89	0.06	0.06
EBT	2.0	3,200	720	735	0.23 *	0.23 *
EBR	1.0	1,600	248	258	0.16	0.16
WBL	2.0	2,880	321	321	0.11 *	0.11 *
WBT	2.0	3,200	743	749	0.23	0.23
WBR	1.0	1,600	30	30	0.02	0.02
N/S Critical Movements					0.15	0.15
E/W Critical Movements					0.34	0.34
Clearance Interval					0.10	0.10
ICU					0.59	0.59
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio
 (a) 46% RT overlap w/WB LT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 3
NORTH/SOUTH STREET: Tierra Rejada Rd/Gabbert Rd
EAST/WEST STREET: Los Angeles Ave
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	135	177	346	69	198	159	192	886	276	321	804	88
Project Trips	4	0	0	0	0	0	0	15	10	0	6	0
GEOMETRY	L	T	R	L	T	R	L	TT	R	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	1.0	1,600	135	139	0.08	0.09
NBT	1.0	1,600	177	177	0.11	0.11
NBR	1.0 (a)	1,600	187	187	0.12 *	0.12 *
SBL	1.0	1,600	69	69	0.04 *	0.04 *
SBT	1.0	1,600	198	198	0.12	0.12
SBR	1.0	1,600	159	159	0.10	0.10
EBL	1.0	1,600	192	192	0.12	0.12
EBT	2.0	3,200	886	901	0.28 *	0.28 *
EBR	1.0	1,600	276	286	0.17	0.18
WBL	2.0	2,880	321	321	0.11 *	0.11 *
WBT	2.0	3,200	804	810	0.25	0.25
WBR	1.0	1,600	88	88	0.06	0.06
N/S Critical Movements					0.16	0.16
E/W Critical Movements					0.39	0.39
Clearance Interval					0.10	0.10
ICU					0.65	0.65
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio
 (a) 46% RT overlap w/WB LT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 4
NORTH/SOUTH STREET: Moorpark rd
EAST/WEST STREET: Los Angeles Ave
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	64	86	103	164	44	105	141	968	41	99	830	121
Project Trips	0	0	0	0	0	0	0	4	0	0	14	0
GEOMETRY	L	LT	R	L	LTR	R	L	TT TR		L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	0.0	0	64	64	0.00	0.00
NBT	2.0	3,200	86	86	0.05	0.05
NBR	1.0	1,600	103	103	0.06 *	0.06 *
SBL	0.0	0	164	164	0.00	0.00
SBT	3.0	4,800	44	44	0.07 *	0.07 *
SBR	0.0	0	105	105	0.00	0.00
EBL	1.0	1,600	141	141	0.09 *	0.09 *
EBT	3.0	4,800	968	972	0.21	0.21
EBR	0.0	0	41	41	0.00	0.00
WBL	1.0	1,600	99	99	0.06	0.06
WBT	2.0	3,200	830	844	0.26 *	0.26 *
WBR	1.0	1,600	121	121	0.08	0.08
N/S Critical Movements					0.13	0.13
E/W Critical Movements					0.35	0.35
Clearance Interval					0.10	0.10
ICU					0.58	0.58
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 4
NORTH/SOUTH STREET: Moorpark rd
EAST/WEST STREET: Los Angeles Ave
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	64	90	103	420	49	129	158	1042	41	99	950	230
Project Trips	0	0	0	0	0	0	0	4	0	0	14	0
GEOMETRY	L	LT	R	L	LTR	R	L	TT TR		L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	0.0	0	64	64	0.00	0.00
NBT	2.0	3,200	90	90	0.05	0.05
NBR	1.0	1,600	103	103	0.06 *	0.06 *
SBL	0.0	0	420	420	0.00	0.00
SBT	3.0	4,800	49	49	0.12 *	0.12 *
SBR	0.0	0	129	129	0.00	0.00
EBL	1.0	1,600	158	158	0.10 *	0.10 *
EBT	3.0	4,800	1,042	1,046	0.23	0.23
EBR	0.0	0	41	41	0.00	0.00
WBL	1.0	1,600	99	99	0.06	0.06
WBT	2.0	3,200	950	964	0.30 *	0.30 *
WBR	1.0	1,600	230	230	0.14	0.14
N/S Critical Movements					0.18	0.18
E/W Critical Movements					0.40	0.40
Clearance Interval					0.10	0.10
ICU					0.68	0.68
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 4
NORTH/SOUTH STREET: Moorpark rd
EAST/WEST STREET: Los Angeles Ave
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	46	83	132	195	112	94	148	934	55	269	949	109
Project Trips	0	0	0	0	0	0	0	15	0	0	6	0
GEOMETRY	L	LT	R	L	LTR	R	L	TT TR		L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	0.0	0	46	46	0.00	0.00
NBT	2.0	3,200	83	83	0.04	0.04
NBR	1.0	1,600	132	132	0.08 *	0.08 *
SBL	0.0	0	195	195	0.00	0.00
SBT	3.0	4,800	112	112	0.08 *	0.08 *
SBR	0.0	0	94	94	0.00	0.00
EBL	1.0	1,600	148	148	0.09 *	0.09 *
EBT	3.0	4,800	934	949	0.21	0.21
EBR	0.0	0	55	55	0.00	0.00
WBL	1.0	1,600	269	269	0.17	0.17
WBT	2.0	3,200	949	955	0.30 *	0.30 *
WBR	1.0	1,600	109	109	0.07	0.07
N/S Critical Movements					0.16	0.16
E/W Critical Movements					0.39	0.39
Clearance Interval					0.10	0.10
ICU					0.65	0.65
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 4
NORTH/SOUTH STREET: Moorpark rd
EAST/WEST STREET: Los Angeles Ave
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	46	89	132	348	128	116	180	1053	55	269	1028	447
Project Trips	0	0	0	0	0	0	0	15	0	0	6	0
GEOMETRY	L	LT	R	L	LTR	R	L	TT TR		L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	0.0	0	46	46	0.00	0.00
NBT	2.0	3,200	89	89	0.04	0.04
NBR	1.0	1,600	132	132	0.08 *	0.08 *
SBL	0.0	0	348	348	0.00	0.00
SBT	3.0	4,800	128	128	0.12 *	0.12 *
SBR	0.0	0	116	116	0.00	0.00
EBL	1.0	1,600	180	180	0.11 *	0.11 *
EBT	3.0	4,800	1,053	1,068	0.23	0.23
EBR	0.0	0	55	55	0.00	0.00
WBL	1.0	1,600	269	269	0.17	0.17
WBT	2.0	3,200	1,028	1,034	0.32 *	0.32 *
WBR	1.0	1,600	447	447	0.28	0.28
N/S Critical Movements					0.20	0.20
E/W Critical Movements					0.43	0.43
Clearance Interval					0.10	0.10
ICU					0.73	0.73
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 5
NORTH/SOUTH STREET: Spring Rd
EAST/WEST STREET: Los Angeles Ave
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	209	286	51	564	205	101	161	855	160	32	719	228
Project Trips	0	0	0	0	0	0	0	4	0	0	14	0
GEOMETRY	LL	T	TR	LL	T	R	LL	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	2.0	2,880	209	209	0.07	0.07
NBT	2.0	3,200	286	286	0.11 *	0.11 *
NBR	0.0	0	51	51	0.00	0.00
SBL	2.0	2,880	564	564	0.20 *	0.20 *
SBT	1.0	1,600	205	205	0.13	0.13
SBR	1.0	1,600	101	101	0.06	0.06
EBL	2.0	2,880	161	161	0.06	0.06 *
EBT	2.0	3,200	855	859	0.27 *	0.27
EBR	1.0	1,600	160	160	0.10	0.10
WBL	1.0	1,600	32	32	0.02 *	0.02
WBT	2.0	3,200	719	733	0.22	0.23 *
WBR	1.0	1,600	228	228	0.14	0.14
N/S Critical Movements					0.31	0.31
E/W Critical Movements					0.29	0.29
Clearance Interval					0.10	0.10
ICU					0.70	0.70
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 5
NORTH/SOUTH STREET: Spring Rd
EAST/WEST STREET: Los Angeles Ave
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	209	290	51	580	212	101	167	1225	163	32	995	244
Project Trips	0	0	0	0	0	0	0	4	0	0	14	0
GEOMETRY	LL	T	TR	LL	T	R	LL	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	2.0	2,880	209	209	0.07	0.07
NBT	2.0	3,200	290	290	0.11 *	0.11 *
NBR	0.0	0	51	51	0.00	0.00
SBL	2.0	2,880	580	580	0.20 *	0.20 *
SBT	1.0	1,600	212	212	0.13	0.13
SBR	1.0	1,600	101	101	0.06	0.06
EBL	2.0	2,880	167	167	0.06	0.06
EBT	2.0	3,200	1,225	1,229	0.38 *	0.38 *
EBR	1.0	1,600	163	163	0.10	0.10
WBL	1.0	1,600	32	32	0.02 *	0.02 *
WBT	2.0	3,200	995	1,009	0.31	0.32
WBR	1.0	1,600	244	244	0.15	0.15
N/S Critical Movements					0.31	0.31
E/W Critical Movements					0.40	0.40
Clearance Interval					0.10	0.10
ICU					0.81	0.81
Level of Service (LOS)					D	D

