

SEP 21 2009

LOS ANGELES COUNTY CLERK

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
FOR THE REGIONAL INTERMODAL TRANSPORTATION CENTER
AT BOB HOPE AIRPORT

Project Title: Regional Intermodal Transportation Center at
Bob Hope Airport

Lead Agency Name and Address: Burbank-Glendale-Pasadena Airport Authority
2627 Hollywood Way
Burbank, CA 91505
(818) 840-8840

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Project Sponsor's Name and Address: Burbank-Glendale-Pasadena Airport Authority
2627 Hollywood Way
Burbank, CA 91505
Telephone: (818) 840-8840
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Brief Project Description: The Burbank-Glendale-Pasadena Airport Authority ("Authority") proposes a project ("Project") to construct a Regional Intermodal Transportation Center ("RITC") and certain related improvements at the Bob Hope Airport ("Airport"). The proposed Project consists of several related components to be constructed in two phases. The first phase includes a three-level RITC structure to be constructed on either spread or piled foundations over portions of the existing Parking Lot D in the southeastern portion of the Airport near the intersection of Hollywood Way and Empire Avenue. This three-level structure incorporates both a publicly accessible bus station with an enclosed bus passenger waiting lounge, and a consolidated rental car facility. The other components of the first phase of the proposed Project are the following: a publicly accessible CNG fueling facility to be located on the north side of the RITC structure; a two-level parking structure to replace parking displaced by the RITC structure; an elevated walkway connecting the RITC structure with Terminal B; conversion of the existing rental car ready/return area to airfield use ("runway safety area") and shuttle bus and courtesy van use ("ground access center"); installation of solar panels on the roof of the RITC structure, the existing canopies in Parking Lot D, and the roof of the elevated walkway; and construction of secured bicycle parking at the RITC and the ground access center. The second phase of the proposed Project consists of an enclosed pedestrian bridge/lounge facility over Empire Avenue connecting the RITC structure with the Bob Hope Airport Train Station ("Train Station"). Solar panels would also be installed on the roof of the pedestrian bridge/lounge facility as part of the second phase.

The majority of construction activities would occur primarily on land currently owned by the Authority with most of the construction staging located at the A-1 North Property. The A-1 North Property was acquired under the conditions of the March 15, 2005 "Development Agreement between the City of Burbank and the Burbank-Glendale-Pasadena Airport Authority Relating to the Bob Hope Airport" ("Development Agreement"). The remaining first phase construction activities and the second phase construction activities will occur on land and within airspace currently owned by Union Pacific Railroad, Caltrans, and the City of Burbank.

Document Availability:

Administrative Offices
Burbank-Glendale-Pasadena Airport Authority
2627 Hollywood Way
Burbank, California 91505
<http://www.burbankairport.com/>

Public Review Period: The Initial Study and Mitigated Negative Declaration will be available for public review and comment for a 30-day period, beginning September 23, 2009, and ending on October 23, 2009. Written comments on the Initial Study and Mitigated Negative Declaration must be received by mail, facsimile, or e-mail no later than 5:00 p.m. on October 23, 2009. Anyone interested in submitting comments on this document may do so by directing comments to:

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Bob Hope Airport

Initial Study and Mitigated Negative Declaration for the Regional Intermodal Transportation Center at Bob Hope Airport

Burbank-Glendale-Pasadena Airport Authority
2627 Hollywood Way
Burbank, CA 91505

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**[PROPOSED] MITIGATED NEGATIVE DECLARATION
FOR THE REGIONAL INTERMODAL TRANSPORTATION CENTER
AT BOB HOPE AIRPORT**

Project Name: Regional Intermodal Transportation Center at Bob Hope Airport (“RITC” or “proposed Project”)

Lead Agency/Project Proponent: The Burbank-Glendale-Pasadena Airport Authority (“Authority”) acting in its capacity as the owner and operator of Bob Hope Airport is the lead agency and proponent for the proposed Project.

Brief Project Description: The Burbank-Glendale-Pasadena Airport Authority (“Authority”) proposes a project (“Project”) to construct a Regional Intermodal Transportation Center (“RITC”) and certain related improvements at the Bob Hope Airport (“Airport”). The proposed Project consists of several related components to be constructed in two phases. The first phase includes a three-level RITC structure to be constructed on either spread or piled foundations over portions of the existing Parking Lot D in the southeastern portion of the Airport near the intersection of Hollywood Way and Empire Avenue. This three-level structure incorporates both a publicly accessible bus station with an enclosed bus passenger waiting lounge, and a consolidated rental car facility. The other components of the first phase of the proposed Project are the following: a publicly accessible CNG fueling facility to be located on the north side of the RITC structure; a two-level parking structure to replace parking displaced by the RITC structure; an elevated walkway connecting the RITC structure with Terminal B; conversion of the existing rental car ready/return area to airfield use (“runway safety area”) and shuttle bus and courtesy van use (“ground access center”); installation of solar panels on the roof of the RITC structure, the existing canopies in Parking Lot D, and the roof of the elevated walkway; and construction of secured bicycle parking at the RITC and the ground access center. The second phase of the proposed Project consists of an enclosed pedestrian bridge/lounge facility over Empire Avenue connecting the RITC structure with the Bob Hope Airport Train Station (“Train Station”). Solar panels would also be installed on the roof of the pedestrian bridge/lounge facility as part of the second phase.

