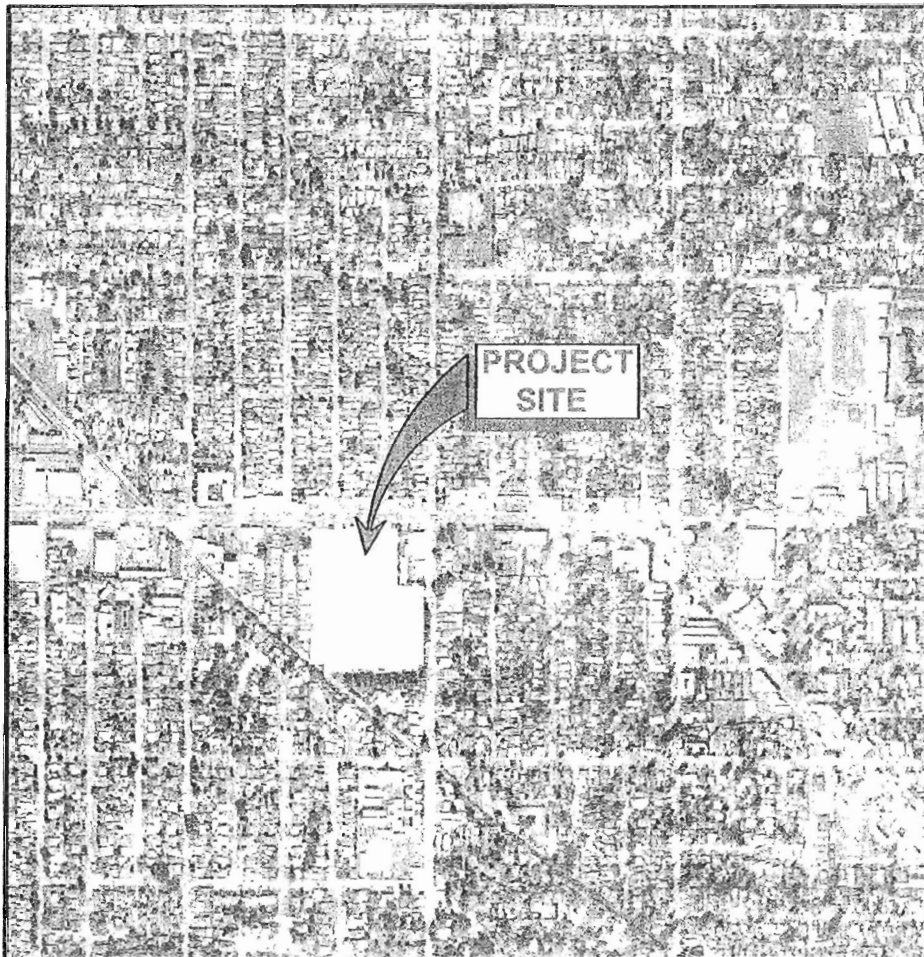


**TRAFFIC IMPACT ANALYSIS FOR A  
PROPOSED HOME DEPOT**  
Located at 8040 Foothill Boulevard  
in the City of Los Angeles



Prepared for:  
Home Depot, Inc.

Prepared by:  
Overland Traffic Consultants, Inc.  
25876 The Old Road #307  
Santa Clarita, California 91381  
(661) 799-8423

March 2005



TRAFFIC IMPACT STUDY FOR A  
PROPOSED HOME IMPROVEMENT STORE

Located at 8040 Foothill Boulevard  
In the City of Los Angeles

Prepared for:  
HOME DEPOT, USA

Prepared by:  
Overland Traffic Consultants, Inc.  
25876 The Old Road # 307  
Santa Clarita, California 91381  
(661) 799 - 8423

March 2005



## **EXECUTIVE SUMMARY**

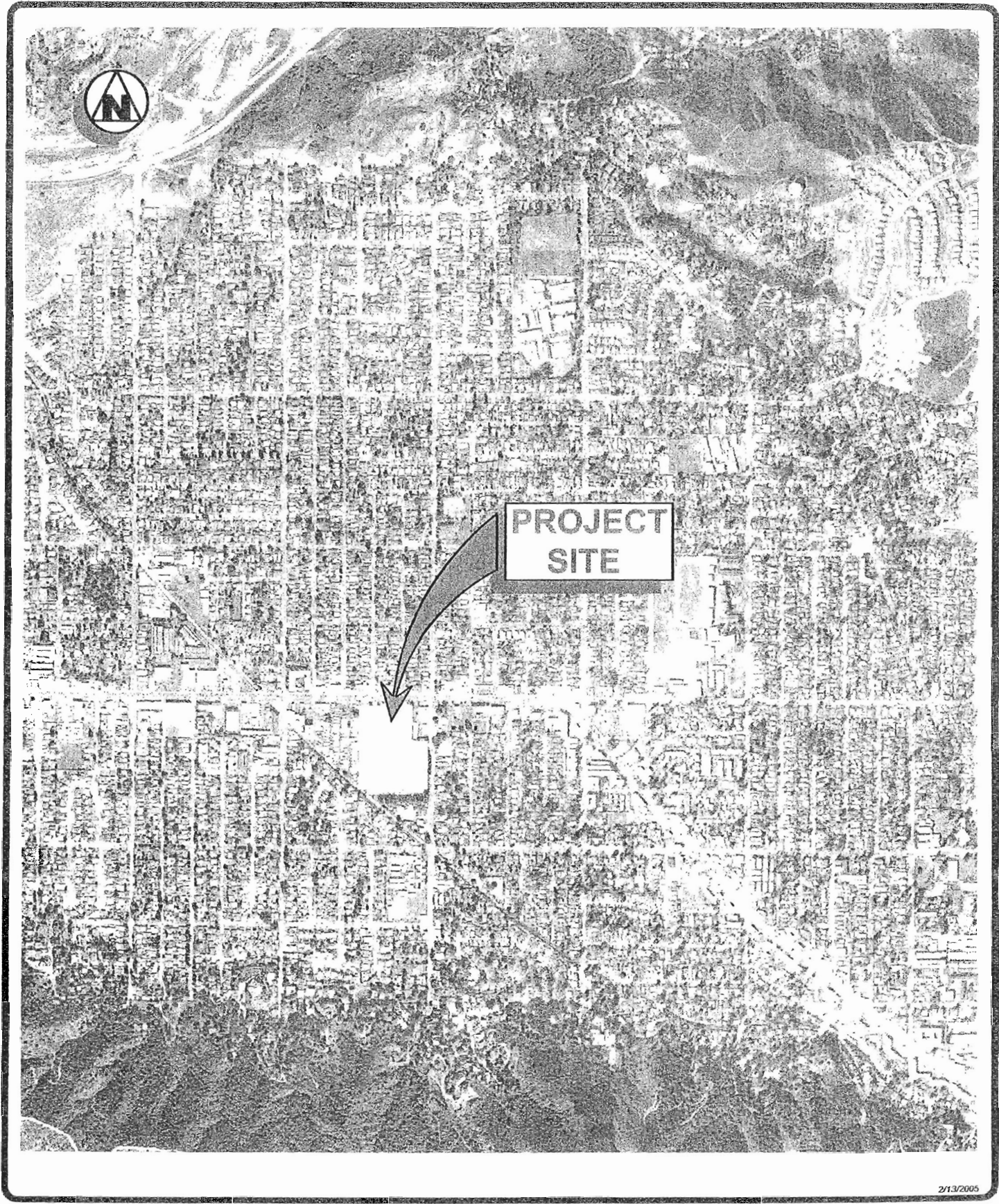
---

The project being proposed is a 123,505 square foot Home Depot home improvement store in the City of Los Angeles. The project is located on the south side of Foothill Boulevard between Langmuir Avenue and Woodward Avenue, as shown in the following photograph. Currently the site is occupied with a 99,330 square foot K-Mart discount retail store which will be removed as part of the project. Two driveways located on Foothill Boulevard will provide access to the project parking of approximately 616 parking spaces.

It is estimated that the project would generate 3,680 daily vehicle trips with 148 and 303 trips occurring during the morning and afternoon peak hours, respectively. After adjusting for the K-Mart traffic credits and for pass-by trips, the site will generate 951 fewer daily trips, 60 additional morning peak hour trips and 109 fewer afternoon peak hour trips after completion of the proposed Home Depot store.


The focus of this traffic study is to evaluate the potential traffic impact created by the net site generated traffic on nearby intersections selected for review by the City of Los Angeles Department of Transportation (LADOT). The following traffic impact analysis is consistent with procedures and policies adopted by LADOT when preparing traffic studies within the City of Los Angeles.

Based on the analysis in this study, it has been determined that the additional morning traffic generated by the proposed Home Depot project will not significantly impact the traffic flow at any of the study intersections. Therefore, no project traffic mitigation measures are recommended.

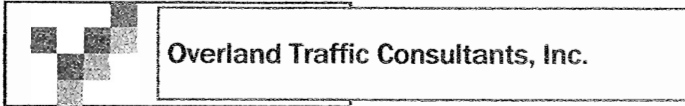


2/13/2005

### PROJECT SETTING

 **Overland Traffic Consultants, Inc.**

25876 The Old Road #307, Santa Clarita, CA 91381  
(661)799-8423 v, (661)799-8456 f, [OTC@overlandtraffic.com](mailto:OTC@overlandtraffic.com)



Overland Traffic Consultants, Inc.

## TABLE OF CONTENTS

Chapter 1 – Introduction .....	1
Chapter 2 - Project Description .....	2
Chapter 3 - Environmental Setting .....	5
Street Characteristics .....	7
Transit Information .....	7
Chapter 4 - Project Traffic .....	8
Traffic Generation .....	8
Chapter 5 - Traffic Conditions Analysis .....	13
Analysis of Existing Traffic Conditions .....	13
Analysis of Future Traffic Conditions With The Project .....	16
Congestion Management Program Review .....	22
Chapter 6 – Mitigation Measures .....	23
Appendix A – Community Plan Land Use Information	
Appendix B – Circulation Map & Street Standards	
Appendix C – Transit Routes	
Appendix D – Traffic Volume Data	
Appendix E – Level of Service Worksheets	



## TABLE OF CONTENTS

Chapter 1 – Introduction .....	1
Chapter 2 - Project Description .....	2
Chapter 3 - Environmental Setting .....	5
Street Characteristics .....	7
Transit Information .....	7
Chapter 4 - Project Traffic .....	8
Traffic Generation .....	8
Chapter 5 - Traffic Conditions Analysis .....	13
Analysis of Existing Traffic Conditions .....	13
Analysis of Future Traffic Conditions With The Project .....	16
Congestion Management Program Review .....	22
Chapter 6 – Mitigation Measures .....	23
Appendix A – Community Plan Land Use Information	
Appendix B – Circulation Map & Street Standards	
Appendix C – Transit Routes	
Appendix D – Traffic Volume Data	
Appendix E – Level of Service Worksheets	



## FIGURES

Project Location .....	3
Project Site Plan .....	4
Study Intersections Characteristics .....	6
Project Traffic Distribution .....	10
Project Traffic Assignment Percentages .....	11
Project Traffic Volume – AM Peak Hour .....	12
Existing Traffic Volume .....	14
Related Projects Location Map .....	18
Future Without Project Traffic Volume .....	19
Future With Project Traffic Volume .....	21





TABLES

Project Trip Generation Rates .....	9
Project Traffic Generation .....	9
Level of Service Definitions .....	15
Existing Traffic Conditions Summary .....	16
Description of Related Projects .....	17
Related Project's Traffic Generation .....	17
Future Traffic Conditions Without Project .....	20
Future Traffic Conditions With Project .....	22



## CHAPTER 1

## INTRODUCTION

The following traffic impact study has been prepared as part of the project's environmental review. The scope of the study was developed in consultation with the City of Los Angeles Department of Transportation (LADOT) after a preliminary review of the study area and project traffic generating characteristics. Based on the estimated project traffic generation and likely travel routes to and from the project site, it was determined that an evaluation of the potential traffic impacts during the morning peak hour was necessary at the following six intersections near the project site:

- o Foothill Boulevard and Sunland Boulevard;
- o Foothill Boulevard and Oro Vista Avenue;
- o Foothill Boulevard and Woodward Avenue;
- o Foothill Boulevard and Mount Gleason Avenue;
- o Foothill Boulevard and Commerce Avenue; and,
- o Foothill Boulevard and Tujunga Canyon Boulevard.

Existing and future traffic conditions have been analyzed at these study locations to identify any potential traffic impacts created by the proposed project using procedures consistent with the LADOT traffic study guidelines. Estimates of the project traffic volume and traffic flow have been reviewed and approved by LADOT for use in this study.



## CHAPTER 2

## PROJECT DESCRIPTION

---

The project site is located on the south side of Foothill Boulevard between Langmuir Avenue and Woodward Avenue, as shown in Figure 1. The lot is approximately 11 acres and is currently occupied with a 99,330 square foot K-Mart discount retail store and parking lot with access to Foothill Boulevard. The K-Mart ceased operations in October 2004.

The applicant plans to remove the existing K-Mart and construct a new 123,505 square foot Home Depot home improvement retail store. A total of 616 on-site parking spaces will be provided. Access to the site is proposed via two driveways on Foothill Boulevard. Figure 2 illustrates the project site plan.