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 5
NORTH/SOUTH STREET: Spring Rd
EAST/WEST STREET: Los Angeles Ave
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	212	288	48	363	202	91	152	907	167	50	1051	655
Project Trips	0	0	0	0	0	0	0	15	0	0	6	0
GEOMETRY	LL	T	TR	LL	T	R	LL	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	2.0	2,880	212	212	0.07	0.07
NBT	2.0	3,200	288	288	0.11 *	0.11 *
NBR	0.0	0	48	48	0.00	0.00
SBL	2.0	2,880	363	363	0.13 *	0.13 *
SBT	1.0	1,600	202	202	0.13	0.13
SBR	1.0	1,600	91	91	0.06	0.06
EBL	2.0	2,880	152	152	0.05 *	0.05 *
EBT	2.0	3,200	907	922	0.28	0.29
EBR	1.0	1,600	167	167	0.10	0.10
WBL	1.0	1,600	50	50	0.03	0.03
WBT	2.0	3,200	1,051	1,057	0.33 *	0.33 *
WBR	1.0 (a)	1,600	472	472	0.29	0.29
N/S Critical Movements					0.24	0.24
E/W Critical Movements					0.38	0.38
Clearance Interval					0.10	0.10
ICU					0.72	0.72
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio
 (a) 28% RT overlap w/SB LT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 5
NORTH/SOUTH STREET: Spring Rd
EAST/WEST STREET: Los Angeles Ave
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	212	299	48	379	210	91	161	1228	170	50	1566	684
Project Trips	0	0	0	0	0	0	0	15	0	0	6	0
GEOMETRY	LL	T	TR	LL	T	R	LL	TT	R	L	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	2.0	2,880	212	212	0.07	0.07
NBT	2.0	3,200	299	299	0.11 *	0.11 *
NBR	0.0	0	48	48	0.00	0.00
SBL	2.0	2,880	379	379	0.13 *	0.13 *
SBT	1.0	1,600	210	210	0.13	0.13
SBR	1.0	1,600	91	91	0.06	0.06
EBL	2.0	2,880	161	161	0.06 *	0.06 *
EBT	2.0	3,200	1,228	1,243	0.38	0.39
EBR	1.0	1,600	170	170	0.11	0.11
WBL	1.0	1,600	50	50	0.03	0.03
WBT	2.0	3,200	1,566	1,572	0.49 *	0.49 *
WBR	1.0 (a)	1,600	492	492	0.31	0.31
N/S Critical Movements					0.24	0.24
E/W Critical Movements					0.55	0.55
Clearance Interval					0.10	0.10
ICU					0.89	0.89
Level of Service (LOS)					D	D

Notes: V/C - Volume to Capacity Ratio
 (a) 28% RT overlap w/SB LT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 6
NORTH/SOUTH STREET: Miller Pkwy
EAST/WEST STREET: Los Angeles Ave
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	59	10	58	10	1	15	55	1342	107	68	1021	114
Project Trips	0	0	0	0	0	0	0	4	0	0	14	0
GEOMETRY	LL	T	R	LTR			L	TT	R	LL	TTT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	2.0	2,880	59	59	0.02 *	0.02 *
NBT	1.0	1,600	10	10	0.01	0.01
NBR	1.0	1,600	58	58	0.04	0.04
SBL	0.0	0	10	10	0.00	0.00
SBT	1.0	1,600	1	1	0.02 *	0.02 *
SBR	0.0	0	15	15	0.01	0.01
EBL	1.0	1,600	55	55	0.03	0.03
EBT	2.0	3,200	1,342	1,346	0.42 *	0.42 *
EBR	1.0	1,600	107	107	0.07	0.07
WBL	2.0	2,880	68	68	0.02 *	0.02 *
WBT	3.0	4,800	1,021	1,035	0.21	0.22
WBR	1.0	1,600	114	114	0.07	0.07
N/S Critical Movements					0.04	0.04
E/W Critical Movements					0.44	0.44
Clearance Interval					0.10	0.10
ICU					0.58	0.58
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 6
NORTH/SOUTH STREET: Miller Pkwy
EAST/WEST STREET: Los Angeles Ave
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	61	10	58	10	1	15	55	1756	108	68	1298	114
Project Trips	0	0	0	0	0	0	0	4	0	0	14	0
GEOMETRY	LL	T	R	LTR			L	TT	R	LL	TTT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	2.0	2,880	61	61	0.02 *	0.02 *
NBT	1.0	1,600	10	10	0.01	0.01
NBR	1.0	1,600	58	58	0.04	0.04
SBL	0.0	0	10	10	0.00	0.00
SBT	1.0	1,600	1	1	0.02 *	0.02 *
SBR	0.0	0	15	15	0.01	0.01
EBL	1.0	1,600	55	55	0.03	0.03
EBT	2.0	3,200	1,756	1,760	0.55 *	0.55 *
EBR	1.0	1,600	108	108	0.07	0.07
WBL	2.0	2,880	68	68	0.02 *	0.02 *
WBT	3.0	4,800	1,298	1,312	0.27	0.27
WBR	1.0	1,600	114	114	0.07	0.07
N/S Critical Movements					0.04	0.04
E/W Critical Movements					0.57	0.57
Clearance Interval					0.10	0.10
ICU					0.71	0.71
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 6
NORTH/SOUTH STREET: Miller Pkwy
EAST/WEST STREET: Los Angeles Ave
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	204	4	83	108	17	40	22	1235	109	101	1587	17
Project Trips	0	0	0	0	0	0	0	15	0	0	6	0
GEOMETRY	LL	T	R	LTR			L	TT	R	LL	TTT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	2.0	2,880	204	204	0.07 *	0.07 *
NBT	1.0	1,600	4	4	0.00	0.00
NBR	1.0	1,600	83	83	0.05	0.05
SBL	0.0	0	108	108	0.00	0.00
SBT	1.0	1,600	17	17	0.10 *	0.10 *
SBR	0.0	0	40	40	0.03	0.03
EBL	1.0	1,600	22	22	0.01	0.01
EBT	2.0	3,200	1,235	1,250	0.39 *	0.39 *
EBR	1.0	1,600	109	109	0.07	0.07
WBL	2.0	2,880	101	101	0.04 *	0.04 *
WBT	3.0	4,800	1,587	1,593	0.33	0.33
WBR	1.0	1,600	17	17	0.01	0.01
N/S Critical Movements					0.17	0.17
E/W Critical Movements					0.43	0.43
Clearance Interval					0.10	0.10
ICU					0.70	0.70
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 6
NORTH/SOUTH STREET: Miller Pkwy
EAST/WEST STREET: Los Angeles Ave
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	207	4	83	108	17	40	22	1583	111	101	2122	17
Project Trips	0	0	0	0	0	0	0	15	0	0	6	0
GEOMETRY	LL	T	R	LTR			L	TT	R	LL	TTT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	2.0	2,880	207	207	0.07 *	0.07 *
NBT	1.0	1,600	4	4	0.00	0.00
NBR	1.0	1,600	83	83	0.05	0.05
SBL	0.0	0	108	108	0.00	0.00
SBT	1.0	1,600	17	17	0.10 *	0.10 *
SBR	0.0	0	40	40	0.03	0.03
EBL	1.0	1,600	22	22	0.01	0.01
EBT	2.0	3,200	1,583	1,598	0.49 *	0.50 *
EBR	1.0	1,600	111	111	0.07	0.07
WBL	2.0	2,880	101	101	0.04 *	0.04 *
WBT	3.0	4,800	2,122	2,128	0.44	0.44
WBR	1.0	1,600	17	17	0.01	0.01
N/S Critical Movements					0.17	0.17
E/W Critical Movements					0.53	0.54
Clearance Interval					0.10	0.10
ICU					0.80	0.81
Level of Service (LOS)					C	D

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 7
NORTH/SOUTH STREET: SR 23 SB Ramps
EAST/WEST STREET: Los Angeles Ave
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	0	0	0	28	0	842	0	755	728	2	482	0
Project Trips	0	0	0	0	0	9	0	3	1	0	5	0
GEOMETRY				L R			T TR R			L T		

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	0.0	0	0	0	0.00	0.00
NBT	0.0	0	0	0	0.00 *	0.00 *
NBR	0.0	0	0	0	0.00	0.00
SBL	1.0	1,600	28	28	0.02 *	0.02 *
SBT	0.0	0	0	0	0.00	0.00
SBR	1.0 (a)	1,600	842	851	0.00	0.00
EBL	0.0	0	0	0	0.00	0.00
EBT	3.0	4,800	755	758	0.31 *	0.31 *
EBR	0.0	0	728	729	0.00	0.00
WBL	1.0	1,600	2	2	0.00 *	0.00 *
WBT	1.0	1,600	482	487	0.30	0.30
WBR	0.0	0	0	0	0.00	0.00
N/S Critical Movements					0.02	0.02
E/W Critical Movements					0.31	0.31
Clearance Interval					0.10	0.10
ICU					0.43	0.43
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio
 (a) Free RT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 7
NORTH/SOUTH STREET: SR 23 SB Ramps
EAST/WEST STREET: Los Angeles Ave
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	0	0	0	47	0	1156	0	946	945	15	574	0
Project Trips	0	0	0	0	0	9	0	3	1	0	5	0
GEOMETRY				L R			T TR R			L T		

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	0.0	0	0	0	0.00	0.00
NBT	0.0	0	0	0	0.00 *	0.00 *
NBR	0.0	0	0	0	0.00	0.00
SBL	1.0	1,600	47	47	0.03 *	0.03 *
SBT	0.0	0	0	0	0.00	0.00
SBR	1.0 (a)	1,600	1,156	1,165	0.00	0.00
EBL	0.0	0	0	0	0.00	0.00
EBT	3.0	4,800	946	949	0.39 *	0.39 *
EBR	0.0	0	945	946	0.00	0.00
WBL	1.0	1,600	15	15	0.01 *	0.01 *
WBT	1.0	1,600	574	579	0.36	0.36
WBR	0.0	0	0	0	0.00	0.00
N/S Critical Movements					0.03	0.03
E/W Critical Movements					0.40	0.40
Clearance Interval					0.10	0.10
ICU					0.53	0.53
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio
 (a) Free RT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 7
NORTH/SOUTH STREET: SR 23 SB Ramps
EAST/WEST STREET: Los Angeles Ave
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	0	0	0	37	0	897	0	761	666	27	989	0
Project Trips	0	0	0	0	0	4	0	10	5	0	2	0
GEOMETRY				L		R	T TR R			L	T	

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	0.0	0	0	0	0.00	0.00
NBT	0.0	0	0	0	0.00 *	0.00 *
NBR	0.0	0	0	0	0.00	0.00
SBL	1.0	1,600	37	37	0.02 *	0.02 *
SBT	0.0	0	0	0	0.00	0.00
SBR	1.0 (a)	1,600	897	901	0.00	0.00
EBL	0.0	0	0	0	0.00 *	0.00 *
EBT	3.0	4,800	761	771	0.30	0.30
EBR	0.0	0	666	671	0.00	0.00
WBL	1.0	1,600	27	27	0.02	0.02
WBT	1.0	1,600	989	991	0.62 *	0.62 *
WBR	0.0	0	0	0	0.00	0.00
N/S Critical Movements					0.02	0.02
E/W Critical Movements					0.62	0.62
Clearance Interval					0.10	0.10
ICU					0.74	0.74
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio
 (a) Free RT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 7
NORTH/SOUTH STREET: SR 23 SB Ramps
EAST/WEST STREET: Los Angeles Ave
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	0	0	0	47	0	1156	0	942	813	46	1265	0
Project Trips	0	0	0	0	0	4	0	10	5	0	2	0
GEOMETRY				L R			T TR R			L T		