The majority of construction activities would occur primarily on land currently owned by the Authority with most of the construction staging located at the A-1 North Property. The A-1 North Property was acquired under the conditions of the March 15, 2005 “Development Agreement between the City of Burbank and the Burbank-Glendale-Pasadena Airport Authority Relating to the Bob Hope Airport” (“Development Agreement”). The remaining first phase construction activities and the second phase construction activities will occur on land and within airspace currently owned by Union Pacific Railroad, Caltrans, and the City of Burbank.

Project Location: Bob Hope Airport
2627 Hollywood Way
Burbank, California 91505

Initial Study: An Initial Study of the proposed Project was conducted in accordance with the California Environmental Quality Act (“CEQA” Pub. Resources Code §21000 et seq.) and the CEQA Guidelines (14 Cal. Code Regs. §15000, et seq.), for the purpose of ascertaining whether the proposed Project might have significant effects on the environment. A copy of this Initial Study is attached to this proposed Mitigated Negative Declaration and is incorporated by this reference.

Finding: The Burbank-Glendale-Pasadena Airport Authority finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because mitigation measures have been incorporated that will reduce all impacts to a level of less-than-significant. A MITIGATED NEGATIVE DECLARATION will be prepared.

Date: September 21, 2009

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1.0 Project Description

The following sections describe the proposed Project, the discretionary actions necessary to undertake this Project, and the Project components. **Exhibit I-1** depicts the location of the proposed Project both on Airport and within a regional context.