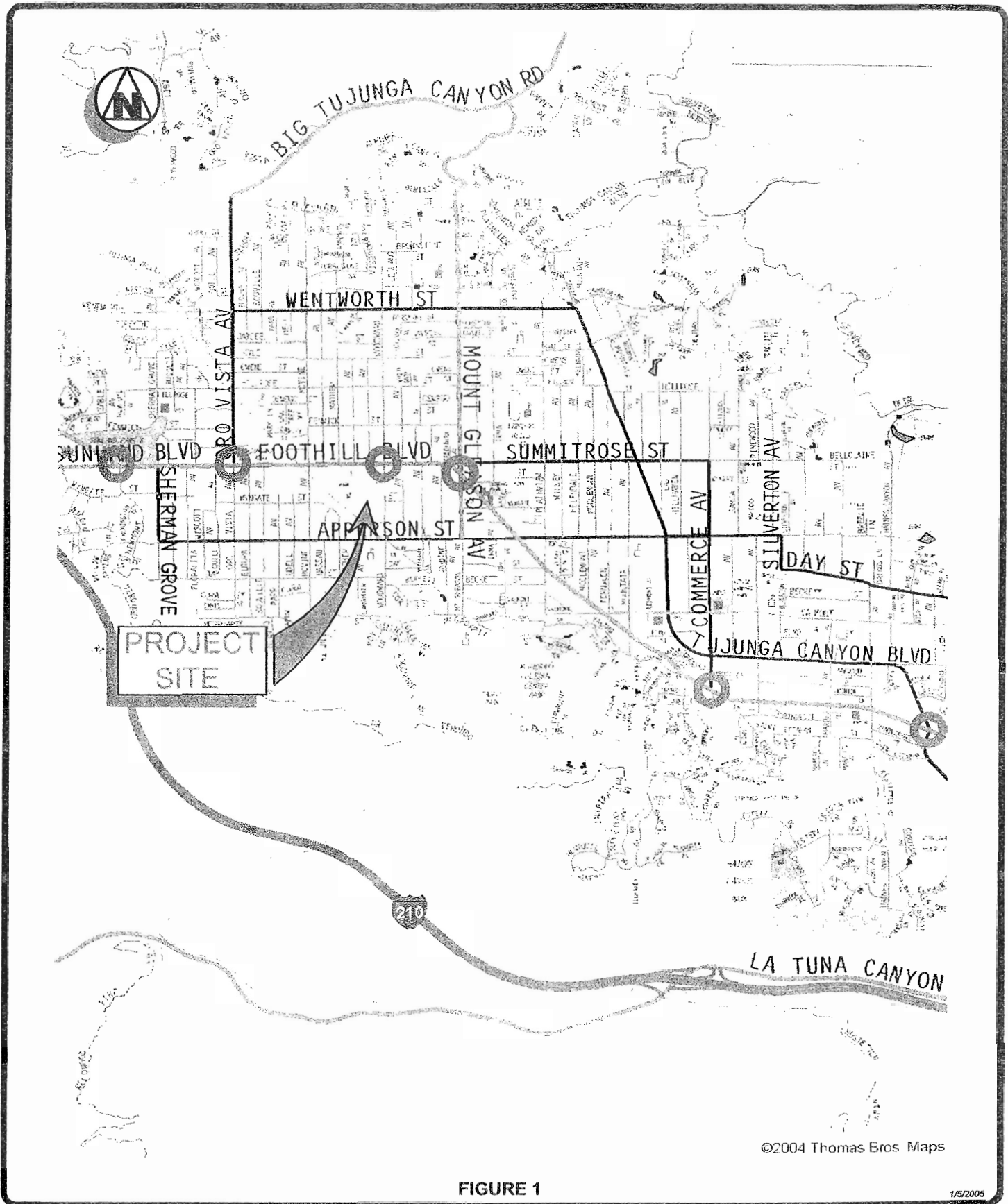


FIGURE 1

1/5/2005

**PROJECT SITE LOCATION  
AND STUDY INTERSECTIONS**

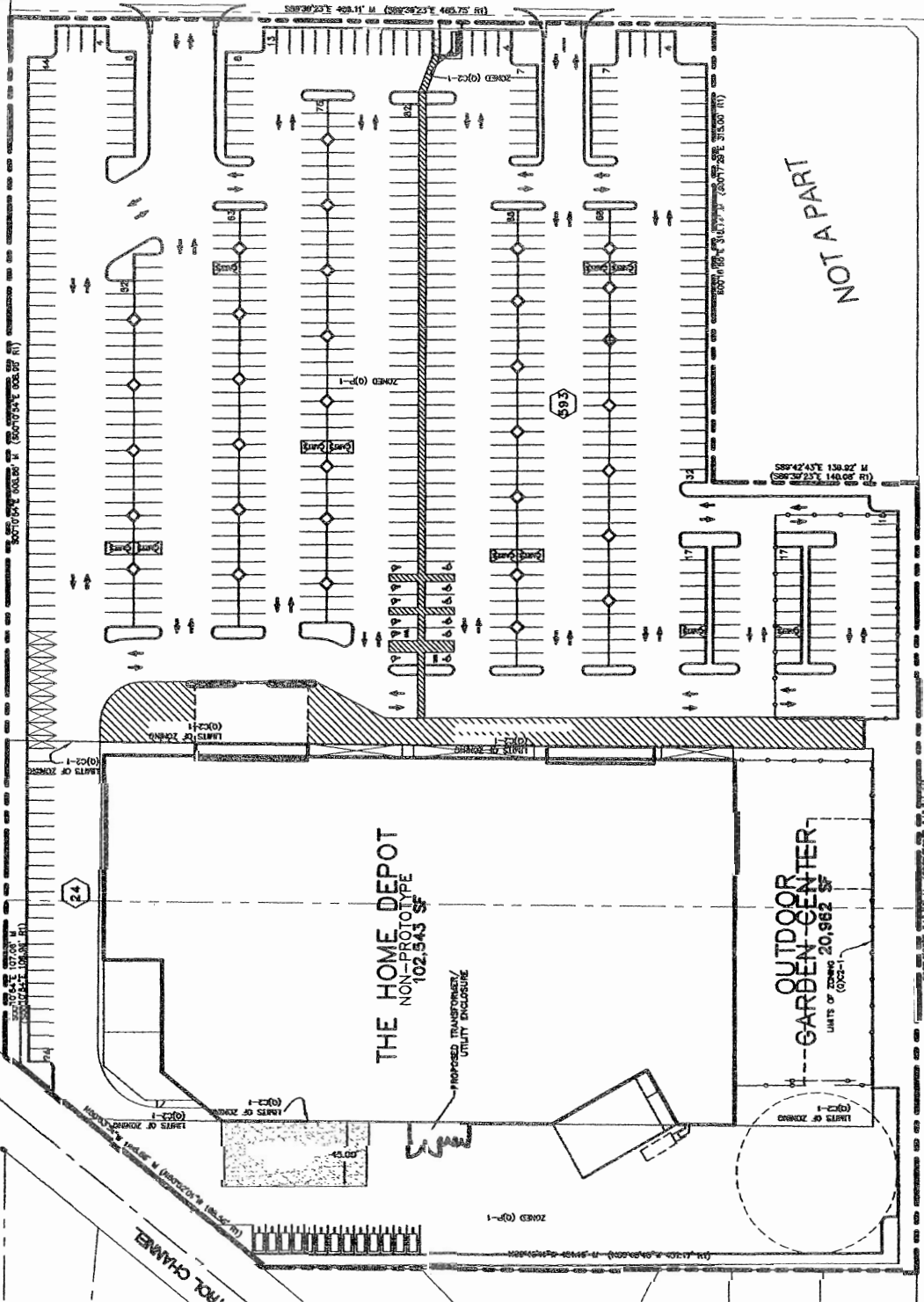


**Overland Traffic Consultants, Inc.**

25876 The Old Road #307, Santa Clarita, CA 91381  
(661)799-8423 v, (661)799-8456 f, [OTC@overlandtraffic.com](mailto:OTC@overlandtraffic.com)



FOOTHILL BLVD.



WOODWARD AVE.

WINGATE ST.

FIGURE 2

DATE:

PROJECT SITE LAYOUT

**Overland Traffic Consultants, Inc.**  
 25876 The Old Road #307, Santa Clarita, CA 91381  
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



## CHAPTER 3

## ENVIRONMENTAL SETTING

---

The project is located in the Sunland community which is located approximately 15 miles northwest of downtown Los Angeles. The plan area is predominately comprised of open space with low density residential. Commercial land is generally located along Foothill Boulevard. Within the plan area, approximately 58 % is zoned for residential with one of the lowest concentrations of industrially designated land (less than 1 % of the entire plan area). Appendix A contains the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Community Plan land use map.

The streets within the study area are under the jurisdiction of the City of Los Angeles. The nearest regional facility is the Foothill Freeway (Interstate 210) which is approximately 1 ¼ miles west of the project site. Access to this freeway is provided by ramps on Sunland Boulevard. The freeway provides four mixed-flow lanes in each direction.

In addition to collecting traffic volume data, field surveys were conducted to determine the roadway characteristics, intersection geometry and traffic signal operation. Figure 3 illustrates the study locations, type of intersection traffic control and lane configurations. A brief description of the adjacent roadway facilities is provided below with the community plan roadway classification map and city street standards provided in Appendix B.

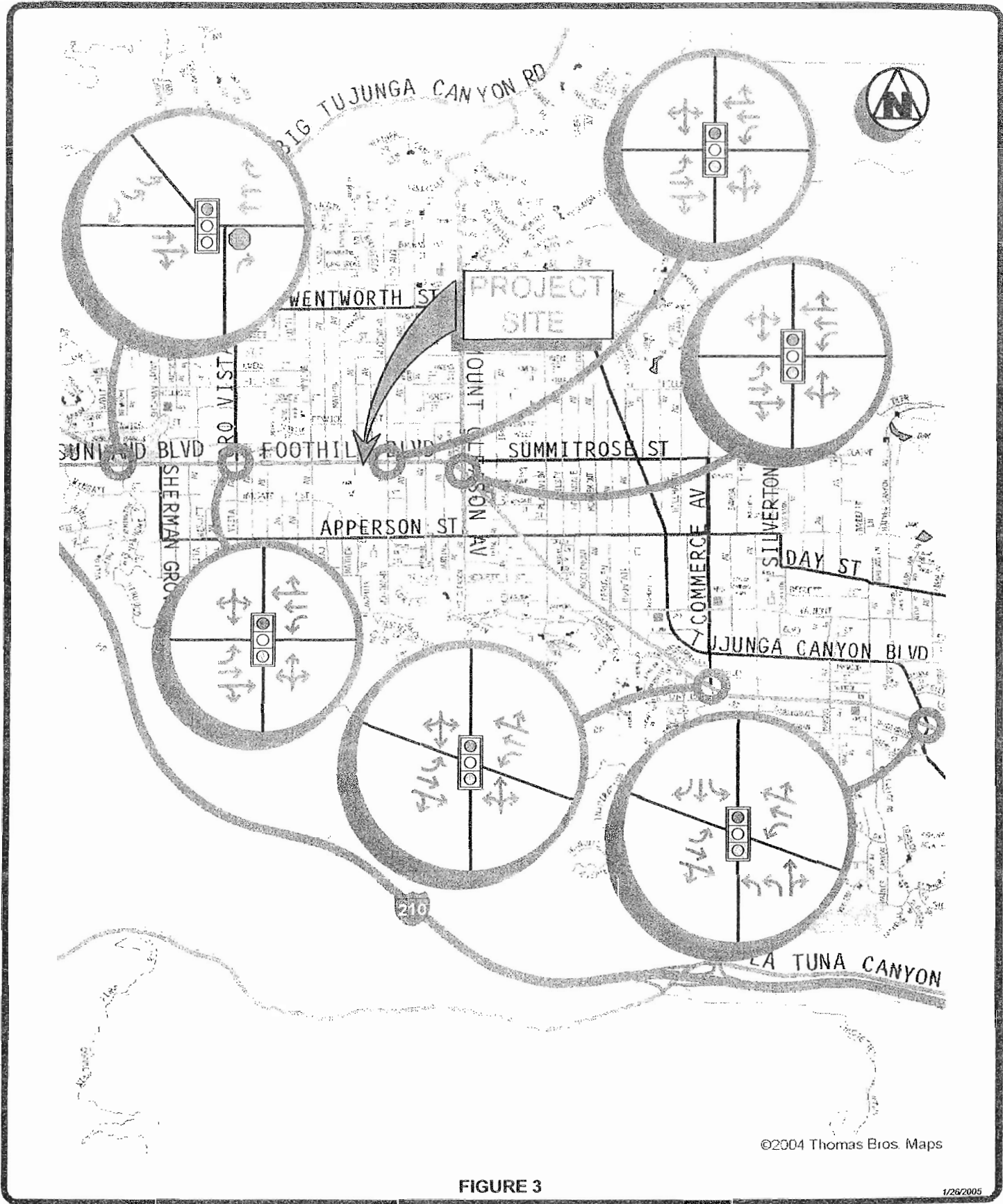


FIGURE 3

1/26/2005

**STUDY INTERSECTION CHARACTERISTICS**

**Overland Traffic Consultants, Inc.**

25876 The Old Road #307, Santa Clarita, CA 91381  
 (661)799-8423 v, (661)799-8456 f, [OTC@overlandtraffic.com](mailto:OTC@overlandtraffic.com)



### Street Characteristics

Foothill Boulevard is an east-west class II major highway providing two lanes in the each direction with a median left-turn lane and on-street parking. Foothill Boulevard is generally developed to 80 feet in width on 100 feet of right-of-way. The new highway standard for this street is 104 feet of right-way with 2 - 12 foot sidewalks and 80 feet of roadway. As such, the site will be subject to a 2-foot dedication on Foothill Boulevard.

Woodward Avenue is a north-south local street providing one lane and parking in each direction. A traffic signal controls the intersection of Woodward Avenue and Foothill Boulevard.

### Transit Information

Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro). Metro provides local route 90-91, and 169 along Foothill Boulevard. LADOT provides the Commuter Express service for the Sylmar, Sunland Tujunga areas to downtown Los Angeles which travels along Foothill Boulevard on weekdays. The transit lines are illustrated in Appendix C.





Traffic Generation

Traffic-generating characteristics of commercial developments have been surveyed by the Institute of Transportation Engineers (ITE). The results of the traffic generation studies have been published in a handbook titled Trip Generation, 7<sup>th</sup> Edition. This publication of traffic generation data has become the industry standard for estimating traffic generation for different land uses.

The ITE studies indicate that commercial retail uses of the type and size associated with the proposed project generate traffic as shown by the trip rates contained in Table 1. Using these ITE trip generation rates, the proposed project could be expected to generate an average of 3,680 vehicle trips per weekday with 148 morning peak hour trips and 303 afternoon peak hour trips measured at the driveways.

Commercial retail businesses located on busy arterials attract motorists already traveling on the street to another destination. Adjustments to the project traffic generation for "pass-by" trips have been made according to the LADOT guidelines. After accounting for traffic generated by the prior K-Mart (traffic credits granted for uses within the past 2 years) and pass-by trips, the proposed project could be expected to generate a net average of 951 fewer vehicle trips per weekday, 60 additional morning peak hour trips and 109 fewer afternoon peak hour trips, as shown in Table 2. It should be noted that the pass-by adjustments are not applied to adjacent intersections (i.e., Foothill Boulevard and Woodward Avenue) per LADOT policy.



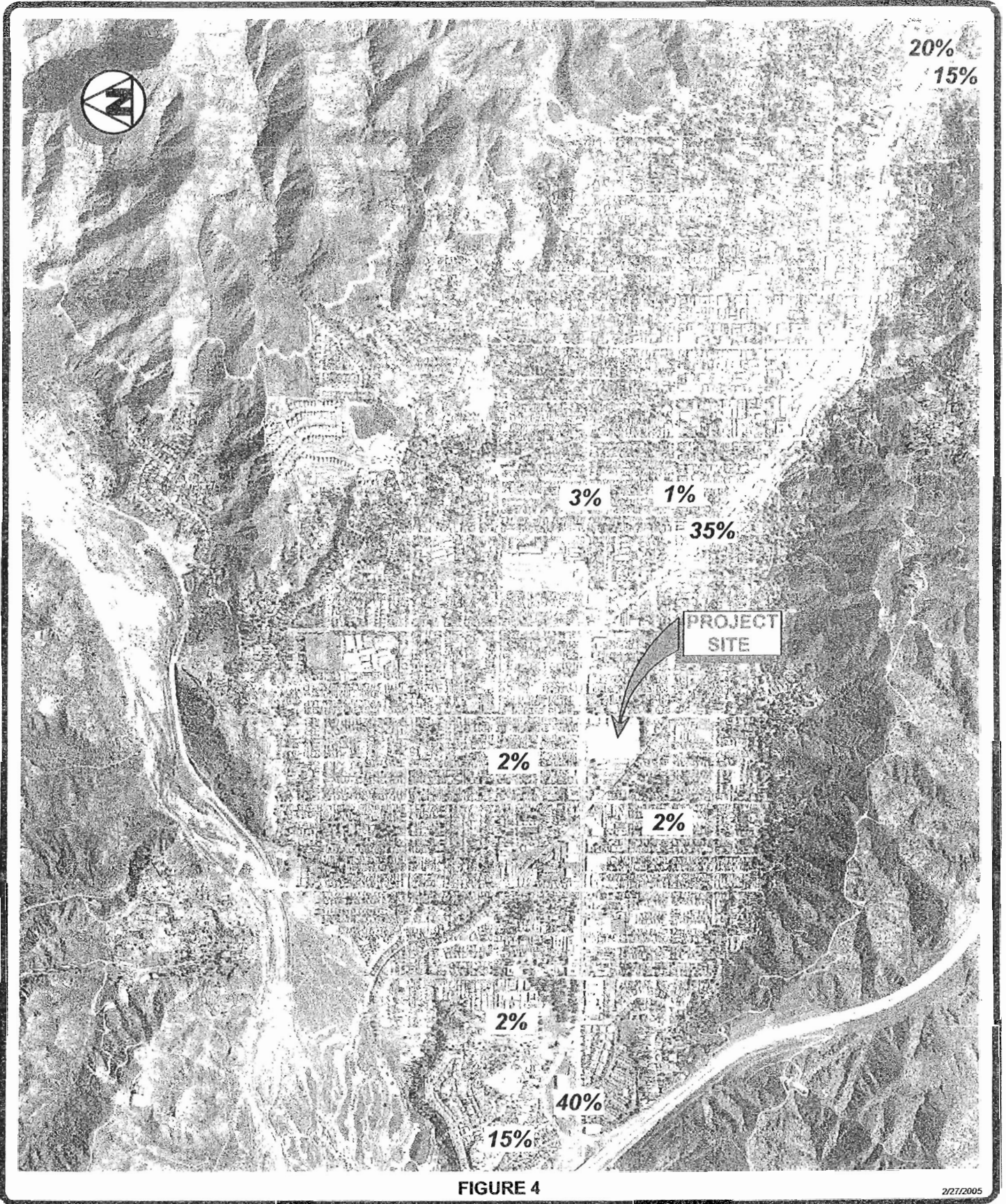
Table 1  
Project Trip Generation Rates  
(Per 1,000 Square Feet)

<u>Land Use</u>	<u>ITE Code</u>	<u>Daily</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
			<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
Home Improvement	862	29.80	1.20	0.65	0.55	2.45	1.15	1.29
Discount Store	815	56.02	0.84	0.57	0.27	5.06	2.53	2.53


Table 2  
Estimated Project Traffic Generation

<u>Land Use</u>	<u>Daily Traffic</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
		<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
123,505 s.f. Home Depot	3,680	148	80	68	303	142	161
- 99,330 s.f. K-Mart	5,564	83	56	27	503	251	251
Net adjacent traffic	-1,884	+65	+ 24	+ 41	-181	-109	- 90
Home Depot pass-by (- 20%)	2,944	118	64	54	243	114	129
K-Mart pass-by (- 30%)	3,895	58	39	19	352	176	176
Net Traffic	- 951	+ 60	+ 25	+ 35	-109	- 62	- 47

A primary factor affecting trip direction is the roadway network and location of major population and employment centers which would generate or attract project traffic. Figure 4 illustrates the estimated project traffic distribution percentages for this study as approved by LADOT. The peak hour traffic volume assigned to the study intersections was calculated by multiplying the distribution percentages as shown in Figure 5 to the above traffic generation estimates. The resulting project peak hour traffic volume for the morning peak hour is shown in Figure 6. This estimated assignment of the project traffic flow provides the necessary level of detail to analyze the potential peak hour traffic impacts generated by the project at the study locations.