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	0.0	0	0	0	0.00	0.00
NBT	0.0	0	0	0	0.00 *	0.00 *
NBR	0.0	0	0	0	0.00	0.00
SBL	1.0	1,600	47	47	0.03 *	0.03 *
SBT	0.0	0	0	0	0.00	0.00
SBR	1.0 (a)	1,600	1,156	1,160	0.00	0.00
EBL	0.0	0	0	0	0.00 *	0.00 *
EBT	3.0	4,800	942	952	0.37	0.37
EBR	0.0	0	813	818	0.00	0.00
WBL	1.0	1,600	46	46	0.03	0.03
WBT	1.0	1,600	1,265	1,267	0.79 *	0.79 *
WBR	0.0	0	0	0	0.00	0.00
N/S Critical Movements					0.02	0.02
E/W Critical Movements					0.79	0.79
Clearance Interval					0.10	0.10
ICU					0.91	0.91
Level of Service (LOS)					E	E

Notes: V/C - Volume to Capacity Ratio
 (a) Free RT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 8
NORTH/SOUTH STREET: SR 23 NB Ramps
EAST/WEST STREET: Los Angeles Ave
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	495	0	36	0	0	0	0	43	711	3	11	0
Project Trips	5	0	0	0	0	0	0	0	3	0	0	0
GEOMETRY	LL		R				TT		RR	LT		

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	2.0	2,880	495	500	0.17 *	0.17 *
NBT	0.0	0	0	0	0.00	0.00
NBR	1.0	1,600	36	36	0.00	0.00
SBL	0.0	0	0	0	0.00	0.00
SBT	0.0	0	0	0	0.00 *	0.00 *
SBR	0.0	0	0	0	0.00	0.00
EBL	0.0	0	0	0	0.00	0.00
EBT	2.0	3,200	43	43	0.01 *	0.01 *
EBR	2.0 (a)	3,200	711	714	0.00	0.00
WBL	0.0	0	3	3	0.00	0.00
WBT	1.0	1,600	11	11	0.01 *	0.01 *
WBR	0.0	0	0	0	0.00	0.00
N/S Critical Movements					0.17	0.17
E/W Critical Movements					0.02	0.02
Clearance Interval					0.10	0.10
ICU					0.29	0.29
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio
 (a) Free RT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 8
NORTH/SOUTH STREET: SR 23 NB Ramps
EAST/WEST STREET: Los Angeles Ave
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	603	0	53	0	0	0	0	58	905	10	27	0
Project Trips	5	0	0	0	0	0	0	0	3	0	0	0
GEOMETRY	LL		R				TT		RR	LT		

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	2.0	2,880	603	608	0.21 *	0.21 *
NBT	0.0	0	0	0	0.00	0.00
NBR	1.0	1,600	53	53	0.00	0.00
SBL	0.0	0	0	0	0.00	0.00
SBT	0.0	0	0	0	0.00 *	0.00 *
SBR	0.0	0	0	0	0.00	0.00
EBL	0.0	0	0	0	0.00	0.00
EBT	2.0	3,200	58	58	0.02 *	0.02 *
EBR	2.0 (a)	3,200	905	908	0.00	0.00
WBL	0.0	0	10	10	0.00	0.00
WBT	1.0	1,600	27	27	0.02 *	0.02 *
WBR	0.0	0	0	0	0.00	0.00
N/S Critical Movements					0.21	0.21
E/W Critical Movements					0.04	0.04
Clearance Interval					0.10	0.10
ICU					0.35	0.35
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio
 (a) Free RT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 8
NORTH/SOUTH STREET: SR 23 NB Ramps
EAST/WEST STREET: Los Angeles Ave
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	957	0	9	0	0	0	0	21	770	34	72	0
Project Trips	2	0	0	0	0	0	0	0	10	0	0	0
GEOMETRY	LL		R				TT		RR	LT		

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	2.0	2,880	957	959	0.33 *	0.33 *
NBT	0.0	0	0	0	0.00	0.00
NBR	1.0	1,600	9	9	0.00	0.00
SBL	0.0	0	0	0	0.00	0.00
SBT	0.0	0	0	0	0.00 *	0.00 *
SBR	0.0	0	0	0	0.00	0.00
EBL	0.0	0	0	0	0.00	0.00
EBT	2.0	3,200	21	21	0.01 *	0.01 *
EBR	2.0 (a)	3,200	770	780	0.00	0.00
WBL	0.0	0	34	34	0.00	0.00
WBT	1.0	1,600	72	72	0.07 *	0.07 *
WBR	0.0	0	0	0	0.00	0.00
N/S Critical Movements					0.33	0.33
E/W Critical Movements					0.08	0.08
Clearance Interval					0.10	0.10
ICU					0.51	0.51
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio
 (a) Free RT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 8
NORTH/SOUTH STREET: SR 23 NB Ramps
EAST/WEST STREET: Los Angeles Ave
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	1230	0	28	0	0	0	0	34	948	44	94	0
Project Trips	2	0	0	0	0	0	0	0	10	0	0	0
GEOMETRY	LL		R				TT		RR	LT		

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	2.0	2,880	1,230	1,232	0.43 *	0.43 *
NBT	0.0	0	0	0	0.00	0.00
NBR	1.0	1,600	28	28	0.00	0.00
SBL	0.0	0	0	0	0.00	0.00
SBT	0.0	0	0	0	0.00 *	0.00 *
SBR	0.0	0	0	0	0.00	0.00
EBL	0.0	0	0	0	0.00	0.00
EBT	2.0	3,200	34	34	0.01 *	0.01 *
EBR	2.0 (a)	3,200	948	958	0.00	0.00
WBL	0.0	0	44	44	0.00	0.00
WBT	1.0	1,600	94	94	0.09 *	0.09 *
WBR	0.0	0	0	0	0.00	0.00
N/S Critical Movements					0.43	0.43
E/W Critical Movements					0.10	0.10
Clearance Interval					0.10	0.10
ICU					0.63	0.63
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio
 (a) Free RT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 9
NORTH/SOUTH STREET: Spring Rd
EAST/WEST STREET: Tierra Rejada Rd
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	0	0	0	569	0	73	109	1247	0	0	667	274
Project Trips	0	0	0	0	0	0	0	3	0	0	9	0
GEOMETRY				LL		R	L	TT			TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	0.0	0	0	0	0.00	0.00
NBT	0.0	0	0	0	0.00	0.00
NBR	0.0	0	0	0	0.00 *	0.00 *
SBL	2.0	2,880	569	569	0.20 *	0.20 *
SBT	0.0	0	0	0	0.00	0.00
SBR	1.0	1,600	73	73	0.05	0.05
EBL	1.0	1,600	109	109	0.07	0.07
EBT	2.0	3,200	1,247	1,250	0.39 *	0.39 *
EBR	0.0	0	0	0	0.00	0.00
WBL	0.0	0	0	0	0.00 *	0.00 *
WBT	2.0	3,200	667	676	0.21	0.21
WBR	1.0	1,600	274	274	0.17	0.17
N/S Critical Movements					0.20	0.20
E/W Critical Movements					0.39	0.39
Clearance Interval					0.10	0.10
ICU					0.69	0.69
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 9
NORTH/SOUTH STREET: Spring Rd
EAST/WEST STREET: Tierra Rejada Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	0	0	0	575	0	73	109	1269	0	0	706	277
Project Trips	0	0	0	0	0	0	0	3	0	0	9	0
GEOMETRY				LL			L			TT		

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	0.0	0	0	0	0.00	0.00
NBT	0.0	0	0	0	0.00	0.00
NBR	0.0	0	0	0	0.00 *	0.00 *
SBL	2.0	2,880	575	575	0.20 *	0.20 *
SBT	0.0	0	0	0	0.00	0.00
SBR	1.0	1,600	73	73	0.05	0.05
EBL	1.0	1,600	109	109	0.07	0.07
EBT	2.0	3,200	1,269	1,272	0.40 *	0.40 *
EBR	0.0	0	0	0	0.00	0.00
WBL	0.0	0	0	0	0.00 *	0.00 *
WBT	2.0	3,200	706	715	0.22	0.22
WBR	1.0	1,600	277	277	0.17	0.17
N/S Critical Movements					0.20	0.20
E/W Critical Movements					0.40	0.40
Clearance Interval					0.10	0.10
ICU					0.70	0.70
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 9
NORTH/SOUTH STREET: Spring Rd
EAST/WEST STREET: Tierra Rejada Rd
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	0	0	0	319	0	89	81	739	0	0	1106	525
Project Trips	0	0	0	0	0	0	0	10	0	0	4	0
GEOMETRY				LL		R	L	TT		TT		R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	0.0	0	0	0	0.00	0.00
NBT	0.0	0	0	0	0.00	0.00
NBR	0.0	0	0	0	0.00 *	0.00 *
SBL	2.0	2,880	319	319	0.11 *	0.11 *
SBT	0.0	0	0	0	0.00	0.00
SBR	1.0	1,600	89	89	0.06	0.06
EBL	1.0	1,600	81	81	0.05 *	0.05 *
EBT	2.0	3,200	739	749	0.23	0.23
EBR	0.0	0	0	0	0.00	0.00
WBL	0.0	0	0	0	0.00	0.00
WBT	2.0	3,200	1,106	1,110	0.35 *	0.35 *
WBR	1.0	1,600	525	525	0.33	0.33
N/S Critical Movements					0.11	0.11
E/W Critical Movements					0.40	0.40
Clearance Interval					0.10	0.10
ICU					0.61	0.61
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 9
NORTH/SOUTH STREET: Spring Rd
EAST/WEST STREET: Tierra Rejada Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	0	0	0	323	0	89	81	777	0	0	1136	536
Project Trips	0	0	0	0	0	0	0	10	0	0	4	0
GEOMETRY				LL		R	L	TT			TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	0.0	0	0	0	0.00	0.00
NBT	0.0	0	0	0	0.00	0.00
NBR	0.0	0	0	0	0.00 *	0.00 *
SBL	2.0	2,880	323	323	0.11 *	0.11 *
SBT	0.0	0	0	0	0.00	0.00
SBR	1.0	1,600	89	89	0.06	0.06
EBL	1.0	1,600	81	81	0.05 *	0.05 *
EBT	2.0	3,200	777	787	0.24	0.25
EBR	0.0	0	0	0	0.00	0.00
WBL	0.0	0	0	0	0.00	0.00
WBT	2.0	3,200	1,136	1,140	0.36 *	0.36 *
WBR	1.0	1,600	536	536	0.34	0.34
N/S Critical Movements					0.11	0.11
E/W Critical Movements					0.41	0.41
Clearance Interval					0.10	0.10
ICU					0.62	0.62
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 10
NORTH/SOUTH STREET: Miller Pkwy
EAST/WEST STREET: Tierra Rejada Rd
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound				
	L	T	R	L	T	R	L	T	R	L	T	R		
AM Peak	201	0	501	146	0	111	87	1106	639	720	630	66		
Project Trips	0	0	0	0	0	0	0	3	0	0	9	0		
GEOMETRY	LL		RR	L		R	L		TT	R	LL		TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	2.0	2,880	201	201	0.07 *	0.07 *
NBT	0.0	0	0	0	0.00	0.00
NBR	2.0 (a)	3,200	501	501	0.16	0.16
SBL	1.0	1,600	146	146	0.09 *	0.09 *
SBT	0.0	0	0	0	0.00	0.00
SBR	1.0	1,600	111	111	0.07	0.07
EBL	1.0	1,600	87	87	0.05	0.05
EBT	2.0	3,200	1,106	1,109	0.35 *	0.35 *
EBR	1.0 (b)	1,600	537	537	0.34	0.34
WBL	2.0	2,880	720	720	0.25 *	0.25 *
WBT	2.0	3,200	630	639	0.20	0.20
WBR	1.0	1,600	66	66	0.04	0.04
N/S Critical Movements					0.16	0.16
E/W Critical Movements					0.60	0.60
Clearance Interval					0.10	0.10
ICU					0.86	0.86
Level of Service (LOS)					D	D

Notes: V/C - Volume to Capacity Ratio

- (a) Not critical due to RT overlap arrow w/WB LT
- (b) 16% RT overlap arrow w/NB LT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 10
NORTH/SOUTH STREET: Miller Pkwy
EAST/WEST STREET: Tierra Rejada Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	201	0	501	153	0	111	87	1134	639	720	672	70
Project Trips	0	0	0	0	0	0	0	3	0	0	9	0
GEOMETRY	LL		RR	L		R	L	TT	R	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	2.0	2,880	201	201	0.07 *	0.07 *
NBT	0.0	0	0	0	0.00	0.00
NBR	2.0 (a)	3,200	501	501	0.16	0.16
SBL	1.0	1,600	153	153	0.10 *	0.10 *
SBT	0.0	0	0	0	0.00	0.00
SBR	1.0	1,600	111	111	0.07	0.07
EBL	1.0	1,600	87	87	0.05	0.05
EBT	2.0	3,200	1,134	1,137	0.35 *	0.36 *
EBR	1.0 (b)	1,600	537	537	0.34	0.34
WBL	2.0	2,880	720	720	0.25 *	0.25 *
WBT	2.0	3,200	672	681	0.21	0.21
WBR	1.0	1,600	70	70	0.04	0.04
N/S Critical Movements					0.17	0.17
E/W Critical Movements					0.60	0.61
Clearance Interval					0.10	0.10
ICU					0.87	0.88
Level of Service (LOS)					D	D

Notes: V/C - Volume to Capacity Ratio

- (a) Not critical due to RT overlap arrow w/WB LT
- (b) 16% RT overlap arrow w/NB LT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 10
NORTH/SOUTH STREET: Miller Pkwy
EAST/WEST STREET: Tierra Rejada Rd
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	483	0	751	115	0	101	61	765	243	557	1071	174
Project Trips	0	0	0	0	0	0	0	10	0	0	4	0
GEOMETRY	LL		RR	L		R	L	TT	R	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	2.0	2,880	483	483	0.17 *	0.17 *
NBT	0.0	0	0	0	0.00	0.00
NBR	2.0 (a)	3,200	473	473	0.15	0.15
SBL	1.0	1,600	115	115	0.07 *	0.07 *
SBT	0.0	0	0	0	0.00	0.00
SBR	1.0	1,600	101	101	0.06	0.06
EBL	1.0	1,600	61	61	0.04	0.04
EBT	2.0	3,200	765	775	0.24 *	0.24 *
EBR	1.0	1,600	243	243	0.15	0.15
WBL	2.0	2,880	557	557	0.19 *	0.19 *
WBT	2.0	3,200	1,071	1,075	0.33	0.34
WBR	1.0	1,600	174	174	0.11	0.11
N/S Critical Movements					0.24	0.24
E/W Critical Movements					0.43	0.43
Clearance Interval					0.10	0.10
ICU					0.77	0.77
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

(a) 37% RT overlap arrow w/WB LT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 10
NORTH/SOUTH STREET: Miller Pkwy
EAST/WEST STREET: Tierra Rejada Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	483	0	751	120	0	101	61	807	243	557	1102	186
Project Trips	0	0	0	0	0	0	0	10	0	0	4	0
GEOMETRY	LL		RR	L		R	L	TT	R	LL	TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	2.0	2,880	483	483	0.17 *	0.17 *
NBT	0.0	0	0	0	0.00	0.00
NBR	2.0 (a)	3,200	473	473	0.15	0.15
SBL	1.0	1,600	120	120	0.08 *	0.08 *
SBT	0.0	0	0	0	0.00	0.00
SBR	1.0	1,600	101	101	0.06	0.06
EBL	1.0	1,600	61	61	0.04	0.04
EBT	2.0	3,200	807	817	0.25 *	0.26 *
EBR	1.0	1,600	243	243	0.15	0.15
WBL	2.0	2,880	557	557	0.19 *	0.19 *
WBT	2.0	3,200	1,102	1,106	0.34	0.35
WBR	1.0	1,600	186	186	0.12	0.12
N/S Critical Movements					0.24	0.24
E/W Critical Movements					0.44	0.45
Clearance Interval					0.10	0.10
ICU					0.78	0.79
Level of Service (LOS)					C	C

Notes: V/C - Volume to Capacity Ratio

(a) 37% RT overlap arrow w/WB LT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 11
NORTH/SOUTH STREET: SR 23 SB Ramps
EAST/WEST STREET: Tierra Rejada Rd
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	0	0	0	35	0	395	0	1006	883	0	925	495
Project Trips	0	0	0	0	0	0	0	1	2	0	9	0
GEOMETRY				L		R		TTT	R		TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	0.0	0	0	0	0.00 *	0.00 *
NBT	0.0	0	0	0	0.00	0.00
NBR	0.0	0	0	0	0.00	0.00
SBL	1.0	1,600	35	35	0.02	0.02
SBT	0.0	0	0	0	0.00	0.00
SBR	1.0	1,600	395	395	0.25 *	0.25 *
EBL	0.0	0	0	0	0.00 *	0.00 *
EBT	3.0	4,800	1,006	1,007	0.21	0.21
EBR	1.0 (a)	1,600	883	885	0.00	0.00
WBL	0.0	0	0	0	0.00	0.00
WBT	2.0	3,200	925	934	0.29 *	0.29 *
WBR	1.0 (a)	1,600	495	495	0.00	0.00
N/S Critical Movements					0.25	0.25
E/W Critical Movements					0.29	0.29
Clearance Interval					0.10	0.10
ICU					0.64	0.64
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

(a) Free RT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 11
NORTH/SOUTH STREET: SR 23 SB Ramps
EAST/WEST STREET: Tierra Rejada Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	0	0	0	70	0	395	0	1027	897	0	971	495
Project Trips	0	0	0	0	0	0	0	1	2	0	9	0
GEOMETRY				L		R		TTT	R		TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	0.0	0	0	0	0.00 *	0.00 *
NBT	0.0	0	0	0	0.00	0.00
NBR	0.0	0	0	0	0.00	0.00
SBL	1.0	1,600	70	70	0.04	0.04
SBT	0.0	0	0	0	0.00	0.00
SBR	1.0	1,600	395	395	0.25 *	0.25 *
EBL	0.0	0	0	0	0.00 *	0.00 *
EBT	3.0	4,800	1,027	1,028	0.21	0.21
EBR	1.0 (a)	1,600	897	899	0.00	0.00
WBL	0.0	0	0	0	0.00	0.00
WBT	2.0	3,200	971	980	0.30 *	0.31 *
WBR	1.0 (a)	1,600	495	495	0.00	0.00
N/S Critical Movements					0.25	0.25
E/W Critical Movements					0.30	0.31
Clearance Interval					0.10	0.10
ICU					0.65	0.66
Level of Service (LOS)					B	B

Notes: V/C - Volume to Capacity Ratio

(a) Free RT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 11
NORTH/SOUTH STREET: SR 23 SB Ramps
EAST/WEST STREET: Tierra Rejada Rd
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	0	0	0	177	0	616	0	1286	421	0	1156	202
Project Trips	0	0	0	0	0	0	0	3	7	0	4	0
GEOMETRY				L R			TTT R			TT R		

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	0.0	0	0	0	0.00 *	0.00 *
NBT	0.0	0	0	0	0.00	0.00
NBR	0.0	0	0	0	0.00	0.00
SBL	1.0	1,600	177	177	0.11	0.11
SBT	0.0	0	0	0	0.00	0.00
SBR	1.0	1,600	616	616	0.39 *	0.39 *
EBL	0.0	0	0	0	0.00 *	0.00 *
EBT	3.0	4,800	1,286	1,289	0.27	0.27
EBR	1.0 (a)	1,600	421	428	0.00	0.00
WBL	0.0	0	0	0	0.00	0.00
WBT	2.0	3,200	1,156	1,160	0.36 *	0.36 *
WBR	1.0 (a)	1,600	202	202	0.00	0.00
N/S Critical Movements					0.39	0.39
E/W Critical Movements					0.36	0.36
Clearance Interval					0.10	0.10
ICU					0.85	0.85
Level of Service (LOS)					D	D

Notes: V/C - Volume to Capacity Ratio

(a) Free RT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 11
NORTH/SOUTH STREET: SR 23 SB Ramps
EAST/WEST STREET: Tierra Rejada Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	0	0	0	197	0	616	0	1298	456	0	1213	202
Project Trips	0	0	0	0	0	0	0	3	7	0	4	0
GEOMETRY				L R			TTT R			TT R		