**PROJECT DISTRIBUTION PERCENTAGES**

 **Overland Traffic Consultants, Inc.**

25876 The Old Road #307, Santa Clarita, CA 91381  
 (661)799-8423 v, (661)799-8456 f, [OTC@overlandtraffic.com](mailto:OTC@overlandtraffic.com)

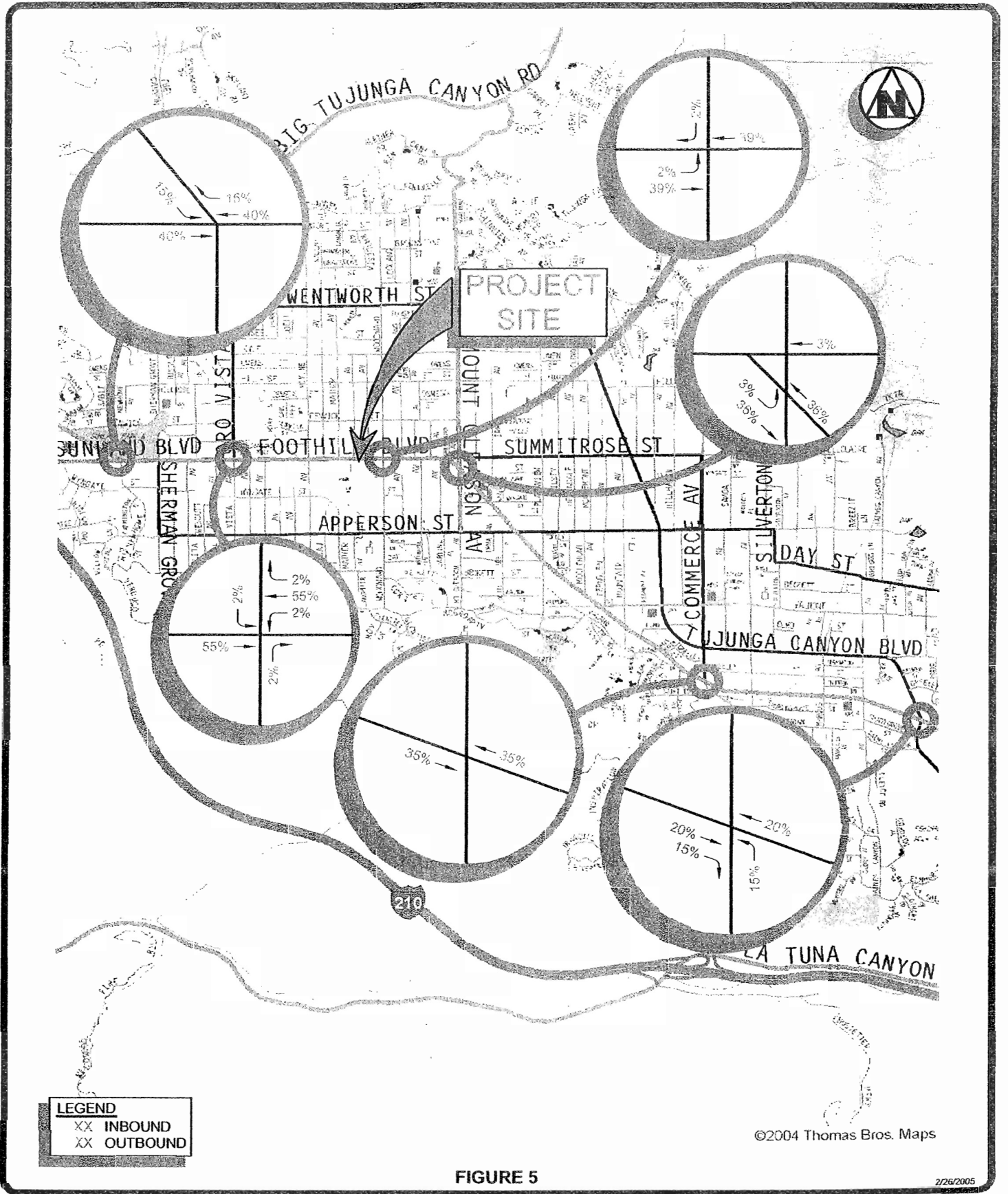


FIGURE 5

PROJECT TRAFFIC ASSIGNMENT PERCENTAGES

Overland Traffic Consultants, Inc.  
 25876 The Old Road #307, Santa Clarita, CA 91381  
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

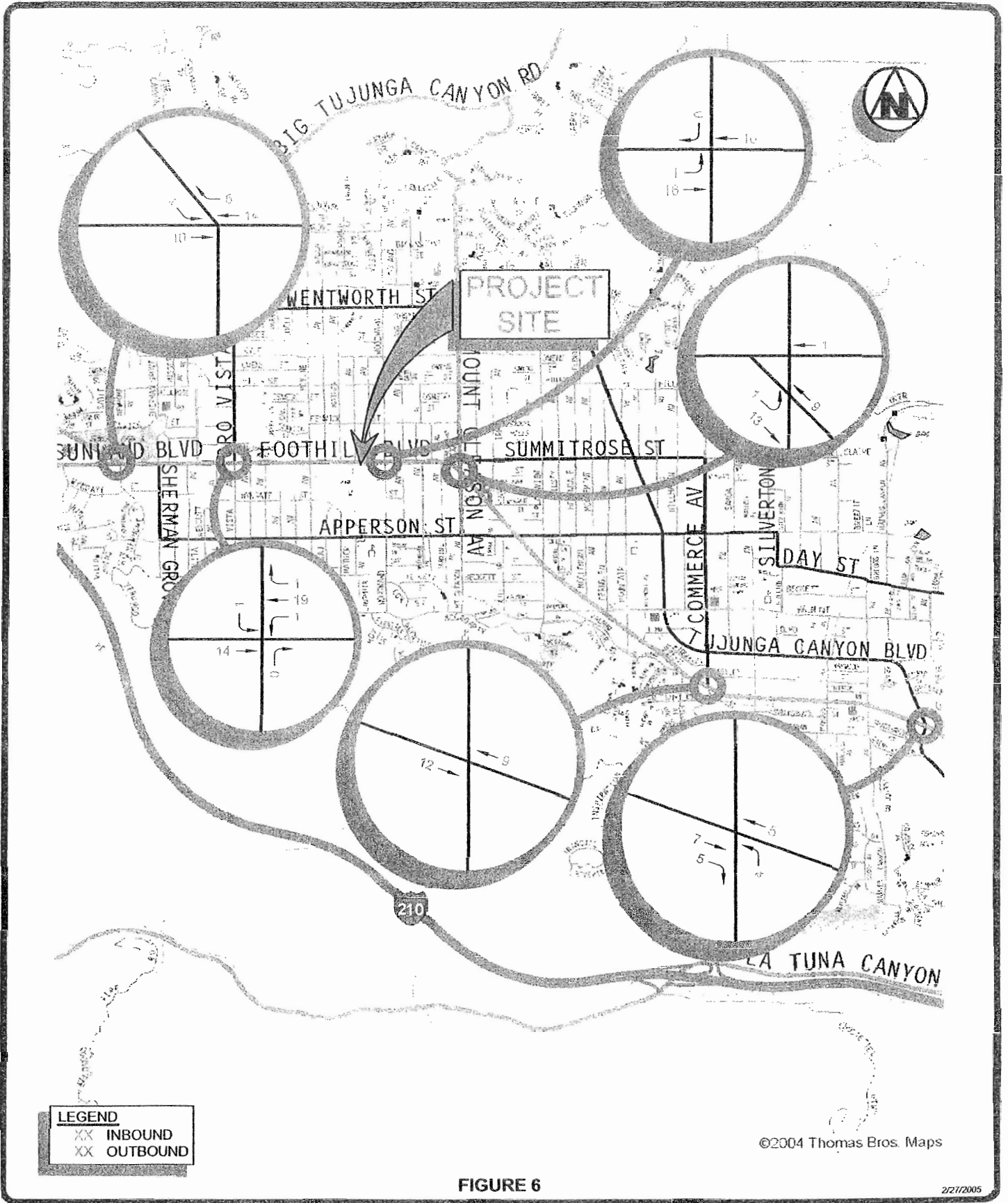


FIGURE 6

PEAK HOUR PROJECT TRAFFIC VOLUMES

Overland Traffic Consultants, Inc.

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



Traffic volume data used in the following peak hour intersectional analysis were based on traffic counts conducted by The Traffic Solution, an independent traffic data collection company. The AM peak period counts were conducted from 7:00 to 9:00 AM. Existing peak hour traffic volume at the study intersections are illustrated in Figure 7 for the morning rush hour. Data collection worksheets for the peak hour counts are contained in Appendix D.

The traffic conditions analysis was conducted using the Critical Movement Analysis (CMA) method. The peak hour traffic counts were used along with current intersection lane configuration and traffic controls to determine the intersection's operating condition. The highest combinations of conflicting traffic volume ( $V$ ) at an intersection are divided by the intersection capacity value. Intersection capacity ( $C$ ) represents the maximum volume of vehicles which has a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions.

The CMA procedure uses a ratio of the traffic volume to the capacity of an intersection. This volume-to-capacity ( $V/C$ ) ratio defines the proportion of an hour necessary to accommodate all the traffic moving through the intersection assuming all approaches were operating at full capacity.  $V/C$  ratios provide an ideal means for quantifying intersection operating characteristics. For example, if an intersection has a  $V/C$  value of 0.70, the intersection is operating at 70% capacity with 30% unused capacity. Once the volume-to-capacity ratio has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to describe the quality of traffic flow. Definitions of the LOS grades are shown in Table 3. LOS D is typically recognized as the design capacity.

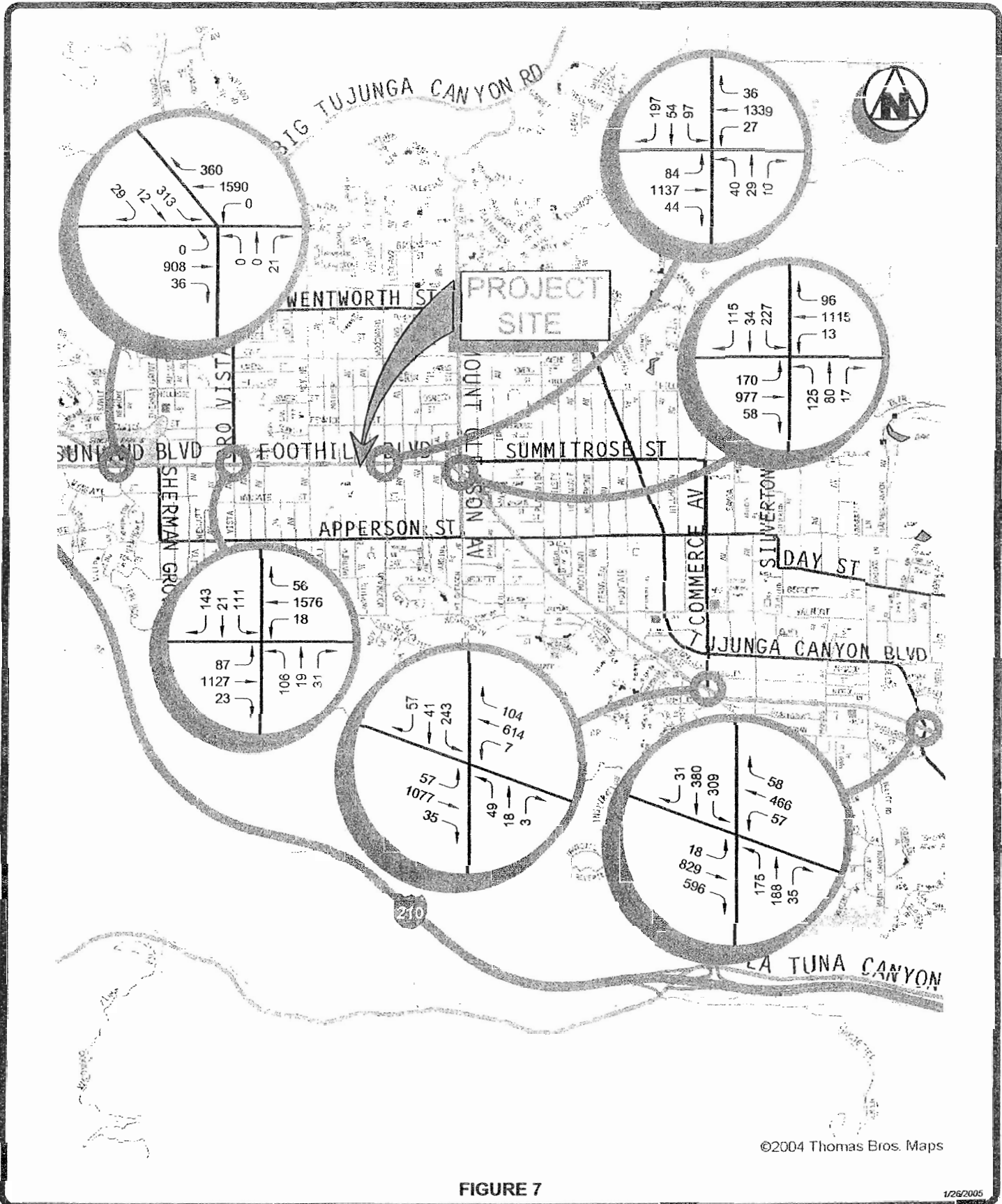


FIGURE 7

©2004 Thomas Bros. Maps

1/26/2005

**EXISTING (2005) TRAFFIC VOLUMES  
AM PEAK HOUR**

**Overland Traffic Consultants, Inc.**

25876 The Old Road #307, Santa Clarita, CA 91381  
(661)799-8423 v, (661)799-8456 f, [OTC@overlandtraffic.com](mailto:OTC@overlandtraffic.com)

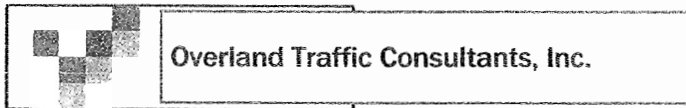


Table 3  
Level of Service Definitions

<u>LOS</u>	<u>Volume to Capacity (V/C) Ratio</u>	<u>Operating Conditions</u>
A	0.00 – 0.60	At LOS A, there are no cycles that are fully loaded, and few are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.
B	>0.60 – 0.70	LOS B represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted with platoons of vehicles.
C	>0.70 – 0.80	In LOS C stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait through more than one red signal indication, and back-ups may develop behind turning autos.
D	>0.80 – 0.90	LOS D encompasses a zone of increasing restriction, approaching instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive back-ups.
E	>0.90 – 1.00	LOS E represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00) there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).
F	>1.00	LOS F represents jammed conditions. Back-ups from location downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable, because full utilization of the approach may be prevented by outside conditions.





Analysis of Existing Traffic Conditions

By applying these procedures to the intersection data, the V/C values and the corresponding Levels of Service (LOS) for existing morning traffic conditions were determined. Afternoon conditions have not been included in this study because the net site traffic generation is negative. The LOS values for the morning peak hour are summarized in Table 4. Supporting capacity worksheets are contained in Appendix E.

Table 4  
Level of Service for Existing Conditions

<u>No.</u>	<u>Intersection</u>	<u>AM Peak Hour</u>	
		<u>V/C</u>	<u>LOS</u>
1.	Foothill Bd. & Sunland Bd.	0.593	A
2.	Foothill Bd. & Oro Vista Av.	0.786	C
3.	Foothill Bd. & Woodward Av.	0.703	C
4.	Foothill Bd. & Mt. Gleason Av.	0.781	C
5.	Foothill Bd. & Commerce Av.	0.565	A
6.	Foothill Bd. & Tujunga Cyn. Bd.	0.893	D

Analysis of Future Traffic Conditions

Future traffic volume projections have been developed to analyze the traffic conditions after completion of other planned land developments including the proposed project. Pursuant to the City of Los Angeles traffic impact guidelines, the following steps have been taken to develop the future traffic volume estimate:

- (a) Existing traffic plus ambient growth (4% total);
- (b) Traffic in (a) plus related projects (without project scenario);
- (c) Traffic in (b) with the proposed project traffic (with project scenario);
- (d) Traffic in (c) plus the proposed traffic mitigation, if necessary.

The future cumulative analysis includes other development projects located within the study area that are either under construction or planned. As part of this analysis, development lists were obtained from the City of Los Angeles Department of



Transportation. These records were reviewed and checked in the field to identify those projects that could produce additional traffic at the study intersections by the future study year 2006. It should be noted that this project, or any actions taken by the City regarding this project, does not have a direct bearing on the other proposed related projects. Six related project were identified in this search. The projects are identified in Table 5 and mapped in Figure 8.

To evaluate future traffic conditions with the related project, estimates of the peak hour trips generated by the other developments were estimated using the ITE trip generation rates and reviewing DOT initial study documents. The potential traffic impact of traffic growth has been calculated by adding the existing traffic volume, the ambient growth factor and traffic from the other development project. Future cumulative “without project” peak hour traffic volume estimates are shown in Figure 9.

Table 5  
Related Projects Descriptions

<u>No.</u>	<u>Project ID</u>	<u>Type</u>	<u>Location</u>	<u>Status</u>
1.	ENV 2004-2839	30 single family	11130 Oro Vista Avenue	Vacant Lot
2.	ENV 2003-4507	14 Condominiums	7723 W. Apperson Street	Unknown
3.	ENV 2000-4015	market expansion	7611 Foothill Bd.	Unknown
4.	Canyon Hills	280 single family 3 acre equestrian park	I-210 and La Tuna Cyn Bd.	Planning
5.	Estates	220 single family	Big Tujunga Cyn. Road	Planning
6.	Town Center	36,210 sf retail	Foothill & Commerce	Planning

Table 6  
Related Project's Trip Generation

<u>Project</u>	<u>Daily</u>	<u>AM Peak Hour</u>			<u>PM Peak Hour</u>		
		<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>
30 Single Family	287	23	6	17	30	19	11
14 Condominiums	82	6	1	5	7	5	2
3,827 s.f. expansion	638	60	30	30	66	32	34
280 single family	2,680	211	53	158	283	181	102
3 acre equestrian park	14	1	1	0	1	0	1
220 single family	2,105	165	42	123	222	141	81
36,210 s.f. retail center	1,555	37	23	14	136	65	71

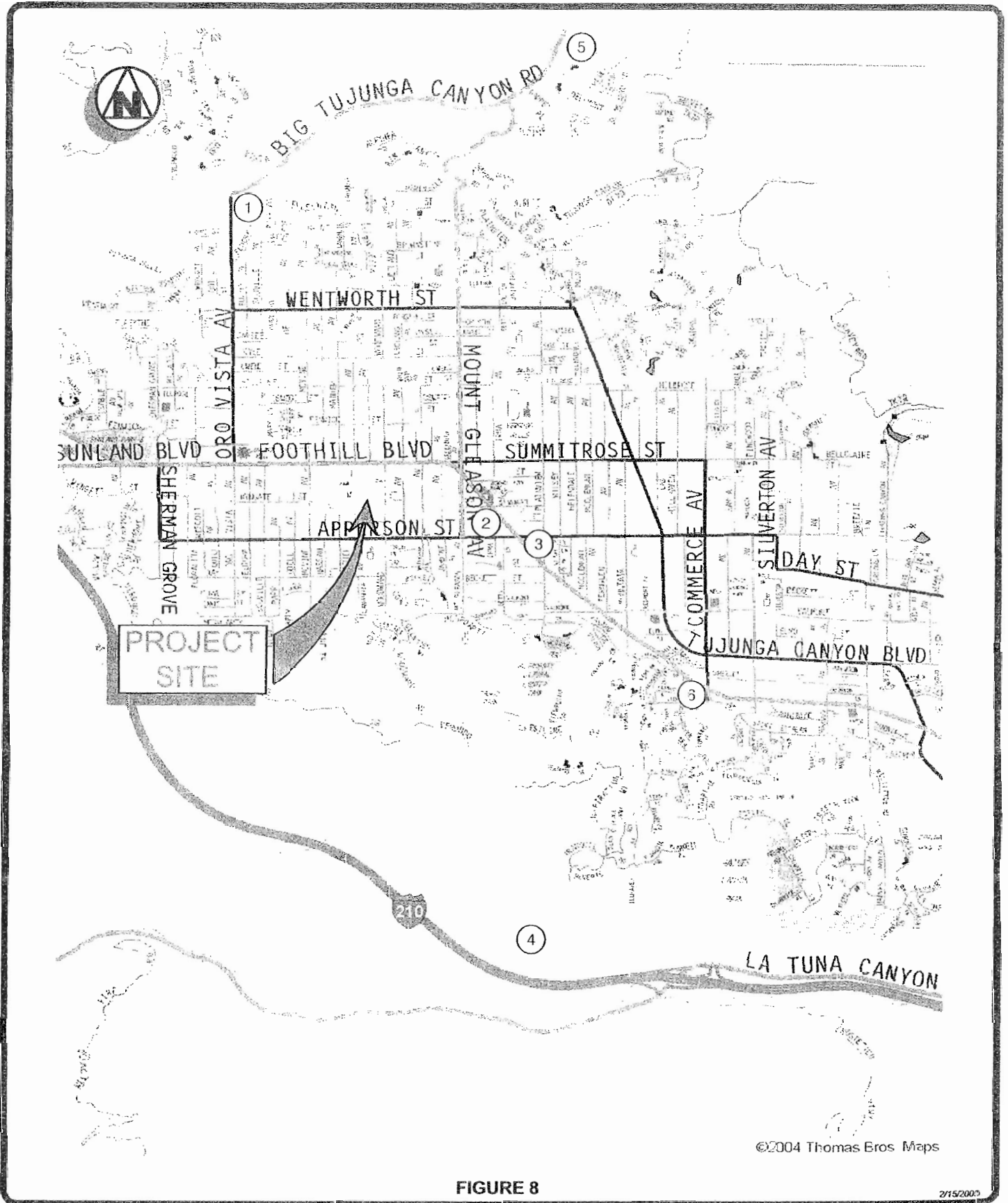



FIGURE 8

2/15/2003

RELATED PROJECTS

 Overland Traffic Consultants, Inc.