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	0.0	0	0	0	0.00 *	0.00 *
NBT	0.0	0	0	0	0.00	0.00
NBR	0.0	0	0	0	0.00	0.00
SBL	1.0	1,600	197	197	0.12	0.12
SBT	0.0	0	0	0	0.00	0.00
SBR	1.0	1,600	616	616	0.39 *	0.39 *
EBL	0.0	0	0	0	0.00 *	0.00 *
EBT	3.0	4,800	1,298	1,301	0.27	0.27
EBR	1.0 (a)	1,600	456	463	0.00	0.00
WBL	0.0	0	0	0	0.00	0.00
WBT	2.0	3,200	1,213	1,217	0.38 *	0.38 *
WBR	1.0 (a)	1,600	202	202	0.00	0.00
N/S Critical Movements					0.39	0.39
E/W Critical Movements					0.38	0.38
Clearance Interval					0.10	0.10
ICU					0.87	0.87
Level of Service (LOS)					D	D

Notes: V/C - Volume to Capacity Ratio

(a) Free RT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 12
NORTH/SOUTH STREET: SR 23 NB Ramps
EAST/WEST STREET: Tierra Rejada Rd
SCENARIO: Existing Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	219	0	173	0	0	0	0	507	551	0	1189	62
Project Trips	6	0	0	0	0	0	0	1	0	0	3	0
GEOMETRY	L	LR						TT	R		TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	0.0	0	219	225	0.00	0.00
NBT	2.0	3,200	0	0	0.12 *	0.12 *
NBR	0.0	0	173	173	0.00	0.00
SBL	0.0	0	0	0	0.00	0.00
SBT	0.0	0	0	0	0.00	0.00
SBR	0.0	0	0	0	0.00 *	0.00 *
EBL	0.0	0	0	0	0.00 *	0.00 *
EBT	2.0	3,200	507	508	0.16	0.16
EBR	1.0 (a)	1,600	551	551	0.00	0.00
WBL	0.0	0	0	0	0.00	0.00
WBT	2.0	3,200	1,189	1,192	0.37 *	0.37 *
WBR	1.0 (a)	1,600	62	62	0.00	0.00
N/S Critical Movements					0.12	0.12
E/W Critical Movements					0.37	0.37
Clearance Interval					0.10	0.10
ICU					0.59	0.59
Level of Service (LOS)					A	A

Notes: V/C - Volume to Capacity Ratio

(a) Free RT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 12
NORTH/SOUTH STREET: SR 23 NB Ramps
EAST/WEST STREET: Tierra Rejada Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: AM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak	255	0	173	0	0	0	0	528	551	0	1199	105
Project Trips	6	0	0	0	0	0	0	1	0	0	3	0
GEOMETRY	L	LR					TT	R		TT	R	

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	0.0	0	255	261	0.00	0.00
NBT	2.0	3,200	0	0	0.13 *	0.14 *
NBR	0.0	0	173	173	0.00	0.00
SBL	0.0	0	0	0	0.00	0.00
SBT	0.0	0	0	0	0.00	0.00
SBR	0.0	0	0	0	0.00 *	0.00 *
EBL	0.0	0	0	0	0.00 *	0.00 *
EBT	2.0	3,200	528	529	0.17	0.17
EBR	1.0 (a)	1,600	551	551	0.00	0.00
WBL	0.0	0	0	0	0.00	0.00
WBT	2.0	3,200	1,199	1,202	0.37 *	0.38 *
WBR	1.0 (a)	1,600	105	105	0.00	0.00
N/S Critical Movements					0.13	0.13
E/W Critical Movements					0.37	0.38
Clearance Interval					0.10	0.10
ICU					0.60	0.61
Level of Service (LOS)					A	B

Notes: V/C - Volume to Capacity Ratio

(a) Free RT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 12
NORTH/SOUTH STREET: SR 23 NB Ramps
EAST/WEST STREET: Tierra Rejada Rd
SCENARIO: Existing Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	621	0	690	0	0	0	0	1187	270	0	762	75
Project Trips	3	0	0	0	0	0	0	3	0	0	1	0
GEOMETRY	L	LR						TT	R		TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Existing	Project	Existing	Ex+Project
NBL	0.0	0	621	624	0.00	0.00
NBT	2.0	3,200	0	0	0.41 *	0.41 *
NBR	0.0	0	690	690	0.00	0.00
SBL	0.0	0	0	0	0.00	0.00
SBT	0.0	0	0	0	0.00	0.00
SBR	0.0	0	0	0	0.00 *	0.00 *
EBL	0.0	0	0	0	0.00	0.00
EBT	2.0	3,200	1,187	1,190	0.37 *	0.37 *
EBR	1.0 (a)	1,600	270	270	0.00	0.00
WBL	0.0	0	0	0	0.00 *	0.00 *
WBT	2.0	3,200	762	763	0.24	0.24
WBR	1.0 (a)	1,600	75	75	0.00	0.00
N/S Critical Movements					0.41	0.41
E/W Critical Movements					0.37	0.37
Clearance Interval					0.10	0.10
ICU					0.88	0.88
Level of Service (LOS)					D	D

Notes: V/C - Volume to Capacity Ratio

(a) Free RT

INTERSECTION CAPACITY UTILIZATION

INTERSECTION NUMBER: 12
NORTH/SOUTH STREET: SR 23 NB Ramps
EAST/WEST STREET: Tierra Rejada Rd
SCENARIO: Cumulative Conditions
TIME PERIOD: PM Peak Hour
COUNT DATE: 5/13/19
WORK ORDER #: 2042589300

VOLUMES	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak	645	0	690	0	0	0	0	1199	270	0	791	93
Project Trips	3	0	0	0	0	0	0	3	0	0	1	0
GEOMETRY	L	LR						TT	R		TT	R

Move- ment	Level of Service Calculations					
	Lanes		Volume		V/C Ratio	
	Lane	Capacity	Cumulative	Project	Cumulative	Cumu+Project
NBL	0.0	0	645	648	0.00	0.00
NBT	2.0	3,200	0	0	0.42 *	0.42 *
NBR	0.0	0	690	690	0.00	0.00
SBL	0.0	0	0	0	0.00	0.00
SBT	0.0	0	0	0	0.00	0.00
SBR	0.0	0	0	0	0.00 *	0.00 *
EBL	0.0	0	0	0	0.00	0.00
EBT	2.0	3,200	1,199	1,202	0.37 *	0.38 *
EBR	1.0 (a)	1,600	270	270	0.00	0.00
WBL	0.0	0	0	0	0.00 *	0.00 *
WBT	2.0	3,200	791	792	0.25	0.25
WBR	1.0 (a)	1,600	93	93	0.00	0.00
N/S Critical Movements					0.42	0.42
E/W Critical Movements					0.37	0.38
Clearance Interval					0.10	0.10
ICU					0.89	0.90
Level of Service (LOS)					D	D

Notes: V/C - Volume to Capacity Ratio

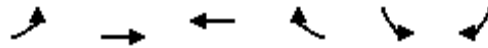
(a) Free RT

**Los Angeles Ave/Montair Dr Intersection
HCM Level of Service Calculations**

HCM 6th Signalized Intersection Summary

02_SR 118 & Montair Dr

AM Peak Hour
Existing + Project Conditions



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	21	780	712	73	12	6	
Future Volume (veh/h)	21	780	712	73	12	6	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	
Adj Flow Rate, veh/h	23	848	774	79	13	7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	4	4	4	4	4	4	
Cap, veh/h	49	1206	965	818	144	78	
Arrive On Green	0.03	0.66	0.52	0.52	0.14	0.14	
Sat Flow, veh/h	1753	1841	1841	1560	1044	562	
Grp Volume(v), veh/h	23	848	774	79	21	0	
Grp Sat Flow(s),veh/h/ln	1753	1841	1841	1560	1687	0	
Q Serve(g_s), s	0.6	12.8	15.0	1.1	0.5	0.0	
Cycle Q Clear(g_c), s	0.6	12.8	15.0	1.1	0.5	0.0	
Prop In Lane	1.00			1.00	0.62	0.33	
Lane Grp Cap(c), veh/h	49	1206	965	818	233	0	
V/C Ratio(X)	0.47	0.70	0.80	0.10	0.09	0.00	
Avail Cap(c_a), veh/h	201	1903	1501	1272	233	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	20.8	4.8	8.5	5.2	16.4	0.0	
Incr Delay (d2), s/veh	6.9	0.8	1.8	0.1	0.8	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.3	2.3	4.3	0.3	0.2	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	27.7	5.5	10.3	5.2	17.2	0.0	
LnGrp LOS	C	A	B	A	B	A	
Approach Vol, veh/h		871	853	21			
Approach Delay, s/veh		6.1	9.8	17.2			
Approach LOS		A	A	B			
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				33.0	10.5	5.7	27.3
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				45.0	6.0	5.0	35.5
Max Q Clear Time (g_c+I1), s				14.8	2.5	2.6	17.0
Green Ext Time (p_c), s				7.6	0.0	0.0	5.8
Intersection Summary							
HCM 6th Ctrl Delay			8.1				
HCM 6th LOS			A				
Notes							

Queues
02_SR 118 & Montair Dr

AM Peak Hour
Existing + Project Conditions

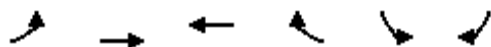


Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	23	848	774	79	20
v/c Ratio	0.10	0.76	0.73	0.08	0.08
Control Delay	22.5	10.1	11.3	1.7	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	10.1	11.3	1.7	18.0
Queue Length 50th (ft)	5	99	84	0	2
Queue Length 95th (ft)	27	173	294	14	22
Internal Link Dist (ft)		1065	1090		470
Turn Bay Length (ft)	200			100	
Base Capacity (vph)	223	1736	1577	1351	266
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.10	0.49	0.49	0.06	0.08
Intersection Summary					

HCM 6th Signalized Intersection Summary

02_SR 118 & Montair Dr

AM Peak Hour
Cumulative + Project Conditions



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	21	853	843	73	12	6
Future Volume (veh/h)	21	853	843	73	12	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	23	927	916	79	13	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	4	4
Cap, veh/h	48	1287	1068	905	123	66
Arrive On Green	0.03	0.70	0.58	0.58	0.12	0.12
Sat Flow, veh/h	1753	1841	1841	1560	1044	562
Grp Volume(v), veh/h	23	927	916	79	21	0
Grp Sat Flow(s),veh/h/ln	1753	1841	1841	1560	1687	0
Q Serve(g_s), s	0.6	15.0	20.5	1.1	0.5	0.0
Cycle Q Clear(g_c), s	0.6	15.0	20.5	1.1	0.5	0.0
Prop In Lane	1.00			1.00	0.62	0.33
Lane Grp Cap(c), veh/h	48	1287	1068	905	199	0
V/C Ratio(X)	0.48	0.72	0.86	0.09	0.11	0.00
Avail Cap(c_a), veh/h	178	1692	1336	1133	199	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.6	4.5	8.6	4.6	19.4	0.0
Incr Delay (d2), s/veh	7.2	1.0	4.8	0.0	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.7	6.6	0.2	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.8	5.5	13.4	4.6	20.4	0.0
LnGrp LOS	C	A	B	A	C	A
Approach Vol, veh/h		950	995		21	
Approach Delay, s/veh		6.1	12.7		20.4	
Approach LOS		A	B		C	
Timer - Assigned Phs				4	6	7
Phs Duration (G+Y+Rc), s				38.9	10.3	5.8
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				45.2	5.8	5.0
Max Q Clear Time (g_c+I1), s				17.0	2.5	2.6
Green Ext Time (p_c), s				8.6	0.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			9.6			
HCM 6th LOS			A			
Notes						

User approved volume balancing among the lanes for turning movement.

Queues
02_SR 118 & Montair Dr

AM Peak Hour
Cumulative + Project Conditions



Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	23	927	916	79	20
v/c Ratio	0.11	0.78	0.81	0.08	0.09
Control Delay	24.2	10.2	14.5	1.9	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.2	10.2	14.5	1.9	19.4
Queue Length 50th (ft)	5	116	112	1	3
Queue Length 95th (ft)	27	207	#489	15	22
Internal Link Dist (ft)		1065	1090		470
Turn Bay Length (ft)	200			100	
Base Capacity (vph)	203	1698	1478	1269	234
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.11	0.55	0.62	0.06	0.09

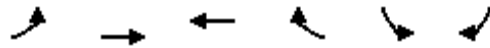
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

02_SR 118 & Montair Dr

PM Peak Hour
Existing + Project Conditions



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	9	936	836	20	66	31	
Future Volume (veh/h)	9	936	836	20	66	31	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	
Adj Flow Rate, veh/h	10	1017	909	22	72	34	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	4	4	4	4	4	4	
Cap, veh/h	23	1263	1065	903	143	67	
Arrive On Green	0.01	0.69	0.58	0.58	0.13	0.13	
Sat Flow, veh/h	1753	1841	1841	1560	1135	536	
Grp Volume(v), veh/h	10	1017	909	22	107	0	
Grp Sat Flow(s),veh/h/ln	1753	1841	1841	1560	1687	0	
Q Serve(g_s), s	0.3	18.5	19.6	0.3	2.8	0.0	
Cycle Q Clear(g_c), s	0.3	18.5	19.6	0.3	2.8	0.0	
Prop In Lane	1.00			1.00	0.67	0.32	
Lane Grp Cap(c), veh/h	23	1263	1065	903	212	0	
V/C Ratio(X)	0.44	0.81	0.85	0.02	0.50	0.00	
Avail Cap(c_a), veh/h	183	1734	1368	1159	212	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	23.4	5.3	8.4	4.3	19.5	0.0	
Incr Delay (d2), s/veh	12.7	2.0	4.4	0.0	8.3	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.2	3.6	6.2	0.1	1.5	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	36.1	7.3	12.7	4.3	27.8	0.0	
LnGrp LOS	D	A	B	A	C	A	
Approach Vol, veh/h		1027	931		107		
Approach Delay, s/veh		7.6	12.5		27.8		
Approach LOS		A	B		C		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				37.3	10.5	5.1	32.2
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				45.0	6.0	5.0	35.5
Max Q Clear Time (g_c+l1), s				20.5	4.8	2.3	21.6
Green Ext Time (p_c), s				9.5	0.0	0.0	6.0
Intersection Summary							
HCM 6th Ctrl Delay			10.9				
HCM 6th LOS			B				
Notes							

Queues
02_SR 118 & Montair Dr

PM Peak Hour
Existing + Project Conditions



Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	10	1017	909	22	106
v/c Ratio	0.05	0.83	0.78	0.02	0.42
Control Delay	24.7	12.5	13.4	2.5	23.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.7	12.5	13.4	2.5	23.9
Queue Length 50th (ft)	3	144	114	0	19
Queue Length 95th (ft)	16	269	#485	7	#78
Internal Link Dist (ft)		1065	1090		470
Turn Bay Length (ft)	200			100	
Base Capacity (vph)	192	1645	1488	1268	251
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.05	0.62	0.61	0.02	0.42

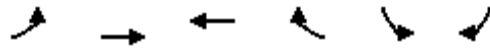
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

02_SR 118 & Montair Dr

PM Peak Hour
Cumulative + Project Conditions



Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations							
Traffic Volume (veh/h)	9	1110	934	20	66	31	
Future Volume (veh/h)	9	1110	934	20	66	31	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No	No		No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	
Adj Flow Rate, veh/h	10	1207	1015	22	72	34	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	4	4	4	4	4	4	
Cap, veh/h	23	1354	1185	1004	120	57	
Arrive On Green	0.01	0.74	0.64	0.64	0.11	0.11	
Sat Flow, veh/h	1753	1841	1841	1560	1135	536	
Grp Volume(v), veh/h	10	1207	1015	22	107	0	
Grp Sat Flow(s),veh/h/ln	1753	1841	1841	1560	1687	0	
Q Serve(g_s), s	0.3	28.6	24.9	0.3	3.4	0.0	
Cycle Q Clear(g_c), s	0.3	28.6	24.9	0.3	3.4	0.0	
Prop In Lane	1.00			1.00	0.67	0.32	
Lane Grp Cap(c), veh/h	23	1354	1185	1004	178	0	
V/C Ratio(X)	0.44	0.89	0.86	0.02	0.60	0.00	
Avail Cap(c_a), veh/h	154	1621	1313	1113	178	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	27.8	5.8	8.0	3.7	24.2	0.0	
Incr Delay (d2), s/veh	13.1	5.8	5.4	0.0	14.0	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.2	6.8	8.0	0.1	2.0	0.0	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	40.9	11.6	13.4	3.7	38.3	0.0	
LnGrp LOS	D	B	B	A	D	A	
Approach Vol, veh/h		1217	1037		107		
Approach Delay, s/veh		11.8	13.2		38.3		
Approach LOS		B	B		D		
Timer - Assigned Phs				4	6	7	8
Phs Duration (G+Y+Rc), s				46.3	10.5	5.2	41.0
Change Period (Y+Rc), s				4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s				50.0	6.0	5.0	40.5
Max Q Clear Time (g_c+I1), s				30.6	5.4	2.3	26.9
Green Ext Time (p_c), s				11.2	0.0	0.0	6.9
Intersection Summary							
HCM 6th Ctrl Delay			13.6				
HCM 6th LOS			B				
Notes							

Queues
02_SR 118 & Montair Dr

PM Peak Hour
Cumulative + Project Conditions



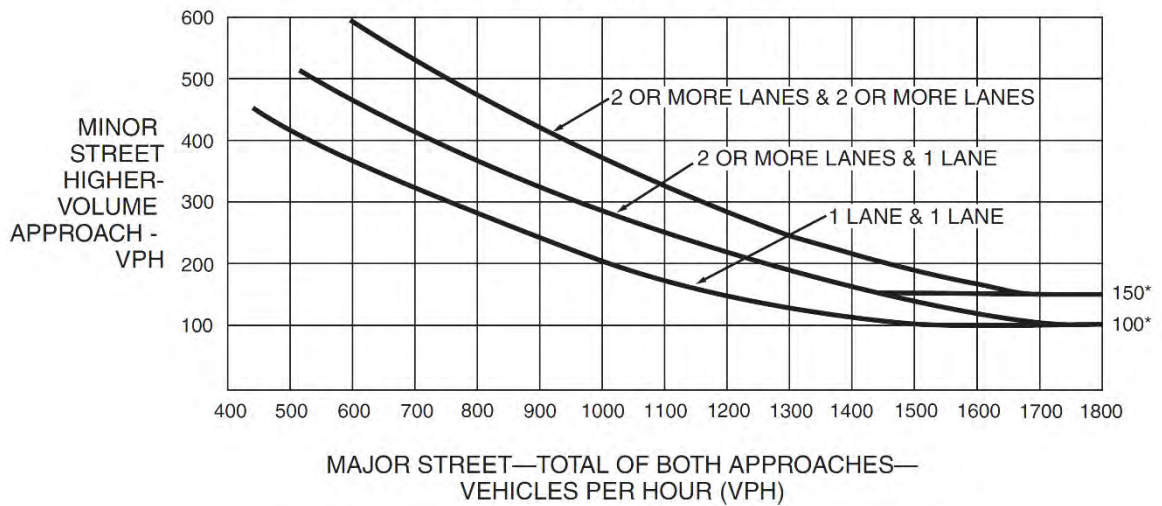
Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	10	1207	1015	22	106
v/c Ratio	0.06	0.90	0.79	0.02	0.51
Control Delay	29.0	17.2	13.0	2.3	32.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.0	17.2	13.0	2.3	32.2
Queue Length 50th (ft)	4	224	143	1	30
Queue Length 95th (ft)	17	#650	#590	7	#89
Internal Link Dist (ft)		1065	1090		470
Turn Bay Length (ft)	200			100	
Base Capacity (vph)	154	1552	1422	1212	206
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.06	0.78	0.71	0.02	0.51