25876 The Old Road #307, Santa Clarita, CA 91381  
 (661)799-8423 v, (661)799-8456 f, [OTC@overlandtraffic.com](mailto:OTC@overlandtraffic.com)

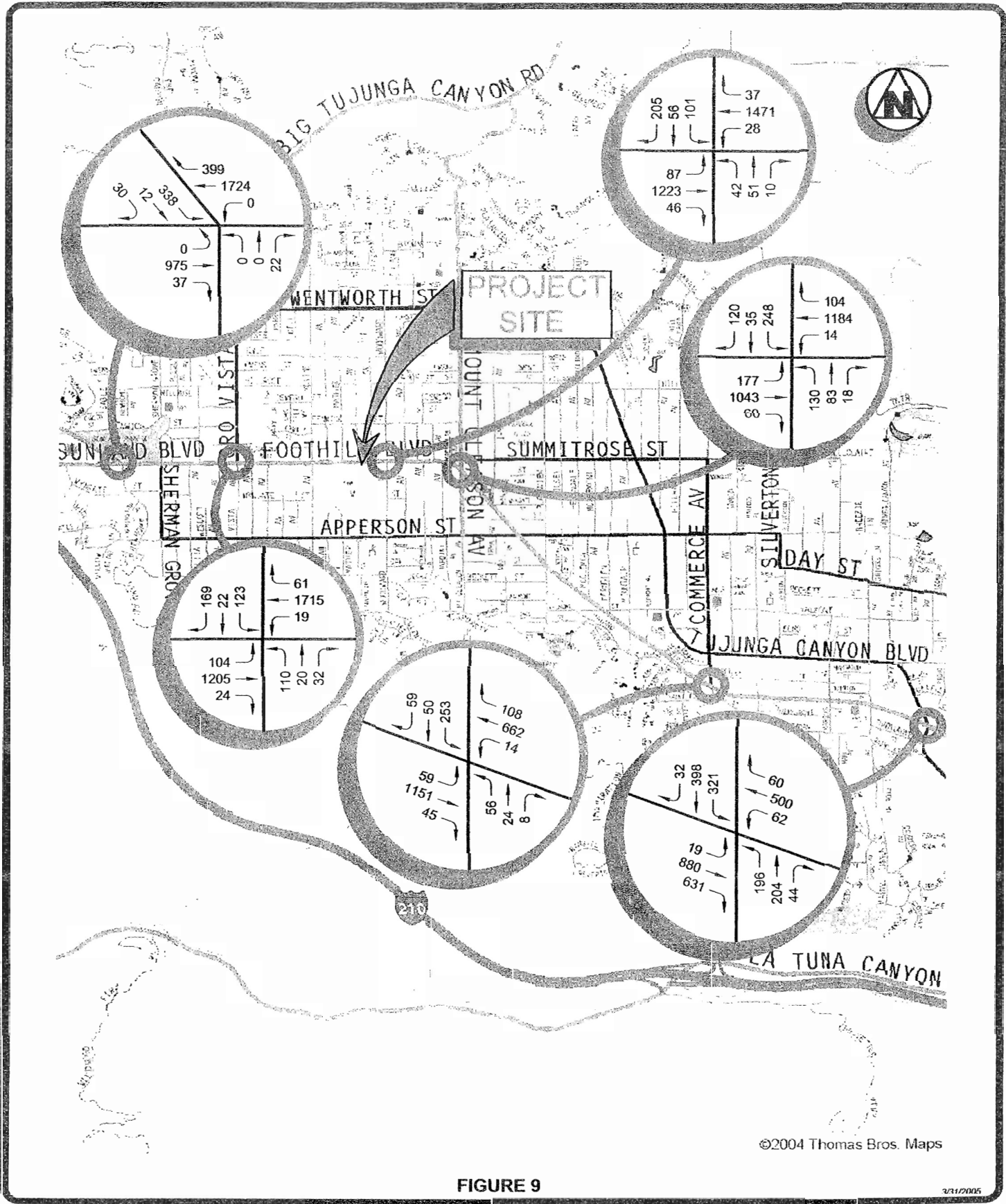


FIGURE 9

**FUTURE (2006) TRAFFIC VOLUMES  
WITHOUT PROJECT  
AM PEAK HOUR**

**Overland Traffic Consultants, Inc.**

25876 The Old Road #307, Santa Clarita, CA 91381  
(661)799-8423 v, (661)799-8456 f, [OTC@overlandtraffic.com](mailto:OTC@overlandtraffic.com)

The traffic impact created by the ambient traffic growth plus the other development projects is shown below in Table 7. Comparing the changes in the traffic conditions between the existing and future without project provides the information to determine if the traffic increases create a significant impact on the study intersection. According to the standards adopted by LADOT, a traffic impact is considered significant if the related increase in the V/C value equals or exceeds the thresholds shown in the table below.

<u>LOS</u>	<u>Final V/C Value</u>	<u>Increase in V/C Value</u>
C	0.71 - 0.80	+ 0.04
D	0.81 - 0.90	+ 0.02
E, F	> 0.90	+ 0.01 or more

Table 7  
Future Traffic Conditions Without Project

<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Existing</u>		<u>Future Without Project</u>		
			<u>V/C</u>	<u>LOS</u>	<u>V/C</u>	<u>LOS</u>	<u>Growth</u>
1.	Foothill Bd. & Sunland Bd.	AM	0.593	A	0.648	B	+ 0.055
2.	Foothill Bd. & Oro Vista Av.	AM	0.786	C	0.874	D	+ 0.088
3.	Foothill Bd. & Woodward Av.	AM	0.703	C	0.760	C	+ 0.057
4.	Foothill Bd. & Mt. Gleason Av.	AM	0.781	C	0.833	D	+ 0.052
5.	Foothill Bd. & Commerce Av.	AM	0.565	A	0.617	B	+ 0.052
6.	Foothill Bd. & Tujunga Cyn Bd.	AM	0.893	D	0.957	E	+ 0.064

Next, the traffic impact of project's traffic volume has been calculated by adding the project volume to the "without project" traffic volume. Table 8 contains the project impact values at the study intersections. As shown, the study intersections are not significantly impacted by project traffic volume using the significant impact criteria established by the City of Los Angeles Department of Transportation. It should be noted that the impact analysis does not consider any changes to the existing intersections configuration. Total cumulative "with project" peak hour traffic volumes are shown in Figure 10 for the morning peak hour.

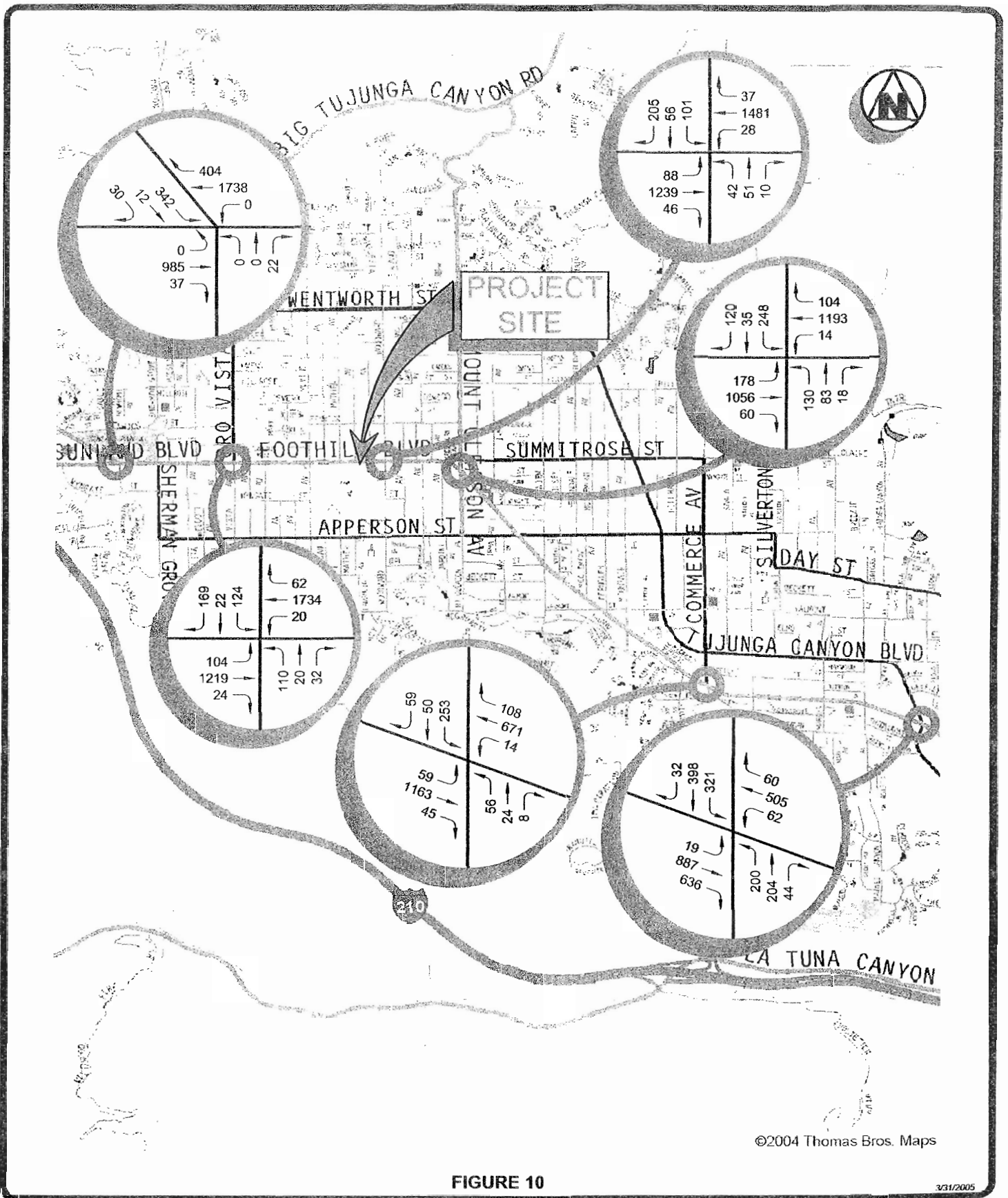


FIGURE 10

3/31/2005

**FUTURE (2006) TRAFFIC VOLUMES  
WITH PROJECT  
AM PEAK HOUR**

**Overland Traffic Consultants, Inc.**  
25876 The Old Road #307, Santa Clarita, CA 91381  
(661)799-8423 v. (661)799-8456 f, [OTC@overlandtraffic.com](mailto:OTC@overlandtraffic.com)

Table 8  
Future Traffic Conditions With Project

No.	Intersection	Peak Hour	Without Project		Future With Project		
			V/C	LOS	V/C	LOS	Impact
1.	Foothill Bd. & Sunland Bd.	AM	0.648	B	0.654	B	+ 0.006
2.	Foothill Bd. & Oro Vista Av.	AM	0.874	D	0.881	D	+ 0.007
3.	Foothill Bd. & Woodward Av.	AM	0.760	C	0.764	C	+ 0.004
4.	Foothill Bd. & Mt. Gleason Av.	AM	0.833	D	0.836	D	+ 0.003
5.	Foothill Bd. & Commerce Av.	AM	0.617	B	0.621	B	+ 0.004
6.	Foothill Bd. & Tujunga Cyn Bd.	AM	0.957	E	0.962	E	+ 0.005

#### Congestion Management Program Review

The Congestion Management program (CMP) was enacted to monitor regional traffic growth and related transportation improvements. The CMP designates a transportation network including all state highways and some arterials within the County of Los Angeles. For purposes of the CMP a substantial change in freeway segments are defined as an increase or decrease of 0.10 in the demand to capacity ration and a change in LOS. A CMP traffic impact analysis is required if a project will add 150 or more trips, in either direction during either the AM or PM weekday peak hour. As shown in Figure 6, the proposed project does not exceed the CMP traffic limits. Therefore, no additional regional analysis is necessary.



**CHAPTER 6**

**MITIGATION MEASURES**

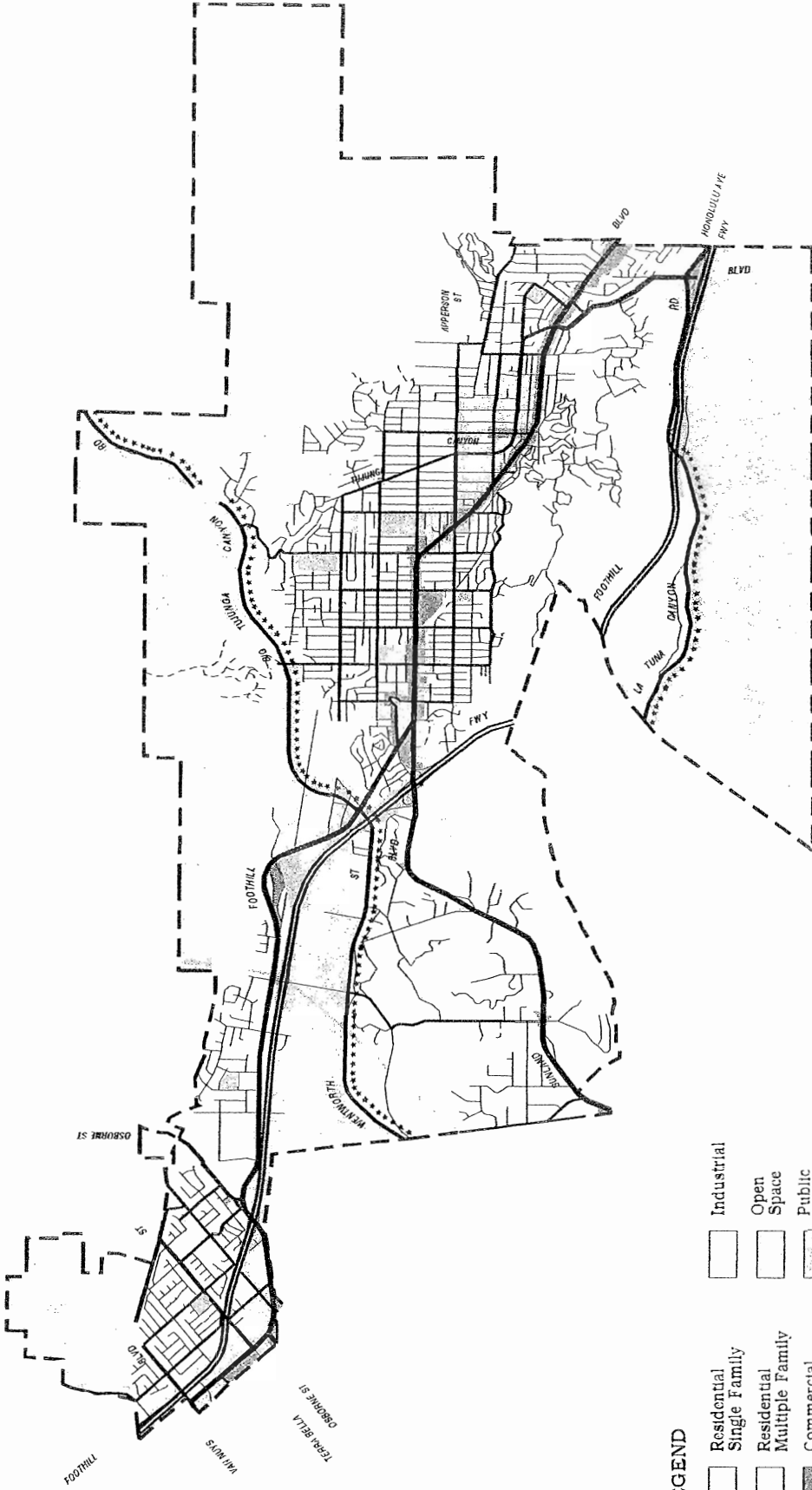
---

As determined in the preceding section, none of the study intersections would be significantly impacted by the proposed project. Therefore, no traffic mitigation measures are required.