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Appendix 4

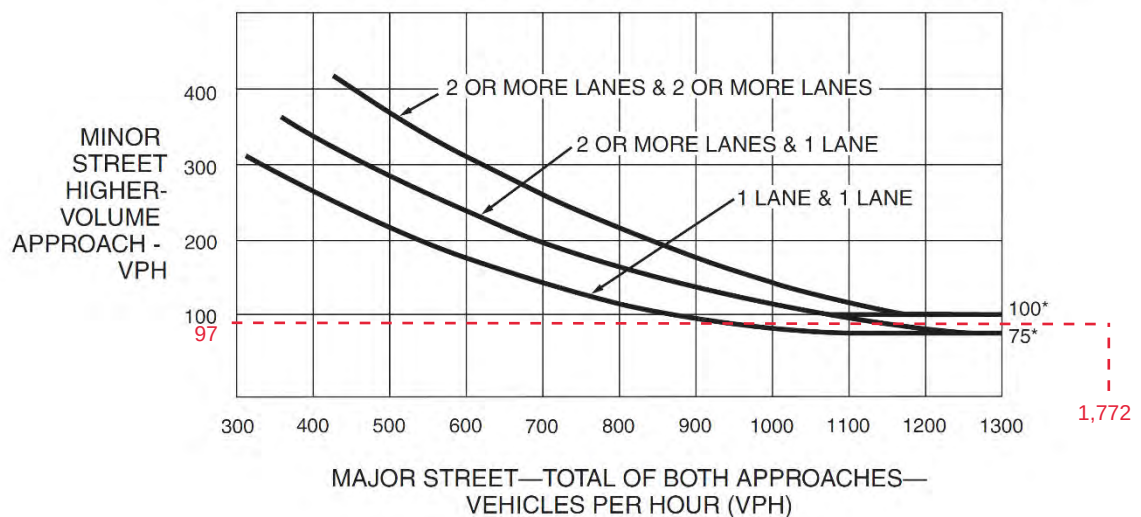
Traffic Signal Warrant Worksheets

Figure 4C-3. Warrant 3, Peak Hour

*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.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)**WARRANT 2 - Four Hour Vehicular Volume**SATISFIED* YES ☐ NO ☐

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street			
Higher Approach - Minor Street			

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
<u>OR</u> , All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

**WARRANT 3 - Peak Hour
(Part A or Part B must be satisfied)**SATISFIED YES ☒ NO ☐**PART A**SATISFIED YES ☐ NO ☒

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes ☒	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes ☐	No ☒
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒	No ☐

PART BSATISFIED YES ☒ NO ☐

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street	X		1,772
Higher Approach - Minor Street	X		97

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☐
<u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☒	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Cumulative Development Projects Trip Generation

Project	Land Use	Size	ADT	A.M. Peak Hour	P.M. Peak Hour	Note
Triliad Development	Movie Studio	37 Acres	3,108	174	168	Approved
Pacific Communities	Single Family Residential	283 Units	2,694	212	283	Approved
Essex Moorpark, LLC	Multi-Family Residential	200 Units	1,318	92	57	Approved
Spring Road, LLC	Condominiums	95 Units	552	42	49	Approved
City Ventures	Single Family Residential	110 Units	1,047	82	110	Approved
Oakmont Senior Living	Senior Residential	77 units/beds	170	6	14	Approved/Under Construction
Birdsall Group, LLC	Single Family Residential	21 Units	200	16	12	Approved
Aldersgate Senior Housing	Senior Residential	390 Units	1,468	90	125	Approved
High Street Depot/Daly Group	Downtown Mixed-Use	13,656 sf retail and 79 apartments	1,725	78	147	Approved
Grand Moorpark/Kozar	Condominiums	63 Units	383	29	34	Approved
John C. Chiu, FLP-N	Condominiums	60 Units	349	26	31	Proposed
Beltramo Ranch	Single Family Res	52 units	490	36	49	Proposed
AHA Scattered Sites	Multi-family	56 units	377	22	29	Proposed
Hitch Ranch	Single and Multi-Family	755 units	6,327	453	585	Proposed
Moorpark 67/Rasmussen	Single Family Residential	139 Units	1,311	97	131	Proposed
**Amazon Distribution Center	Industrial	Reuse of 189,364 sf industrial	994	-17	12	Under Construction
*National Ready Mix	Batch Plant	10 acres	600	20	20	Unknown
***CEMEX	Quarry	N/A	980	276	148	Unknown
***Wayne J. Sand & Gravel	Quarry	N/A	504	92	34	Unknown
***Grimes Rock	Quarry	N/A	480	35	14	Unknown
Total Trips						

*No proposal to change or expand operations. Existing use creates significant truck traffic through Moorpark.

**Trip calculations include baseline of existing industrial use (site is developed). ADT is a gross figure and A.M./P.M. are net figures based on previous use.

***Operations under County jurisdiction but bring significant truck traffic through Moorpark. Please contact Ventura County to determine whether any active permits for expansion are being reviewed or processed.

City of Moorpark, Community Development Department
799 Moorpark Avenue, Moorpark, CA 93021, 805-517-6230
LAND USE AND DEVELOPMENT PROJECTS
QUARTERLY STATUS REPORT FOR JULY 2021
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APPLICANT / DEVELOPER	COMMON PROJECT NAME	CASE PLANNER	SUBMITTAL DATE	APPLICATION COMPLETE OR INCOMPLETE	SITE ADDRESS OR LOCATION	PERMIT(S)	CEQA STATUS	APPLICATION STATUS	PROJECT DESCRIPTION	ACRES (APPRX)
RESIDENTIAL PROJECTS - IN REVIEW										
THE DALY GROUP VINCE DALY 31255 CEDAR VALLEY DRIVE #323 WESTLAKE VILLAGE, CA 91361 805-309-6100 vincedal@icloud.com	HIGH STREET STATION	DOUG SPONDELLO dspondello@moorparkca.gov (805) 517-6251	09/06/2018	COMPLETE	226 HIGH STREET	RPD 2018-01 DA 2018-01 DDA 2018-01	MITIGATED NEGATIVE DECLARATION	APPROVED 10/7/20	79 APARTMENTS AND 13,656 SQUARE FEET COMMERCIAL MIXED USE	2.15
HITCH RANCH PARTNERS C/O DPS: DENNIS HARDGRAVE 651 VIA ALONDRA #714 CAMARILLO, CA 93012 805-484-8303 demis@devplan.net COMSTOCK HOMES HARRIET RAPISTA 2301 ROSECRANS AVE #1150 EL SEGUNDO, CA 90245 310-546-5781 X235 Hrapista@Comstock-homes.com	HITCH RANCH SPECIFIC PLAN SPECIFIC PLAN AREA 1	DOUG SPONDELLO dspondello@moorparkca.gov (805) 517-6251	01/17/2019	INCOMPLETE	NORTH OF UNION PACIFIC RAILROAD TRACKS AND WEST OF TERMINUS OF CASEY ROAD	SP No. 1 / 2019-01 TTM 2019-01 RPD 2019-01 ZC 2019-01 GPA 2020-01 DA 2019-01	ENVIRONMENTAL IMPACT REPORT (IN PROCESS)	IN REVIEW PROCESS	SPECIFIC PLAN INCLUDING 755 SINGLE AND MULTI-FAMILY RESIDENCES, OPEN SPACE, MANUFACTURED SLOPES, DETENTION BASINS, PRIVATE RECREATION, PUBLIC PARK	277
JOHN C. CHIU, FLP-N C/O JOHN NEWTON 159 MOONSONG COURT MOORPARK, CA 93021 805-529-3494 newtonjohnsl@msn.com	EVERETT STREET TERRACES	SHANNA FARLEY-JUDKINS shannafarleyjudkins@moorparkca.gov (805) 517-6236	12/05/2005	COMPLETE	NORTHEAST CORNER OF EVERETT STREET AND WALNUT CANYON ROAD	RPD 2005-02 GPA 2005-02 ZC 2005-02 TTM 5739 DA 2005-04 SPA No. 4 to DTSP 95-1	INITIAL STUDY (IN PROCESS)	IN REVIEW PROCESS	60 CONDOMINIUM RESIDENCES	2.43
WEST POINTE HOMES MOORPARK 67, LLC JAMES RASMUSSEN 26500 WEST AGOURA ROAD #652 CALABASAS, CA 91302 805-370-0165 james@rasmussedevelopment.com	NORTH RANCH	SARAH LEJEUNE slejeune@rinconconsultants.com	10/31/2016	INCOMPLETE	5979 GABBERT ROAD	RPD 2016-02 GPA 2016-02 ZC 2016-02 TTM 5847 VTTM 5847 DA 2016-02	INITIAL STUDY (IN PROCESS)	IN REVIEW PROCESS	134 SINGLE FAMILY HOMES AND 5 ESTATE LOTS	68.26
JOE OF TELLE WARMINGTON RESIDENTIAL 3090 PULLMAN STREET COSTA MESA, CA 92626 (714) 557-5511 jofelle@warmingtongroup.com	BELTRAMO RANCH	PETER LYONS plyons@moorparkca.gov (818) 642-6458	06/04/2021	PENDING	SOUTH OF LOS ANGELES AVENUE, EAST OF TIERRA REJADA ROAD, AND WEST OF MAUREEN LANE	GPA 2021-01 DA 2021-01 ZCH 2021-01 VTTM 2021-01 RPD 2021-01	PENDING	IN REVIEW PROCESS	NEW RESIDENTIAL COMMUNITY CONSISTING OF 47 SINGLE-FAMILY DETACHED HOMES AND PROGRAMMED OPEN SPACE AREAS.	7.42