**APPENDIX A**

**COMMUNITY PLAN LAND USE**



**LEGEND**

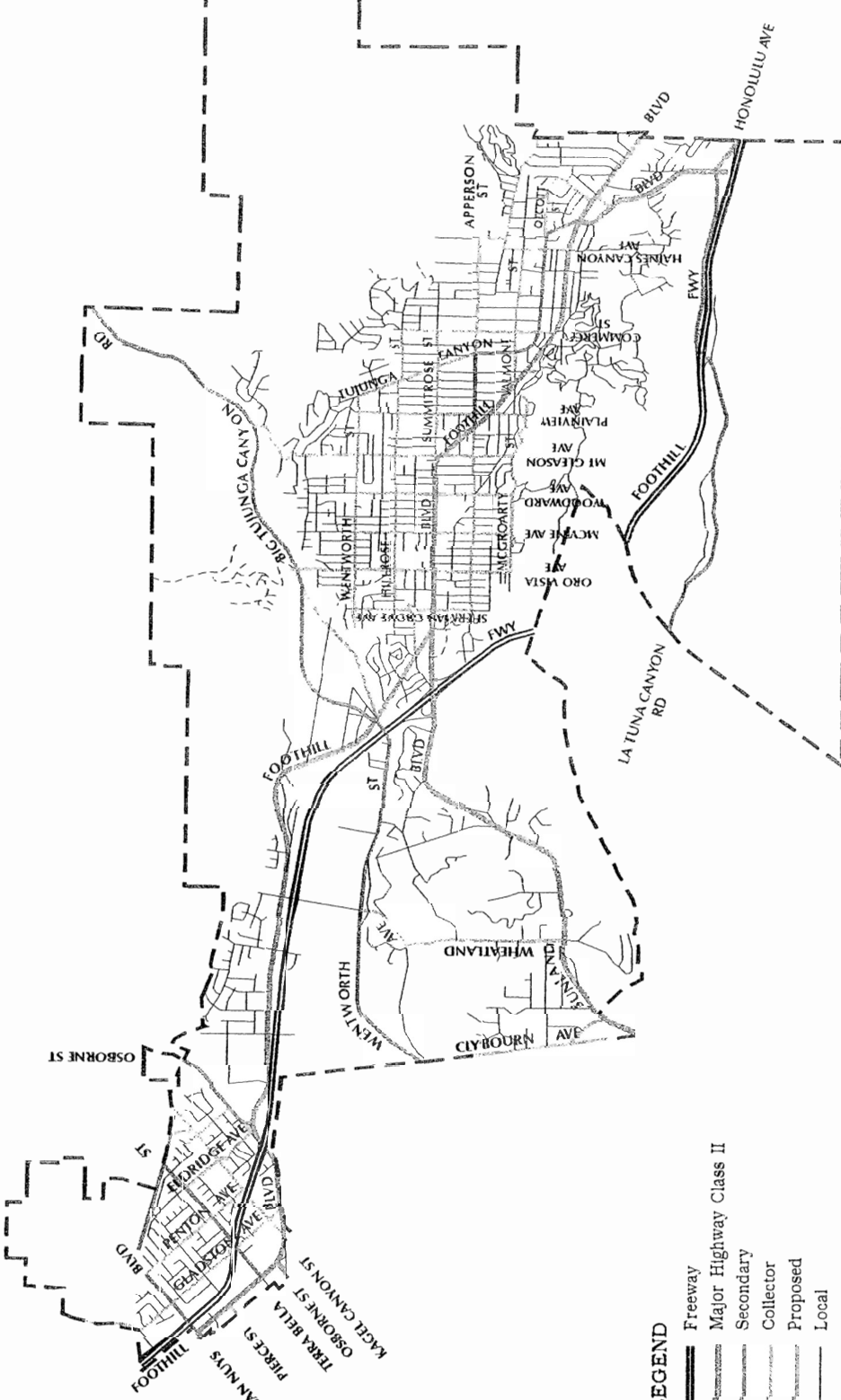
-  Residential Single Family
-  Residential Multiple Family
-  Commercial
-  Industrial
-  Open Space
-  Public Facilities

**SUNLAND - TUJUNGA - LAKEVIEW TERRACE - SHADOW HILLS - LA TUNA CANYON**



**APPENDIX B**

**CIRCULATION MAPS & STREET STANDARDS**



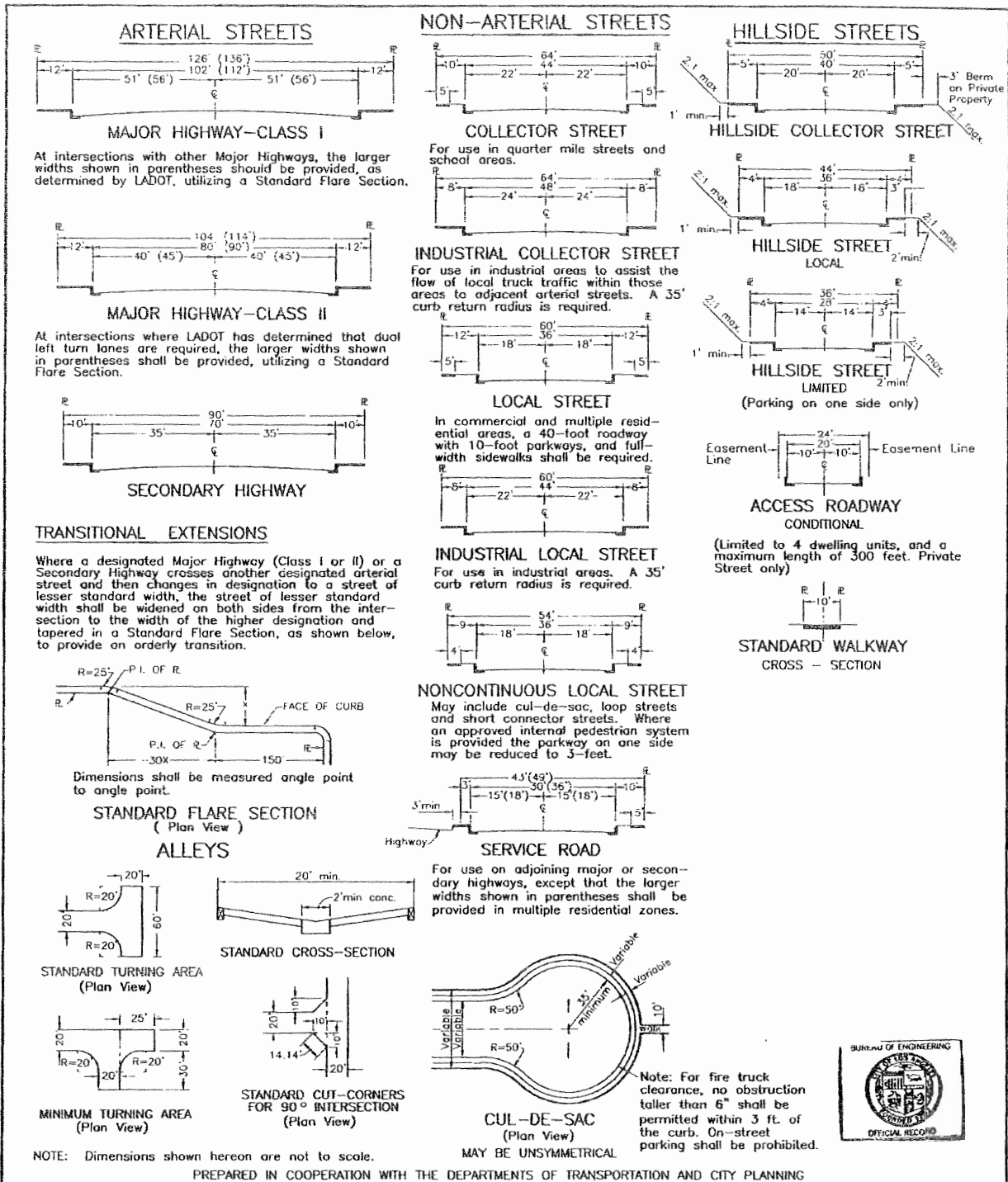
**LEGEND**

- Freeway
- Major Highway Class II
- Secondary
- Collector
- Proposed
- Local

**GENERALIZED CIRCULATION**

SUNLAND - TUJUNGA - LAKEVIEW TERRACE - SHADOW HILLS - LA TUNA CANYON





BUREAU OF ENGINEERING		DEPARTMENT OF PUBLIC WORKS		CITY OF LOS ANGELES	
<b>STANDARD STREET DIMENSIONS</b>				<b>STANDARD PLAN S-470-0</b>	
SUBMITTED <i>March 25</i> 1999 <i>Clark R. Robins</i> ENGINEER OF DESIGN <i>Robyn Araja</i> DEPUTY ENGINEER APPROVED <i>March 31</i> 1999 <i>Thomas Conroy</i> CITY ENGINEER				APPROVED <i>James Beniger</i> 4/6/99 GENERAL MANAGER, DEPT. OF TRANSPORTATION DATE <i>Constance</i> 4/6/99 DIRECTOR OF PLANNING DATE ADOPTED <b>MAY 13, 1999</b> CITY PLANNING COMMISSION DATE	
DESIGNED BY <i>R. TANABE</i>		DRAWN BY <i>L. CANAJA</i>		SUPERSEDES <b>D-22549</b>	
				VAULT INDEX NUMBER <b>B-4428</b>	
				<b>SHEET 1 OF 2 SHEETS</b>	

THIS STANDARD PLAN BECOMES EFFECTIVE ON NOVEMBER 10, 1999

## STANDARD STREET CONDITIONS

1. City Council may, by ordinance, adopt specific standards for individual streets which differ from these official standard street dimensions. Community Plans should be reviewed for designation of Pedestrian Priority Street Segments of arterial streets which would require wider sidewalks than those indicated on this Standard Plan.
2. Sidewalk widths for non-arterial streets shall be the minimum shown hereon. Greater widths, up to full width between curb and property line, with tree wells, shall be required where commercial and multiple residential frontage, schools, areas of heavy pedestrian traffic or other special circumstances indicate the need.
3. Except for special conditions or as otherwise provided, sidewalk shall be placed as close to the property line as possible.
4. Where sidewalk is constructed adjacent to the curb it shall have a minimum width of 10 feet inclusive of curb thickness except for hillside streets, noncontinuous local streets and industrial streets.
5. Where sidewalk is constructed on the fill or low side of a hillside street, a berm may be required on private property.
6. Easements may be required in addition to the widths shown hereon, where necessary for the installation of public utilities or for widened sidewalks (minimum 15-foot width) adjacent to transit stations.
7. Fifty-foot curb radii (instead of the standard 35' curb radii) shall be provided for cul-de-sacs in industrial areas.
8. Private street development should conform to the standard public street dimensions shown on this sheet, where appropriate. Variations may be approved on a case-by-case basis.
9. For intersections of streets the following dedications shall apply:
  - a. Intersections of arterial streets with any other street: 15'x15' cut corner OR 20' curved corner radius.
  - b. Intersections of non-arterial and/or hillside streets: 10'x10' cut corner OR 15' curved corner radius.
10. Hillside Collector Streets. In hillside areas where topography or other environmental considerations, documented to the satisfaction of the City Engineer, would render full street improvements infeasible, the roadway width of the hillside collector street may be reduced to no less than 32 feet, provided that parking is limited to one side only.



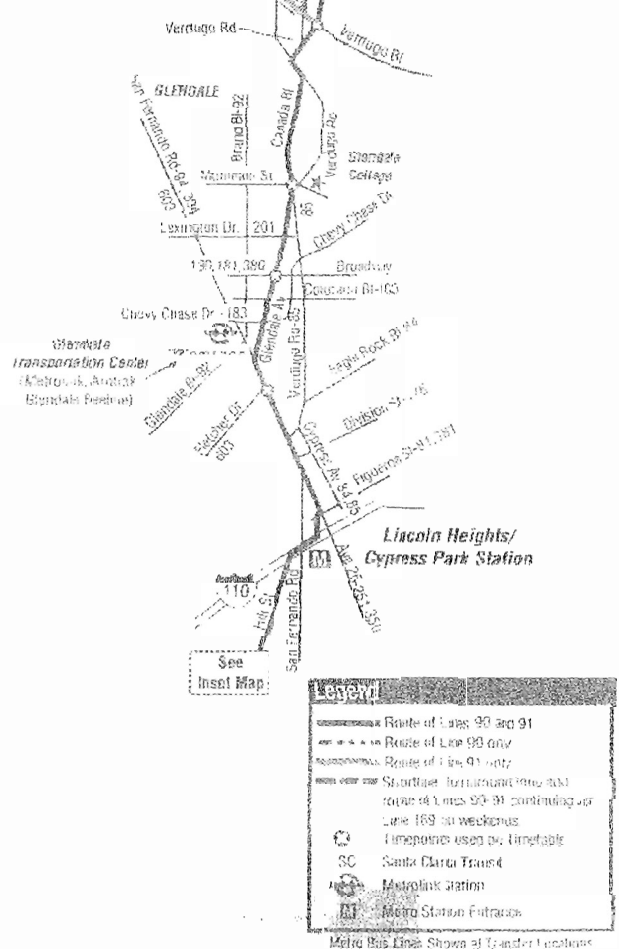
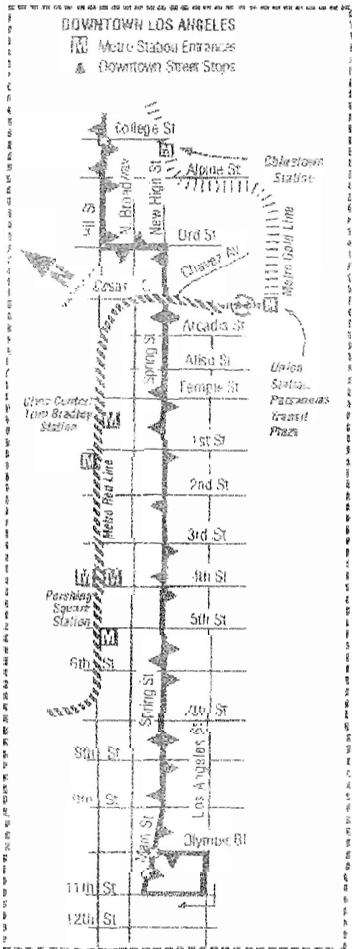
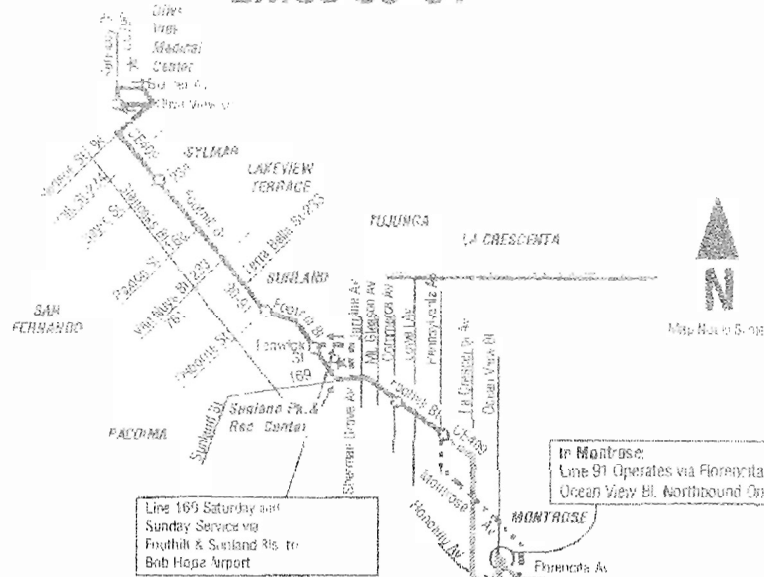
STANDARD PLAN NO. S-470-0