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RESIDENTIAL PROJECTS – APPROVED, NOT YET UNDER CONSTRUCTION										
ALDERSGATE INVESTMENT, LLC ERNEST MANSI / MATT MANSI 300 ESPLANADE DRIVE #430 OXNARD, CA 93036 805-988-4114 ernie@aldersgatehome.com	CASEY ROAD SENIOR COMMUNITY	DOUG SPONDELLO dspondello@moorparkca.gov (805) 517-6251	09/3/2013	N/A	NORTH OF CASEY ROAD AND WEST OF WALNUT CANYON ROAD	RPD 2013-01 GPA 2013-02 ZC 2013-02 DA 2013-01	MITIGATED NEGATIVE DECLARATION	APPROVED 03/6/2019	390-UNIT SENIOR RETIREMENT COMMUNITY	50
BIRDSALL GROUP, LLC SCOTT BIRDSALL 2300 ALESSANDRO DRIVE VENTURA, CA 93001 805-643-3200 scott@birdsall.io	CANYON CREST	DOUG SPONDELLO dspondello@moorparkca.gov (805) 517-6251	08/13/2004	N/A	MARINE VIEW DRIVE, EAST OF WALNUT CANYON ROAD AT CHAMPIONSHIP DRIVE	RPD 2004-05 GPA 2004-03 ZC 2004-02 VTTM 5347 DA 2006-01	MITIGATED NEGATIVE DECLARATION	APPROVED 03/17/2006	21 SINGLE FAMILY RESIDENCES	42
CITY VENTURES MICHELLE THRAKULCHAVEE 3121 MICHELSON DRIVE #150 IRVINE, CA 92612 949-258-7536 michelle@cityventures.com	VISTAS AT MOORPARK	FREDDY CARRILLO fcarrillo@moorparkca.gov (805) 517-6224	05/06/1998	N/A	EAST OF WALNUT CANYON ROAD, NORTH OF WICKS ROAD	RPD 2014-01 GPA 1998-01 ZC 1998-01 VTTM 5130 DA 1998-03	MITIGATED NEGATIVE DECLARATION	APPROVED 03/19/2015	110 SINGLE FAMILY RESIDENCES	72
ESSEX MOORPARK, L.P., BOB LINDER 17461 DERIAN AVE #110 IRVINE, CA, 92614 949-929-8407 blinder@essex.com	ESSEX MOORPARK APARTMENTS	FREDDY CARRILLO fcarrillo@moorparkca.gov (805) 517-6224	09/24/2004	N/A	SOUTH OF CASEY ROAD AND WEST OF WALNUT CANYON ROAD	RPD 2012-02 GPA 2004-05 ZC 2004-04 DA FIRST AMENDMENT TO DA	MITIGATED NEGATIVE DECLARATION	APPROVED 03/01/2017	200 APARTMENT RESIDENCES	11
PACIFIC COMMUNITIES NELSON CHUNG 1000 DOVE STREET #100 NEWPORT BEACH, CA 92660 949-660-8988 nelson@pacificinc.com	PACIFIC ARROYO • VERBENA (Detached Townhouses) • FUCHSIA (Single-Family Detached)	SHANNA FARLEY-JUDKINS shfarleyjudkins@moorparkca.gov (805) 517-6236	06/07/2021	N/A	SOUTH OF LOS ANGELES AVENUE AND EAST OF MAUREEN LANE	RPD 2016-01 GPA 2016-01 ZC 2016-01 VTTM 5882 DA 2016-01	EXEMPT	UNDER REVIEW	200 APARTMENT RESIDENCES ALL AFFORDABLE	
SPRING ROAD, LLC MIKE ASHLEY/DON DUNCAN 5300 WHITMAN ROAD, HIDDEN HILLS, CA 91302 818-888-6469 mike@act5300.com	DUNCAN/ASHLEY 4875 SPRING ROAD	FREDDY CARRILLO fcarrillo@moorparkca.gov (805) 517-6224	11/17/2015	N/A	4875 SPRING ROAD AND 384 LOS ANGELES AVENUE	RPD 2015-02 GPA 2015-02 ZC 2015-03 VTTM 5972 DA 2015-01	MITIGATED NEGATIVE DECLARATION	APPROVED 12/06/2017	95 UNIT TOWNHOUSE CONDOMINIUM	8

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MENASHE KOZAR 12725 VENTURA BLVD, SUITE D STUDIO CITY, CA 91604 818-927-4130 manny@summerlandpartners.com	GREEN ISLAND VILLAS	FREDDY CARRILLO fcarrillo@moorparkca.gov (805) 517-6224	10/10/2014	N/A	635 LOS ANGELES AVENUE	RPD 2014-02 GPA 2014-01 ZC 2014-01 TT 5869 DA 2014-03	NEGATIVE DECLARATION	APPROVED 02/19/2020	69 TOWNHOUSE CONDOMINIUMS	4
			11/13/2020	UNDER REVIEW		MOD 1 TO RPD 2014-02 FIRST AMENDMENT TO DA 2014-03	EXEMPT	MOD 1 TO RPD 2014-02 UNDER REVIEW	63 TOWNHOUSE CONDOMINIUMS	
RESIDENTIAL PROJECTS – UNDER CONSTRUCTION										
OAKMONT SENIOR LIVING ATTN: JAMES LAWSON, AICP 9240 OLD REDWOOD HIGHWAY, SUITE 200 WINDSOR, CA 95492 james.lawson@oakmontsl.com	OAKMONT SENIOR LIVING	DOUG SPONDELLO dspondello@moorparkca.gov (805) 517-6251	04/20/2018	N/A	13960 PEACH HILL ROAD	CPD 2018-01	MITIGATED NEGATIVE DECLARATION	UNDER CONSTRUCTION	77 UNIT SENIOR LIVING FACILITY	2.78
COMMERCIAL / INDUSTRIAL / OTHER PROJECTS – IN REVIEW										
ABDUL SALEHI 14711 DARTMOUTH CIRCLE TUSTIN, CA 92780 (949) 701-3346 abdul.salehi@hvc.com	13816 PRINCETON AVENUE	SHANNA FARLEY-JUDKINS stafleyjudkins@moorparkca.gov (805) 517-6236	08/05/2020	COMPLETE	13816 PRINCETON AVENUE	CPD 2020-01 CUP 2020-04	EXEMPT FROM CEQA	IN REVIEW	DEVELOP A 6,186 SQ. FT. AUTO REPAIR SHOP	0.57
DOUG HINRICHS 18831 BARDEEN AVENUE, ST 100 IRVINE, CA 92612 (949) 862-2135 Doug.hinrichs@hparchs.com	DCX6- AMAZON	PHILIP NEUMANN pneumann@moorparkca.gov (805) 517-6230	01/28/2020	COMPLETE	6000 CONDOR DRIVE	CUP 2020-01	MITIGATED NEGATIVE DECLARATION	APPROVED 05/25/2021	CONVERSION OF AN EXISTING INDUSTRIAL BUILDING INTO A 189,364 SQ.FT. DISTRIBUTION AND TRANSPORTATION FACILITY	11.78
SHIMON HEIDINGSFELD 6061 GABBERT ROAD MOORPARK, CA 93021 (805) 807-8634 Rabbi@Jewishmoorpark.com	SYNAGOGUE AND JEWISH CENTER	FREDDY CARRILLO fcarrillo@moorparkca.gov (805) 517-6224	06/24/2020	INCOMPLETE	6061 GABBERT ROAD	CUP 2020-03	EXEMPT FROM CEQA	IN REVIEW PROCESS	SYNAGOGUE AND JEWISH CENTER	5.5
TOM SCHLENDER 774 WILDWOOD AVENUE THOUSAND OAKS, CA 91360 (805) 231-7300	WAREHOUSE DISCOUNT CENTER DEVELOPMENT AGREEMENT AMENDMENT	PETER LYONS plyons@moorparkca.gov (818) 642-6458	5/4/2020	N/A	14349 WHITE SAGE ROAD	AMENDMENT 1 TO DA 2004-02	PENDING	INITIAL STUDY (IN PROCESS)	DA AMENDMENT TO CONSIDER EXPANDED USES ALLOWED ON SITE	6.08

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TOMS@VDCAPPLIANCE.COM										
COMMERCIAL / INDUSTRIAL / OTHER PROJECTS – APPROVED, NOT YET UNDER CONSTRUCTION										
A-B PROPERTIES C/O JOHN NEWTON 159 MOONSONG COURT MOORPARK, CA 93021 newtoncsl@msn.com	TENTATIVE TRACT NO. 5906 (A RESUBDIVISION OF TRACT 5147)	FREDDY CARRILLO fcarrillo@moorparkca.gov (805) 517-6224	08/17/2012	N/A	NORTH OF UNION PACIFIC RAILROAD TRACKS, WEST OF GABBERT ROAD	TT 5906 (PRIOR TR 5147)	MITIGATED NEGATIVE DECLARATION	FINAL MAP APPROVED	17 LOT INDUSTRIAL SUBDIVISION	36
TRIAD DEVELOPMENT VALERIE DRAEGER 270 CONEJO RIDGE AVENUE #200 THOUSAND OAKS, CA 91361 (805) 379-9800 mail@trilad.com	MOORPARK WEST STUDIOS	SHANNA FARLEY-JUDKINS starleyjudkins@moorparkca.gov (805) 517-6236	03/23/2009	N/A	LOS ANGELES AVENUE, WEST OF SCE SUBSTATION	IPD 2009-01 GPA 2009-01 ZC 2009-01 DA 2009-02	MITIGATED NEGATIVE DECLARATION	APPROVED 10/05/2011	MOTION PICTURE STUDIO COMPLEX	37
NEARON, NICK RINI 101 YGNACIO VALLEY ROAD, SUITE 450 WALNUT CREEK, CA 94596 (925) 743-3300 NRini@nearon.com	NEARON	FREDDY CARRILLO fcarrillo@moorparkca.gov (805) 517-6224	04/12/2017	N/A	400 SCIENCE DRIVE	TPM 2016-01 IPD 2017-01	EXEMPT FROM CEQA	APPROVED 12/6/2017	35,330 SQUARE-FOOT INDUSTRIAL BUILDING	2.2
PAUL MINOO 4M INVESTMENT CORPORATION 6222 WILSHIRE BLVD, SUITE 270 LOS ANGELES, CA 90048 (213) 624 4040 x100 paul@4minvestment.com	5850 CONDOR DRIVE	FREDDY CARRILLO fcarrillo@moorparkca.gov (805) 517-6224	11/19/2019	N/A	5850 CONDOR DRIVE	IPD 2019-01 CUP 2020-02	EXEMPT FROM CEQA	APPROVED 07/15/2020	48,211 SQ. FT. INDUSTRIAL BUILDING	3.5
			10/30/2020	COMPLETE		MOD 1 TO IPD 2019-01 AND CUP 2020-02		MOD 1 TO IPD 2019-02 and CUP 2020-02	UNDERGROUNDING OF UTILITY POLES AND SKYLIGHTS	
MARK OSSOLA 25410 CUMBERLAND LANE CALABASAS, CA 91302 818-880-6541 mossola@aol.com	PATRIOT COMMERCE CENTER	FREDDY CARRILLO fcarrillo@moorparkca.gov (805) 517-6224	02/27/2000	N/A	WEST OF SR-23 FWY, EAST OF MILLER PARKWAY, SOUTH OF MOORPARK MARKETPLACE	IPD 2000-01	ENVIRONMENTAL IMPACT REPORT	APPROVED 03/19/2003	94,001 SQ. FT. INDUSTRIAL BUILDING BUILDING A	2.59