VAULT INDEX NUMBER B-4428

SHEET 2 OF 2 SHEETS

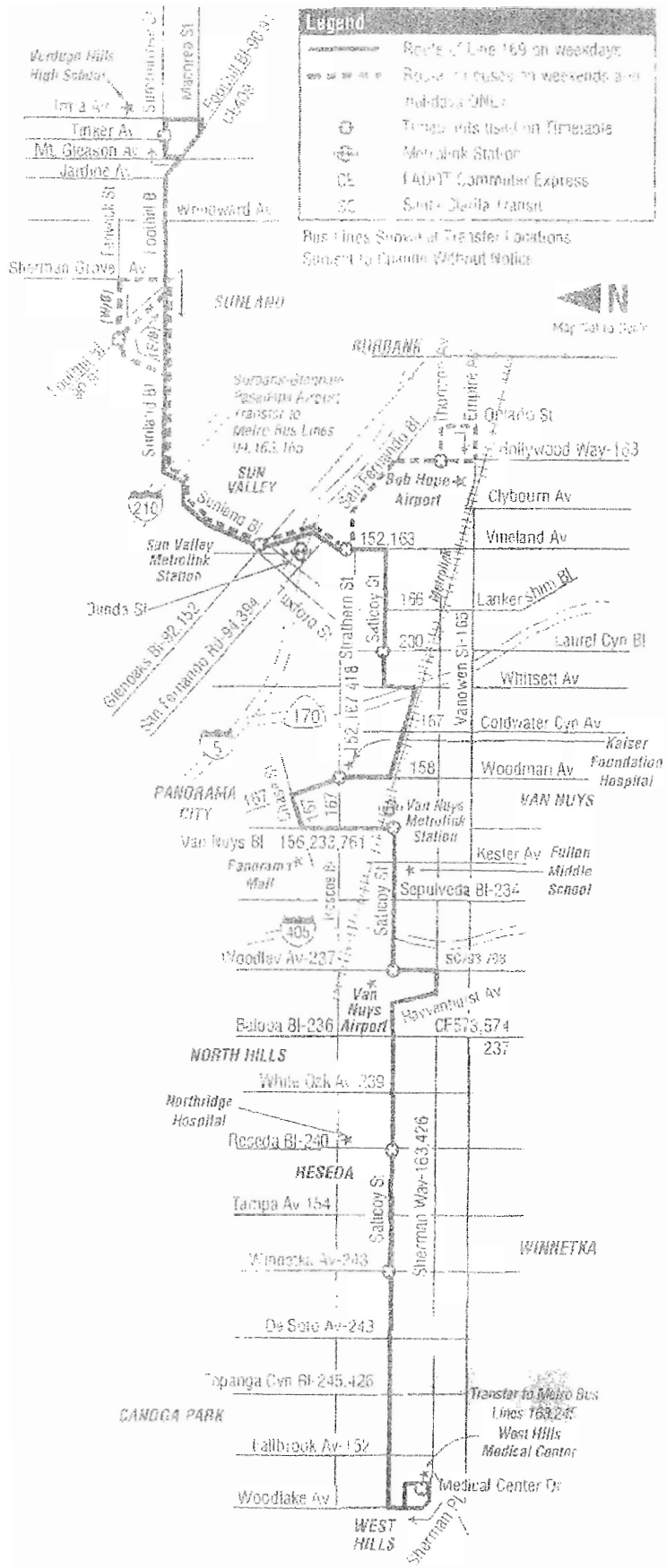
**APPENDIX C**  
**TRANSIT ROUTES**

# Lines 90-91





# LINE 169



**APPENDIX D**

**TRAFFIC VOLUME DATA**

# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

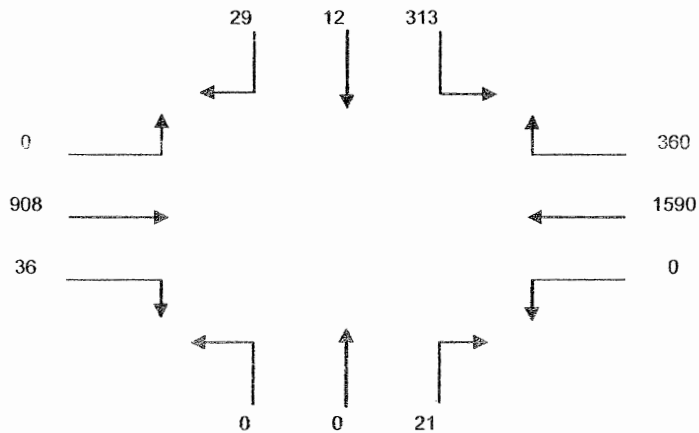
CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.  
 PROJECT: SUNLAND  
 DATE: THURSDAY, JANUARY 13, 2005  
 PERIOD: 07:00 AM TO 09:00 AM  
 INTERSECTION: N/S Foothill Boulevard / Newhome Avenue  
 E/W Sunland Boulevard  
 FILE NUMBER: 1-AM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
700-715	6	0	37	70	386	0	7	0	0	5	138	0
715-730	7	1	63	86	404	0	6	0	0	7	208	0
730-745	9	2	85	94	419	0	3	0	0	8	251	0
745-800	6	5	82	83	391	0	8	0	0	14	236	0
800-815	7	4	83	97	376	0	4	0	0	7	213	0
818-830	6	2	77	108	366	0	3	0	0	2	169	0
830-845	5	1	81	94	358	0	3	0	0	2	154	0
845-900	5	3	69	79	354	0	3	0	0	1	164	0

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-800	28	8	267	333	1600	0	24	0	0	34	833	0	3127
715-815	29	12	313	360	1590	0	21	0	0	36	908	0	3269
730-830	28	13	327	382	1552	0	18	0	0	31	869	0	3220
745-845	24	12	323	382	1491	0	18	0	0	25	772	0	3047
800-900	23	10	310	378	1454	0	13	0	0	12	700	0	2900

A.M. PEAK HOUR  
715-815

SUNLAND BOULEVARD



FOOTHILL BOULEVARD / NEWHOME AVENUE

THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91006  
 626.446.7978

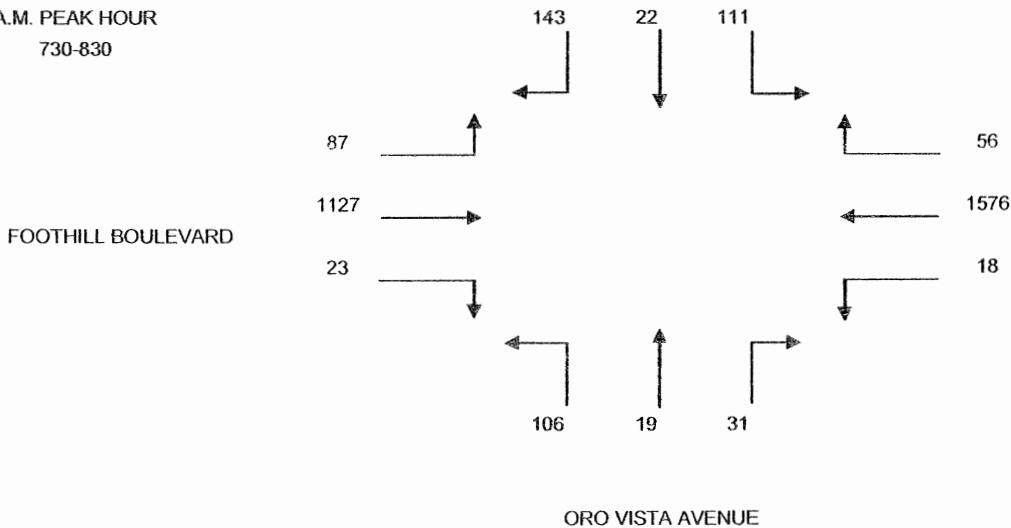
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.  
 PROJECT: SUNLAND  
 DATE: THURSDAY, JANUARY 13, 2005  
 PERIOD: 07:00 AM TO 09:00 AM  
 INTERSECTION: N/S ORO VISTA AVENUE  
 E/W FOOTHILL BOULEVARD  
 FILE NUMBER: 2-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
700-715	46	3	10	4	347	3	6	1	31	1	172	16
715-730	44	3	14	4	354	4	6	1	48	0	224	16
730-745	46	7	20	9	385	3	6	4	31	3	322	21
745-800	37	8	31	14	396	4	6	8	27	4	338	26
800-815	27	4	34	15	406	6	9	4	23	6	268	19
818-830	33	3	26	18	389	5	10	3	25	10	199	21
830-845	40	4	16	18	360	4	9	5	16	6	166	22
845-900	27	3	14	15	357	4	9	3	22	6	187	24

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-800	173	21	75	31	1482	14	24	14	137	8	1056	79	3114
715-815	154	22	99	42	1541	17	27	17	129	13	1152	82	3295
730-830	143	22	111	56	1576	18	31	19	106	23	1127	87	3319
745-845	137	19	107	65	1551	19	34	20	91	26	971	88	3128
800-900	127	14	90	66	1512	19	37	15	86	28	820	86	2900

A.M. PEAK HOUR  
730-830



THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91006  
 626.446.7978

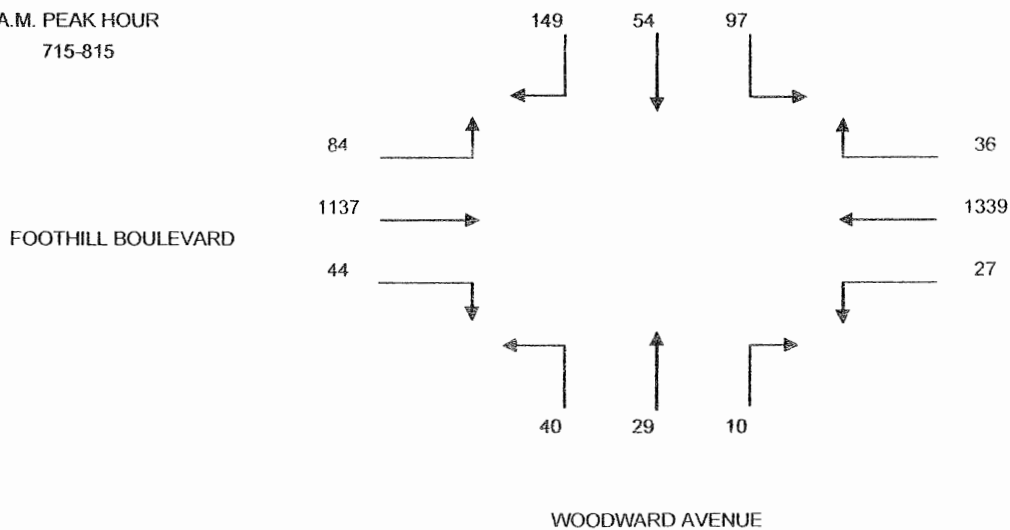
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.  
 PROJECT: SUNLAND  
 DATE: THURSDAY, JANUARY 13, 2005  
 PERIOD: 07:00 AM TO 09:00 AM  
 INTERSECTION: N/S WOODWARD AVENUE  
 E/W FOOTHILL BOULEVARD  
 FILE NUMBER: 3-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
700-715	10	0	8	5	295	0	3	6	10	1	125	14
715-730	23	5	13	13	321	5	2	5	9	4	235	29
730-745	50	12	37	14	340	5	1	15	12	8	330	27
745-800	48	25	29	6	346	9	2	6	10	13	324	18
800-815	28	12	18	3	332	8	5	3	9	19	248	10
818-830	45	4	25	5	333	2	5	4	6	9	183	12
830-845	30	3	10	8	315	1	6	1	5	4	191	10
845-900	24	0	9	6	301	1	0	0	3	1	175	8

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
700-800	131	42	87	38	1302	19	8	32	41	26	1014	88	2828
715-815	149	54	97	36	1339	27	10	29	40	44	1137	84	3046
730-830	171	53	109	28	1351	24	13	28	37	49	1085	67	3015
745-845	151	44	82	22	1326	20	18	14	30	45	946	50	2748
800-900	127	19	62	22	1281	12	16	8	23	33	797	40	2440

A.M. PEAK HOUR  
715-815



THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91006  
 626.446.7978

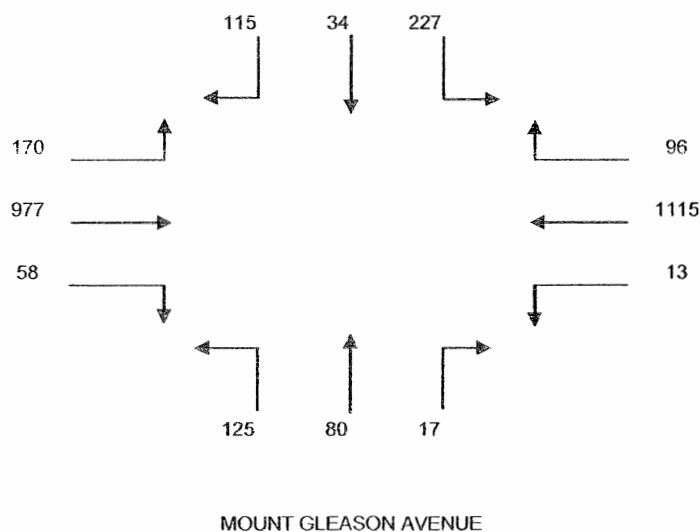
# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.  
 PROJECT: SUNLAND  
 DATE: THURSDAY, JANUARY 13, 2005  
 PERIOD: 07:00 AM TO 09:00 AM  
 INTERSECTION: N/S MOUNT GLEASON AVENUE  
 E/W FOOTHILL BOULEVARD  
 FILE NUMBER: 4-AM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
700-715	10	1	42	15	228	1	2	5	10	3	150	38
715-730	12	4	48	24	248	1	0	10	18	4	161	26
730-745	33	6	61	42	281	1	4	25	37	13	241	44
745-800	20	8	64	30	281	6	7	38	35	20	313	53
800-815	27	14	62	11	283	2	6	10	33	19	260	48
818-830	35	6	40	13	270	4	0	7	20	6	163	25
830-845	22	1	38	13	259	3	2	4	14	3	177	22
845-900	21	3	35	12	248	0	2	3	19	9	121	27

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-800	75	19	215	111	1038	9	13	78	100	40	865	161	2724
715-815	92	32	235	107	1093	10	17	83	123	56	975	171	2994
730-830	115	34	227	96	1115	13	17	80	125	58	977	170	3027
745-845	104	29	204	67	1093	15	15	59	102	48	913	148	2797
800-900	105	24	175	49	1060	9	10	24	86	37	721	122	2422

A.M. PEAK HOUR  
730-830



THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91006  
 626.446.7978

# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.  
 PROJECT: SUNLAND  
 DATE: THURSDAY, JANUARY 13, 2005  
 PERIOD: 07:00 AM TO 09:00 AM  
 INTERSECTION: N/S COMMERCE AVENUE  
 E/W FOOTHILL BOULEVARD  
 FILE NUMBER: 5-AM

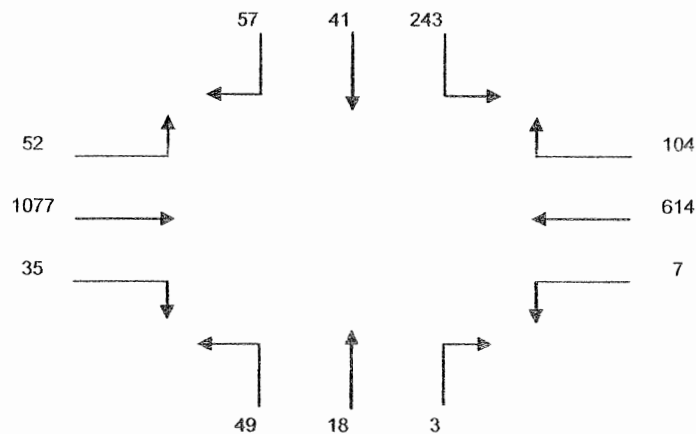
15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
700-715	9	12	55	12	100	2	0	0	12	6	202	2
715-730	15	10	69	15	101	2	0	5	11	5	228	7
730-745	10	7	69	23	144	1	0	9	20	7	253	6
745-800	15	11	62	17	164	1	1	4	13	9	308	12
800-815	17	13	64	34	149	2	2	3	10	12	266	23
818-830	15	10	48	30	157	3	0	2	6	7	250	11
830-845	11	5	46	24	142	0	1	3	5	9	198	13
845-900	9	6	53	20	132	1	2	0	5	4	192	13

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-800	49	40	255	67	509	6	1	18	56	27	991	27	2046
715-815	57	41	264	89	558	6	3	21	54	33	1055	48	2229
730-830	57	41	243	104	614	7	3	18	49	35	1077	52	2300
745-845	58	39	220	105	612	6	4	12	34	37	1022	59	2208
800-900	52	34	211	108	580	6	5	8	26	32	906	60	2028

A.M. PEAK HOUR

730-830

FOOTHILL BOULEVARD



COMMERCE AVENUE

THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91006  
 626.446.7978

# INTERSECTION TURNING MOVEMENT COUNT SUMMARY

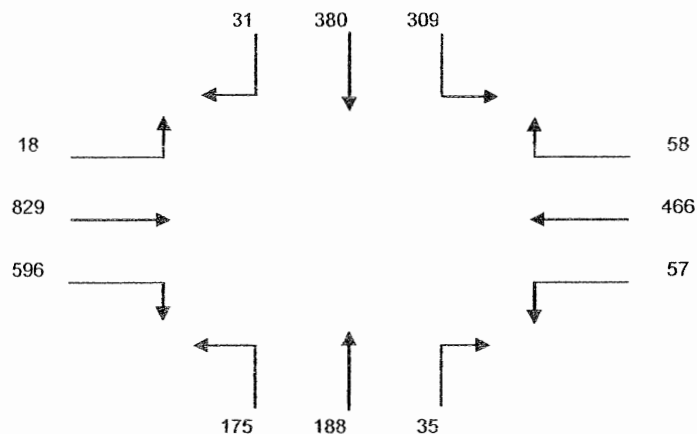
CLIENT: OVERLAND TRAFFIC CONSULTANTS, INC.  
 PROJECT: SUNLAND  
 DATE: THURSDAY, JANUARY 13, 2005  
 PERIOD: 07:00 AM TO 09:00 AM  
 INTERSECTION: N/S TUJUNGA CANYON BOULEVARD  
 E/W FOOTHILL BOULEVARD  
 FILE NUMBER: 6-AM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
700-715	1	105	52	12	41	14	0	24	33	128	102	2
715-730	3	119	68	10	54	17	3	30	50	142	129	2
730-745	6	97	76	16	75	11	7	35	47	160	207	3
745-800	7	95	81	14	120	13	5	32	40	154	212	6
800-815	10	101	77	13	157	11	11	66	39	131	215	4
818-830	8	87	75	15	114	22	12	55	49	151	195	5
830-845	9	101	73	17	94	12	8	34	38	100	174	4
845-900	6	90	68	11	82	11	7	28	55	76	164	4

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
700-800	17	416	277	52	290	55	15	121	170	584	650	13	2660
715-815	26	412	302	53	406	52	26	163	176	587	763	15	2981
730-830	31	380	309	58	466	57	35	188	175	596	829	18	3142
745-845	34	384	306	59	485	58	36	187	166	536	796	19	3066
800-900	33	379	293	56	447	56	38	183	181	458	748	17	2889

A.M. PEAK HOUR  
730-830

FOOTHILL BOULEVARD



TUJUNGA CANYON BOULEVARD

THE TRAFFIC SOLUTION  
 329 DIAMOND STREET  
 ARCADIA, CALIFORNIA 91006  
 626.446.7978



**APPENDIX E**

**LEVEL OF SERVICE WORKSHEETS**

## INTERSECTION CMA WORKSHEET

Project: Home Depot Sunland

Intersection: 1 Foothill Boulevard and Sunland Boulevard  
 Scenario: Existing Conditions

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>			<u>PM Peak Hour Traffic Volumes</u>		
	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>
NB Left	0	N/A		0	N/A	
NB Thru	0	N/A		0	N/A	
NB Right	21	21	*	0	N/A	
SB Left	313	179	*	0	N/A	
SB Thru	12	N/A		0	N/A	
SB Right	29	29		0	N/A	
EB Left	0	N/A	*	0	N/A	
EB Thru	908	472		0	N/A	
EB Right	36	N/A		0	N/A	
WB Left	0	N/A		0	N/A	
WB Thru	1590	795	*	0	N/A	
WB Right	360	360		0	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u> <u>Direction</u>	<u>RTOR Codes</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	0	0	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	0	0	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	1	1			
SB Left	2	2	Number of Phases	2	2
SB Left-Thru	0	0	Phasing Code	0	0
SB Thru	0	0			
SB Right-Thru	0	0	Capacity Codes	1500	1500
SB Right	1	1			

=====

**Critical Movement Analysis: Results Summary**

=====

	<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes	795	N/A
North/South Critical Volumes	200	N/A
Sum of Critical Volumes	995	-
Capacity	1,500	1,500
Intersection CMA Value	0.663	0.000
ATSAC CMA Value	0.593	0.000
Intersection Level of Service	A	N/A

=====

Existing Conditions

## INTERSECTION CMA WORKSHEET

Project: Home Depot Sunland

Intersection: 1 Foothill Boulevard and Sunland Boulevard  
 Scenario: Future Conditions (2006), Without Project

Movement	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
	Related	Growth	W/O Project	VPL	Critical	Related	Growth	W/O Project	VPL	Critical
NB Left	0	0	0	N/A		0	0	0	N/A	
NB Thru	0	0	0	N/A		0	0	0	N/A	
NB Right	0	1	22	22	*	0	0	0	N/A	
SB Left	12	13	338	193	*	0	0	0	N/A	
SB Thru	0	0	12	N/A		0	0	0	N/A	
SB Right	0	1	30	30		0	0	0	N/A	
EB Left	0	0	0	N/A	*	0	0	0	N/A	
EB Thru	30	37	975	506		0	0	0	N/A	
EB Right	0	1	37	N/A		0	0	0	N/A	
WB Left	0	0	0	N/A		0	0	0	N/A	
WB Thru	70	64	1724	862	*	0	0	0	N/A	
WB Right	24	15	399	399		0	0	0	N/A	

Movement	AM PEAK PM PEAK		Approach Direction	RTOR Codes	
	Lanes	Lanes		AM PEAK	PM PEAK
NB Left	0	0	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	0	0	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	1	1			
SB Left	2	2	Number of Phases	2	2
SB Left-Thru	0	0	Phasing Code	0	0
SB Thru	0	0	Capacity Codes	1500	1500
SB Right-Thru	0	0			
SB Right	1	1			

### Critical Movement Analysis: Results Summary

	AM PEAK	PM PEAK
East/West Critical Volumes	862	N/A
North/South Critical Volumes	214	N/A
Sum of Critical Volumes	1,077	-
Capacity	1,500	1,500
Intersection CMA Value	0.718	0.000
ATSAC CMA Value	0.648	-
Intersection Level of Service	B	N/A

Future Conditions (2006), Without Project

**INTERSECTION CMA WORKSHEET**  
Project: Home Depot Sunland

Intersection: 1 Foothill Boulevard and Sunland Boulevard  
Scenario: Future Conditions (2006), With Project

Movement	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
	W/O Proj.	Project	W/ Project	VPL	Critical	W/O Proj.	Project	W/ Project	VPL	Critical
NB Left	0	0	0	N/A		0	0	0	N/A	
NB Thru	0	0	0	N/A		0	0	0	N/A	
NB Right	22	0	22	22	*	0	0	0	N/A	
SB Left	338	4	342	195	*	0	0	0	N/A	
SB Thru	12	0	12	N/A		0	0	0	N/A	
SB Right	30	0	30	30		0	0	0	N/A	
EB Left	0	0	0	N/A	*	0	0	0	N/A	
EB Thru	975	10	985	511		0	0	0	N/A	
EB Right	37	0	37	N/A		0	0	0	N/A	
WB Left	0	0	0	N/A		0	0	0	N/A	
WB Thru	1724	14	1738	869	*	0	0	0	N/A	
WB Right	399	5	404	404		0	0	0	N/A	

Movement	AM PEAK PM PEAK		Approach Direction	RTOR Codes	
	Lanes	Lanes		AM PEAK	PM PEAK
NB Left	0	0	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	0	0	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	1	1			
SB Left	2	2	Number of Phases	2	2
SB Left-Thru	0	0	Phasing Code	0	0
SB Thru	0	0	Capacity Codes	1500	1500
SB Right-Thru	0	0			
SB Right	1	1			
EB Left	0	0			
EB Left-Thru	0	0			
EB Thru	1	1			
EB Right-Thru	1	1			
EB Right	0	0			
WB Left	0	0			
WB Left-Thru	0	0			
WB Thru	2	2			
WB Right-Thru	0	0			
WB Right	1	1			

Critical Movement Analysis: Results Summary			
	AM PEAK	PM PEAK	
East/West Critical Volumes	869	N/A	
North/South Critical Volumes	217	N/A	
Sum of Critical Volumes	1,086	-	
Capacity	1,500	1,500	
Intersection CMA Value	0.724	0.000	
ATSAC CMA Value	0.654	-	
Intersection Level of Service	B	N/A	
PROJECT IMPACT VALUE	0.006	N/A	

Future Conditions (2006), With Project

## INTERSECTION CMA WORKSHEET

Project: Home Depot Sunland

Intersection: 2 Foothill Boulevard and Oro Vista Avenue  
 Scenario: Existing Conditions

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>			<u>PM Peak Hour Traffic Volumes</u>		
	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>
NB Left	106	N/A	*	0	N/A	
NB Thru	19	156		0	N/A	
NB Right	31	N/A		0	N/A	
SB Left	111	N/A		0	N/A	
SB Thru	21	275	*	0	N/A	
SB Right	143	N/A		0	N/A	
EB Left	87	87	*	0	N/A	
EB Thru	1127	575		0	N/A	
EB Right	23	N/A		0	N/A	
WB Left	18	18		0	N/A	
WB Thru	1576	816	*	0	N/A	
WB Right	56	N/A		0	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u> <u>Direction</u>	<u>RTOR Codes</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	0	0	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	1	1	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	0	0			
SB Left	0	0	Number of Phases	2	2
SB Left-Thru	0	0	Phasing Code	0	0
SB Thru	1	1			
SB Right-Thru	0	0	Capacity Codes	1500	1500
SB Right	0	0			

EB Left	1	1
EB Left-Thru	0	0
EB Thru	1	1
EB Right-Thru	1	1
EB Right	0	0
WB Left	1	1
WB Left-Thru	0	0
WB Thru	1	1
WB Right-Thru	1	1
WB Right	0	0

=====

### Critical Movement Analysis: Results Summary

=====

	<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes	903	N/A
North/South Critical Volumes	381	N/A
Sum of Critical Volumes	1,284	-
Capacity	1,500	1,500
Intersection CMA Value	0.856	N/A
ATSAC CMA Value	0.786	N/A
Intersection Level of Service	C	N/A

=====

Existing Conditions

**INTERSECTION CMA WORKSHEET**  
Project: Home Depot Sunland

**Intersection:** 2 Foothill Boulevard and Oro Vista Avenue  
**Scenario:** Future Conditions (2006), Without Project

<b>Movement</b>	<b>AM Peak Hour Traffic Volumes</b>					<b>PM Peak Hour Traffic Volumes</b>				
	<b>Related</b>	<b>Growth</b>	<b>W/O Project</b>	<b>VPL</b>	<b>Critical</b>	<b>Related</b>	<b>Growth</b>	<b>W/O Project</b>	<b>VPL</b>	<b>Critical</b>
NB Left	0	4	110	N/A	*	0	0	0	N/A	
NB Thru	0	1	20	162		0	0	0	N/A	
NB Right	0	1	32	N/A		0	0	0	N/A	
SB Left	8	4	123	N/A		0	0	0	N/A	
SB Thru	0	1	22	314	*	0	0	0	N/A	
SB Right	20	6	169	N/A		0	0	0	N/A	
EB Left	13	4	104	104	*	0	0	0	N/A	
EB Thru	32	46	1205	614		0	0	0	N/A	
EB Right	0	1	24	N/A		0	0	0	N/A	
WB Left	0	1	19	19		0	0	0	N/A	
WB Thru	75	64	1715	888	*	0	0	0	N/A	
WB Right	3	2	61	N/A		0	0	0	N/A	

<b>Movement</b>	<b>AM PEAK PM PEAK</b>		<b>Approach Direction</b>	<b>RTOR Codes</b>	
	<b>Lanes</b>	<b>Lanes</b>		<b>AM PEAK</b>	<b>PM PEAK</b>
NB Left	0	0	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	1	1	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	0	0			
SB Left	0	0	Number of Phases	2	2
SB Left-Thru	0	0	Phasing Code	0	0
SB Thru	1	1	Capacity Codes	1500	1500
SB Right-Thru	0	0			
SB Right	0	0			

**Critical Movement Analysis: Results Summary**

	<b>AM PEAK</b>	<b>PM PEAK</b>
East/West Critical Volumes	991	N/A
North/South Critical Volumes	424	N/A
Sum of Critical Volumes	1,416	N/A
Capacity	1,500	1,500
Intersection CMA Value	0.944	N/A
ATSAC CMA Value	0.874	N/A
Intersection Level of Service	D	N/A

Future Conditions (2006), Without Project

**INTERSECTION CMA WORKSHEET**  
Project: Home Depot Sunland

Intersection: 2 Foothill Boulevard and Oro Vista Avenue  
Scenario: Future Conditions (2006), With Project

Movement	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
	W/O Proj.	Project	W/ Project	VPL	Critical	W/O Proj.	Project	W/ Project	VPL	Critical
NB Left	110	0	110	N/A	*	0	0	0	N/A	
NB Thru	20	0	20	162		0	0	0	N/A	
NB Right	32	0	32	N/A		0	0	0	N/A	
SB Left	123	1	124	N/A		0	0	0	N/A	
SB Thru	22	0	22	315	*	0	0	0	N/A	
SB Right	169	0	169	N/A		0	0	0	N/A	
EB Left	104	0	104	104	*	0	0	0	N/A	
EB Thru	1205	14	1219	621		0	0	0	N/A	
EB Right	24	0	24	N/A		0	0	0	N/A	
WB Left	19	1	20	20		0	0	0	N/A	
WB Thru	1715	19	1734	898	*	0	0	0	N/A	
WB Right	61	1	62	N/A		0	0	0	N/A	

Movement	AM PEAK PM PEAK		Approach Direction	RTOR Codes	
	Lanes	Lanes		AM PEAK	PM PEAK
NB Left	0	0	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	1	1	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	0	0			
SB Left	0	0	Number of Phases	2	2
SB Left-Thru	0	0	Phasing Code	0	0
SB Thru	1	1	Capacity Codes	1500	1500
SB Right-Thru	0	0			
SB Right	0	0			

Critical Movement Analysis: Results Summary			AM PEAK	PM PEAK
EB Left	1	1		
EB Left-Thru	0	0		
EB Thru	1	1		
EB Right-Thru	1	1		
EB Right	0	0		
WB Left	1	1		
WB Left-Thru	0	0		
WB Thru	1	1		
WB Right-Thru	1	1		
WB Right	0	0		
East/West Critical Volumes			1,001	N/A
North/South Critical Volumes			425	N/A
Sum of Critical Volumes			1,427	N/A
Capacity			1,500	1,500
Intersection CMA Value			0.951	N/A
ATSAC CMA Value			0.881	N/A
Intersection Level of Service			D	N/A
PROJECT IMPACT VALUE			0.007	N/A

Future Conditions (2006), With Project

## INTERSECTION CMA WORKSHEET

Project: Home Depot Sunland

Intersection: 3 Foothill Boulevard and Woodward Avenue  
 Scenario: Existing Conditions

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>			<u>PM Peak Hour Traffic Volumes</u>		
	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>
NB Left	40	N/A	*	0	N/A	
NB Thru	49	99		0	N/A	
NB Right	10	N/A		0	N/A	
SB Left	97	N/A		0	N/A	
SB Thru	54	348	*	0	N/A	
SB Right	197	N/A		0	N/A	
EB Left	84	84	*	0	N/A	
EB Thru	1137	591		0	N/A	
EB Right	44	N/A		0	N/A	
WB Left	27	27		0	N/A	
WB Thru	1339	688	*	0	N/A	
WB Right	36	N/A		0	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u> <u>Direction</u>	<u>RTOR Codes</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	0	0	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	1	1	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	0	0			
SB Left	0	0	Number of Phases	2	2
SB Left-Thru	0	0	Phasing Code	0	0
SB Thru	1	1			
SB Right-Thru	0	0	Capacity Codes	1500	1500
SB Right	0	0			

			Critical Movement Analysis: Results Summary		
			<u>AM PEAK</u>	<u>PM PEAK</u>	
EB Left	1	1			
EB Left-Thru	0	0			
EB Thru	1	1			
EB Right-Thru	1	1	East/West Critical Volumes	772	N/A
EB Right	0	0	North/South Critical Volumes	388	N/A
			Sum of Critical Volumes	1,160	N/A
			Capacity	1,500	1,500
WB Left	1	1			
WB Left-Thru	0	0			
WB Thru	1	1	Intersection CMA Value	0.773	N/A
WB Right-Thru	1	1	ATSAC CMA Value	0.703	N/A
WB Right	0	0	Intersection Level of Service	C	N/A

Existing Conditions



## INTERSECTION CMA WORKSHEET

Project: Home Depot Sunland

Intersection: 3 Foothill Boulevard and Woodward Avenue  
 Scenario: Future Conditions (2006), Without Project

Movement	Related	AM Peak Hour Traffic Volumes				Critical	PM Peak Hour Traffic Volumes				Critical
		Growth	W/O Project	VPL			Growth	W/O Project	VPL		
NB Left	0	2	42	N/A	*	0	0	0	N/A		
NB Thru	0	2	51	103		0	0	0	N/A		
NB Right	0	0	10	N/A		0	0	0	N/A		
SB Left	0	4	101	N/A		0	0	0	N/A		
SB Thru	0	2	56	362	*	0	0	0	N/A		
SB Right	0	8	205	N/A		0	0	0	N/A		
EB Left	0	3	87	87	*	0	0	0	N/A		
EB Thru	40	46	1223	634		0	0	0	N/A		
EB Right	0	2	46	N/A		0	0	0	N/A		
WB Left	0	1	28	28		0	0	0	N/A		
WB Thru	78	54	1471	754	*	0	0	0	N/A		
WB Right	0	1	37	N/A		0	0	0	N/A		

Movement	AM PEAK PM PEAK		Approach Direction	RTOR Codes	
	Lanes	Lanes		AM PEAK	PM PEAK
NB Left	0	0	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	1	1	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	0	0			
SB Left	0	0	Number of Phases	2	2
SB Left-Thru	0	0	Phasing Code	0	0
SB Thru	1	1	Capacity Codes	1500	1500
SB Right-Thru	0	0			
SB Right	0	0			

### Critical Movement Analysis: Results Summary

Movement	AM PEAK	PM PEAK		AM PEAK PM PEAK	
				AM PEAK	PM PEAK
EB Left	1	1	East/West Critical Volumes	842	N/A
EB Left-Thru	0	0	North/South Critical Volumes	404	N/A
EB Thru	1	1	Sum of Critical Volumes	1,245	N/A
EB Right-Thru	1	1	Capacity	1,500	1,500
EB Right	0	0			
WB Left	1	1	Intersection CMA Value	0.830	N/A
WB Left-Thru	0	0	ATSAC CMA Value	0.760	N/A
WB Thru	1	1	Intersection Level of Service	C	N/A
WB Right-Thru	1	1			
WB Right	0	0			

Future Conditions (2006), Without Project

## INTERSECTION CMA WORKSHEET

Project: Home Depot Sunland

Intersection: 3 Foothill Boulevard and Woodward Avenue  
 Scenario: Future Conditions (2006), With Project

Movement	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
	W/O Proj.	Project	W/ Project	VPL	Critical	W/O Proj.	Project	W/ Project	VPL	Critical
NB Left	42	0	42	N/A	*	0	0	0	N/A	
NB Thru	51	0	51	103		0	0	0	N/A	
NB Right	10	0	10	N/A		0	0	0	N/A	
SB Left	101	0	101	N/A		0	0	0	N/A	
SB Thru	56	0	56	362	*	0	0	0	N/A	
SB Right	205	0	205	N/A		0	0	0	N/A	
EB Left	87	1	88	88	*	0	0	0	N/A	
EB Thru	1223	16	1239	642		0	0	0	N/A	
EB Right	46	0	46	N/A		0	0	0	N/A	
WB Left	28	0	28	28		0	0	0	N/A	
WB Thru	1471	10	1481	759	*	0	0	0	N/A	
WB Right	37	0	37	N/A		0	0	0	N/A	

Movement	AM PEAK PM PEAK		Approach Direction	RTOR Codes	
	Lanes	Lanes		AM PEAK	PM PEAK
NB Left	0	0	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	1	1	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	0	0			
SB Left	0	0	Number of Phases	2	2
SB Left-Thru	0	0	Phasing Code	0	0
SB Thru	1	1	Capacity Codes	1500	1500
SB Right-Thru	0	0			
SB Right	0	0			

### Critical Movement Analysis: Results Summary

	AM PEAK	PM PEAK
East/West Critical Volumes	848	N/A
North/South Critical Volumes	404	N/A
Sum of Critical Volumes	1,251	N/A
Capacity	1,500	1,500
Intersection CMA Value	0.834	N/A
ATSAC CMA Value	0.764	N/A
Intersection Level of Service	C	N/A
PROJECT IMPACT VALUE	0.004	N/A

Future Conditions (2006), With Project

## INTERSECTION CMA WORKSHEET

Project: Home Depot Sunland

Intersection: 4 Foothill Boulevard and Mount Gleason Avenue  
 Scenario: Existing Conditions

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>			<u>PM Peak Hour Traffic Volumes</u>		
	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>
NB Left	125	N/A	*	0	N/A	
NB Thru	80	222		0	N/A	
NB Right	17	N/A		0	N/A	
SB Left	227	N/A		0	N/A	
SB Thru	34	376	*	0	N/A	
SB Right	115	N/A		0	N/A	
EB Left	170	170	*	0	N/A	
EB Thru	977	518		0	N/A	
EB Right	58	N/A		0	N/A	
WB Left	13	13		0	N/A	
WB Thru	1115	606	*	0	N/A	
WB Right	96	N/A		0	N/A	

<u>Movement</u>	<u>AM PEAK Lanes</u>	<u>PM PEAK Lanes</u>	<u>Approach Direction</u>	<u>RTOR Codes</u>	
				<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	0	0	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	1	1	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	0	0			
SB Left	0	0	Number of Phases	2	2
SB Left-Thru	0	0	Phasing Code	0	0
SB Thru	1	1			
SB Right-Thru	0	0	Capacity Codes	1500	1500
SB Right	0	0			

EB Left	1	1
EB Left-Thru	0	0
EB Thru	1	1
EB Right-Thru	1	1
EB Right	0	0
WB Left	1	1
WB Left-Thru	0	0
WB Thru	1	1
WB Right-Thru	1	1
WB Right	0	0

=====  
**Critical Movement Analysis: Results Summary**  
 =====

	<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes	776	N/A
North/South Critical Volumes	501	N/A
Sum of Critical Volumes	1,277	N/A
Capacity	1,500	1,500
Intersection CMA Value	0.851	N/A
ATSAC CMA Value	0.781	N/A
Intersection Level of Service	C	N/A

=====  
 Existing Conditions

**INTERSECTION CMA WORKSHEET**  
Project: Home Depot Sunland

Intersection: 4 Foothill Boulevard and Mount Gleason Avenue  
Scenario: Future Conditions (2006), Without Project

Movement	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
	Related	Growth	W/O Project	VPL	Critical	Related	Growth	W/O Project	VPL	Critical
NB Left	0	5	130	N/A	*	0	0	0	N/A	
NB Thru	0	3	83	231		0	0	0	N/A	
NB Right	0	1	18	N/A		0	0	0	N/A	
SB Left	12	9	248	N/A		0	0	0	N/A	
SB Thru	0	1	35	403	*	0	0	0	N/A	
SB Right	0	5	120	N/A		0	0	0	N/A	
EB Left	0	7	177	177	*	0	0	0	N/A	
EB Thru	27	39	1043	552		0	0	0	N/A	
EB Right	0	2	60	N/A		0	0	0	N/A	
WB Left	0	1	14	14		0	0	0	N/A	
WB Thru	24	45	1184	644	*	0	0	0	N/A	
WB Right	4	4	104	N/A		0	0	0	N/A	

Movement	AM PEAK PM PEAK		Approach Direction	RTOR Codes	
	Lanes	Lanes		AM PEAK	PM PEAK
NB Left	0	0	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	1	1	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	0	0			
SB Left	0	0	Number of Phases	2	2
SB Left-Thru	0	0	Phasing Code	0	0
SB Thru	1	1	Capacity Codes	1500	1500
SB Right-Thru	0	0			
SB Right	0	0			

Critical Movement Analysis: Results Summary

	AM PEAK	PM PEAK
East/West Critical Volumes	821	N/A
North/South Critical Volumes	533	N/A
Sum of Critical Volumes	1,354	N/A
Capacity	1,500	1,500
Intersection CMA Value	0.903	N/A
ATSAC CMA Value	0.833	N/A
Intersection Level of Service	B	N/A

Future Conditions (2006), Without Project

**INTERSECTION CMA WORKSHEET**  
Project: Home Depot Sunland

**Intersection:** 4 Foothill Boulevard and Mount Gleason Avenue  
**Scenario:** Future Conditions (2006), With Project

Movement	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
	W/O Proj.	Project	W/ Project	VPL	Critical	W/O Proj.	Project	W/ Project	VPL	Critical
NB Left	130	0	130	N/A	*	0	0	0	N/A	
NB Thru	83	0	83	231		0	0	0	N/A	
NB Right	18	0	18	N/A		0	0	0	N/A	
SB Left	248	0	248	N/A		0	0	0	N/A	
SB Thru	35	0	35	403	*	0	0	0	N/A	
SB Right	120	0	120	N/A		0	0	0	N/A	
EB Left	177	1	178	178	*	0	0	0	N/A	
EB Thru	1043	13	1056	558		0	0	0	N/A	
EB Right	60	0	60	N/A		0	0	0	N/A	
WB Left	14	0	14	14		0	0	0	N/A	
WB Thru	1184	9	1193	648	*	0	0	0	N/A	
WB Right	104	0	104	N/A		0	0	0	N/A	

Movement	AM PEAK PM PEAK		Approach Direction	RTOR Codes	
	Lanes	Lanes		AM PEAK	PM PEAK
NB Left	0	0	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	1	1	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	0	0			
SB Left	0	0	Number of Phases	2	2
SB Left-Thru	0	0	Phasing Code	0	0
SB Thru	1	1	Capacity Codes	1500	1500
SB Right-Thru	0	0			
SB Right	0	0			

Critical Movement Analysis: Results Summary					
Movement	Lanes	Lanes		AM PEAK	PM PEAK
				East/West Critical Volumes	826
North/South Critical Volumes	533	N/A			
Sum of Critical Volumes	1,360	N/A			
Capacity	1,500	1,500			
WB Left	1	1	Intersection CMA Value	0.906	N/A
WB Left-Thru	0	0	ATSAC CMA Value	0.836	N/A
WB Thru	1	1	Intersection Level of Service	D	N/A
WB Right-Thru	1	1	PROJECT IMPACT VALUE	0.003	N/A
WB Right	0	0			

Future Conditions (2006), With Project



## INTERSECTION CMA WORKSHEET

Project: Home Depot Sunland

Intersection: 5 Foothill Boulevard and Commerce Avenue  
 Scenario: Existing Conditions

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>			<u>PM Peak Hour Traffic Volumes</u>		
	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>
NB Left	49	N/A	*	0	N/A	
NB Thru	18	70		0	N/A	
NB Right	3	N/A		0	N/A	
SB Left	243	N/A		0	N/A	
SB Thru	41	341	*	0	N/A	
SB Right	57	N/A		0	N/A	
EB Left	57	57		0	N/A	
EB Thru	1077	556	*	0	N/A	
EB Right	35	N/A		0	N/A	
WB Left	7	7	*	0	N/A	
WB Thru	614	359		0	N/A	
WB Right	104	N/A		0	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u> <u>Direction</u>	<u>RTOR Codes</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	0	0	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	1	1	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	0	0			
SB Left	0	0	Number of Phases	2	2
SB Left-Thru	0	0	Phasing Code	0	0
SB Thru	1	1			
SB Right-Thru	0	0	Capacity Codes	1500	1500
SB Right	0	0			

EB Left	1	1
EB Left-Thru	0	0
EB Thru	1	1
EB Right-Thru	1	1
EB Right	0	0
WB Left	1	1
WB Left-Thru	0	0
WB Thru	1	1
WB Right-Thru	1	1
WB Right	0	0

Critical Movement Analysis: Results Summary		
	<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes	563	N/A
North/South Critical Volumes	390	N/A
Sum of Critical Volumes	953	N/A
Capacity	1,500	1,500
Intersection CMA Value	0.635	N/A
ATSAC CMA Value	0.565	N/A
Intersection Level of Service	A	N/A

Existing Conditions

**INTERSECTION CMA WORKSHEET**  
Project: Home Depot Sunland

Intersection: 5 Foothill Boulevard and Commerce Avenue  
Scenario: Future Conditions (2006), Without Project

Movement	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
	Related	Growth	W/O Project	VPL	Critical	Related	Growth	W/O Project	VPL	Critical
NB Left	5	2	56	N/A	*	0	0	0	N/A	
NB Thru	5	1	24	88		0	0	0	N/A	
NB Right	5	0	8	N/A		0	0	0	N/A	
SB Left	0	10	253	N/A		0	0	0	N/A	
SB Thru	7	2	50	362	*	0	0	0	N/A	
SB Right	0	2	59	N/A		0	0	0	N/A	
EB Left	0	2	59	59		0	0	0	N/A	
EB Thru	30	44	1151	598	*	0	0	0	N/A	
EB Right	9	1	45	N/A		0	0	0	N/A	
WB Left	7	0	14	14	*	0	0	0	N/A	
WB Thru	23	25	662	385		0	0	0	N/A	
WB Right	0	4	108	N/A		0	0	0	N/A	

Movement	AM PEAK	PM PEAK	Approach Direction	RTOR Codes	
	Lanes	Lanes		AM PEAK	PM PEAK
NB Left	0	0	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	1	1	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	0	0			
SB Left	0	0	Number of Phases	2	2
SB Left-Thru	0	0	Phasing Code	0	0
SB Thru	1	1	Capacity Codes	1500	1500
SB Right-Thru	0	0			
SB Right	0	0			

Critical Movement Analysis: Results Summary			AM PEAK	PM PEAK
EB Left	1	1		
EB Left-Thru	0	0		
EB Thru	1	1		
EB Right-Thru	1	1	East/West Critical Volumes	612 N/A
EB Right	0	0	North/South Critical Volumes	418 N/A
			Sum of Critical Volumes	1,030 N/A
WB Left	1	1	Capacity	1,500 1,500
WB Left-Thru	0	0		
WB Thru	1	1	Intersection CMA Value	0.687 N/A
WB Right-Thru	1	1	ATSAC CMA Value	0.617 N/A
WB Right	0	0	Intersection Level of Service	B N/A

Future Conditions (2006), Without Project

**INTERSECTION CMA WORKSHEET**

Project: Home Depot Sunland

Intersection: 5 Foothill Boulevard and Commerce Avenue  
 Scenario: Future Conditions (2006), With Project

Movement	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
	W/O Proj.	Project	W/ Project	VPL	Critical	W/O Proj.	Project	W/ Project	VPL	Critical
NB Left	56	0	56	N/A	*	0	0	0	N/A	
NB Thru	24	0	24	88		0	0	0	N/A	
NB Right	8	0	8	N/A		0	0	0	N/A	
SB Left	253	0	253	N/A		0	0	0	N/A	
SB Thru	50	0	50	362	*	0	0	0	N/A	
SB Right	59	0	59	N/A		0	0	0	N/A	
EB Left	59	0	59	59		0	0	0	N/A	
EB Thru	1151	12	1163	604	*	0	0	0	N/A	
EB Right	45	0	45	N/A		0	0	0	N/A	
WB Left	14	0	14	14	*	0	0	0	N/A	
WB Thru	662	9	671	390		0	0	0	N/A	
WB Right	108	0	108	N/A		0	0	0	N/A	

Movement	AM PEAK PM PEAK		Approach Direction	RTOR Codes	
	Lanes	Lanes		AM PEAK	PM PEAK
NB Left	0	0	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	1	1	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	0	0			
SB Left	0	0	Number of Phases	2	2
SB Left-Thru	0	0	Phasing Code	0	0
SB Thru	1	1	Capacity Codes	1500	1500
SB Right-Thru	0	0			
SB Right	0	0			

Critical Movement Analysis: Results Summary

	AM PEAK	PM PEAK
East/West Critical Volumes	618	N/A
North/South Critical Volumes	418	N/A
Sum of Critical Volumes	1,036	N/A
Capacity	1,500	1,500
Intersection CMA Value	0.691	N/A
ATSAC CMA Value	0.621	N/A
Intersection Level of Service	B	N/A
PROJECT IMPACT VALUE	0.004	N/A

Future Conditions (2006), With Project



## INTERSECTION CMA WORKSHEET

Project: Home Depot Sunland

Intersection: 6 Foothill Boulevard and Tujunga Canyon Boulevard  
 Scenario: Existing Conditions

Movement	AM Peak Hour Traffic Volumes			PM Peak Hour Traffic Volumes		
	Counts	VPL	Critical	Counts	VPL	Critical
NB Left	175	96		0	N/A	
NB Thru	188	223	*	0	N/A	
NB Right	35	N/A		0	N/A	
SB Left	309	309		0	N/A	
SB Thru	380	380	*	0	N/A	
SB Right	31	31		0	N/A	
EB Left	18	18		0	N/A	
EB Thru	829	713	*	0	N/A	
EB Right	596	N/A		0	N/A	
WB Left	57	57	*	0	N/A	
WB Thru	466	262		0	N/A	
WB Right	58	N/A		0	N/A	

Movement	AM PEAK	PM PEAK	Approach Direction	RTOR Codes	
	Lanes	Lanes		AM PEAK	PM PEAK
NB Left	2	2	NorthBound	0	0
NB Left-Thru-Rt	0	0	SouthBound	0	0
NB Thru	0	0	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	3	3
SB Left-Rt	0	0	Phasing Code	0	0
SB Thru	1	1			
SB Right-Thru	0	0	Capacity Codes	1425	1425
SB Right	1	1			

=====

**Critical Movement Analysis: Results Summary**

=====

	AM PEAK	PM PEAK
East/West Critical Volumes	770	N/A
North/South Critical Volumes	603	N/A
Sum of Critical Volumes	1,373	N/A
Capacity	1,425	1,500
Intersection CMA Value	0.963	N/A
ATSAC CMA Value	0.893	N/A
Intersection Level of Service	D	N/A

=====

Existing Conditions

## INTERSECTION CMA WORKSHEET

Project: Home Depot Sunland

Intersection: 6 Foothill Boulevard and Tujunga Canyon Boulevard  
 Scenario: Future Conditions (2006), Without Project

Movement	AM Peak Hour Traffic Volumes					PM Peak Hour Traffic Volumes				
	Related	Growth	W/O Project	VPL	Critical	Related	Growth	W/O Project	VPL	Critical
NB Left	14	7	196	108		-	0	0	N/A	
NB Thru	8	8	204	248	*	-	0	0	N/A	
NB Right	8	1	44	N/A		-	0	0	N/A	
SB Left	0	12	321	321		-	0	0	N/A	
SB Thru	3	15	398	398	*	-	0	0	N/A	
SB Right	0	1	32	32		-	0	0	N/A	
EB Left	0	1	19	19		-	0	0	N/A	
EB Thru	18	33	880	756	*	-	0	0	N/A	
EB Right	11	24	631	N/A		-	0	0	N/A	
WB Left	3	2	62	62	*	-	0	0	N/A	
WB Thru	15	19	500	280		-	0	0	N/A	
WB Right	0	2	60	N/A		-	0	0	N/A	

Movement	AM PEAK PM PEAK		Approach Direction	RTOR Codes	
	Lanes	Lanes		AM PEAK	PM PEAK
NB Left	2	2	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	0	0	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	3	3
SB Left-Thru	0	0	Phasing Code	0	0
SB Thru	1	1	Capacity Codes	1425	1425
SB Right-Thru	0	0			
SB Right	1	1			

### Critical Movement Analysis: Results Summary

	AM PEAK	PM PEAK
East/West Critical Volumes	818	N/A
North/South Critical Volumes	646	N/A
Sum of Critical Volumes	1,464	N/A
Capacity	1,425	1,500
Intersection CMA Value	1.027	N/A
ATSAC CMA Value	0.957	N/A
Intersection Level of Service	E	N/A

Future Conditions (2006), Without Project

**INTERSECTION CMA WORKSHEET**  
Project: Home Depot Sunland

**Intersection:** 6 Foothill Boulevard and Tujunga Canyon Boulevard  
**Scenario:** Future Conditions (2006), With Project

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>					<u>PM Peak Hour Traffic Volumes</u>				
	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>
NB Left	196	4	200	110		0	0	0	N/A	
NB Thru	204	0	204	248	*	0	0	0	N/A	
NB Right	44	0	44	N/A		0	0	0	N/A	
SB Left	321	0	321	321		0	0	0	N/A	
SB Thru	398	0	398	398	*	0	0	0	N/A	
SB Right	32	0	32	32		0	0	0	N/A	
EB Left	19	0	19	19		0	0	0	N/A	
EB Thru	880	7	887	762	*	0	0	0	N/A	
EB Right	631	5	636	N/A		0	0	0	N/A	
WB Left	62	0	62	62	*	0	0	0	N/A	
WB Thru	500	5	505	282		0	0	0	N/A	
WB Right	60	0	60	N/A		0	0	0	N/A	

<u>Movement</u>	<u>AM PEAK PM PEAK</u>		<u>Approach</u>	<u>RTOR Codes</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	2	2	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	0	0	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	3	3
SB Left-Thru	0	0	Phasing Code	0	0
SB Thru	1	1	Capacity Codes	1425	1425
SB Right-Thru	0	0			
SB Right	1	1			

=====  
**Critical Movement Analysis: Results Summary**  
=====

	<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes	824	N/A
North/South Critical Volumes	646	N/A
Sum of Critical Volumes	1,470	N/A
Capacity	1,425	1,500
Intersection CMA Value	1.032	N/A
ATSAC CMA Value	0.962	N/A
Intersection Level of Service	E	N/A
PROJECT IMPACT VALUE	0.005	N/A

=====  
Future Conditions (2006), With Project