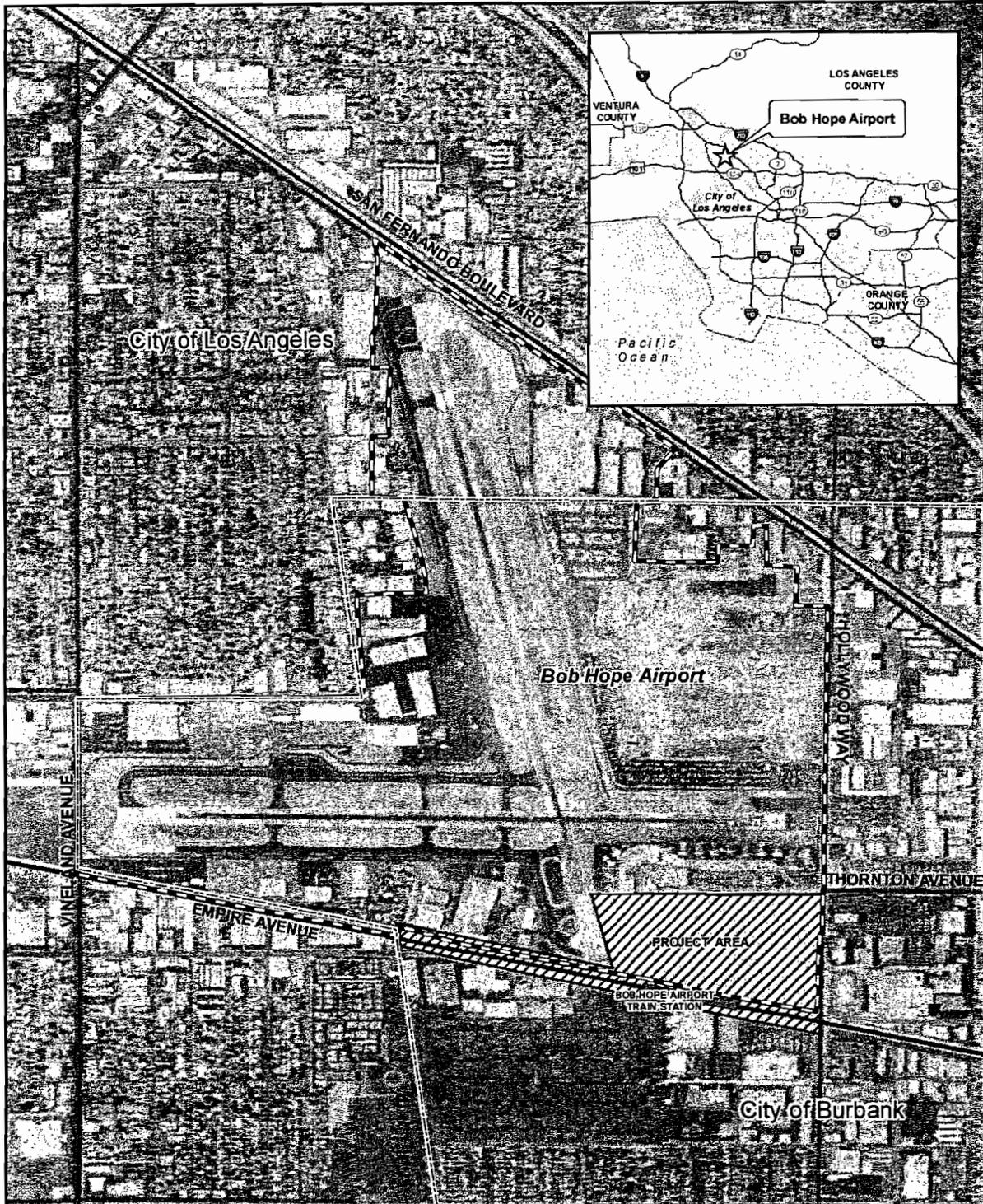
1.1 Overview of Proposed Project

The Burbank-Glendale-Pasadena Airport Authority (“Authority”) proposes a project (“Project”) to construct a Regional Intermodal Transportation Center (“RITC”) and certain related improvements at the Bob Hope Airport (“Airport”). The RITC would establish true multi-modal transportation facilities for both the Airport and the Bob Hope Airport Train Station (“Train Station”). The proposed Project consists of several related components to be constructed in two phases. The first phase includes a three-level RITC structure to be constructed on either spread or piled foundations over portions of the existing Parking Lot D in the southeastern portion of the Airport near the intersection of Hollywood Way and Empire Avenue. The RITC structure would provide accommodations for local and regional transit buses and shuttle services, including shuttles operated by off-Airport rental car companies, and a bus passenger waiting lounge. It would also contain administrative, quick turn around (“QTA”), and ready/return facilities for on-Airport rental car companies.

The other components of the first phase of the proposed Project are the following: a publicly accessible CNG fueling facility to be located on the north side of the RITC structure; a two-level parking structure to replace parking displaced by the RITC structure; an elevated walkway connecting the RITC structure with Terminal B; conversion of the existing rental car ready/return area to airfield use (“runway safety area”) and shuttle bus and courtesy van use (“ground access center”); installation of solar panels on the roof of the RITC structure, the existing canopies in Parking Lot D, and the roof of the elevated walkway; and construction of secured bicycle parking at the RITC and the ground access center. The second phase of the proposed Project consists of an enclosed pedestrian bridge/lounge facility over Empire Avenue connecting the RITC structure with the Train Station. Solar panels would also be installed on the roof of the pedestrian bridge/lounge facility as part of the second phase.

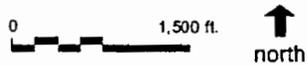
The majority of construction activities would occur primarily on land currently owned by the Authority with most of the construction staging located at the A-1 North Property. The A-1 North Property was acquired under the conditions of the March 15, 2005 “Development Agreement between the City of Burbank and the Burbank-Glendale-Pasadena Airport Authority Relating to the Bob Hope Airport” (“Development Agreement”). The remaining first phase construction activities and the second phase construction activities will occur on land and within air space currently owned by Union Pacific Railroad, Caltrans and the City of Burbank. The Authority will acquire the existing parking lots on the south side of Empire Avenue for conversion to dedicated Train Station passenger and Airport passenger parking. To facilitate construction activities in the second phase of the Project, the Authority will obtain easements from the City of Burbank, Caltrans and Union Pacific Railroad as necessary for the development of the enclosed pedestrian bridge/lounge facility over Empire Avenue and the railroad tracks.

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Source: Burbank-Glendale-Pasadena Airport Authority, 2009
Prepared by: Ricondo & Associates, Inc.

Exhibit I-1



Project Location and Regional Context

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2.0 Description of Discretionary Actions and Proposed Facilities

A number of ministerial and discretionary actions by the Authority and other agencies are required for implementation and funding of the Project. These actions, as well as the specific components of the Project, are described in the following sections.

2.1 Discretionary Actions

The following is a list of the discretionary actions involving the City of Burbank that would be associated with and required for the Project.

- Modifications to the Development Agreement to permit all of the RITC-related development.
- Modifications to Planned Development No. 2004-169 (City of Burbank Ordinance No. 3660) to permit all of the RITC-related development on the A-1 North Property and the Union Pacific Railroad Property.
- Public Utilities Code Section 21661.6(e) approval of plan to modify use of the A-1 North Property to permit all of the RITC-related development.
- Public Utilities Code Section 21661.6(a) approval of plan to acquire and use the Union Pacific Railroad parking lot for dedicated Train Station parking and Airport parking.
- Public Utilities Code Section 21661.6(a) approval of plan to acquire and use air easements over Empire Avenue and railroad tracks for enclosed pedestrian bridge/lounge facility.
- Modifications to the Solar Support Rebate Program to accommodate leased solar power generating systems.
- A Tax Equity and Fiscal Responsibility Act (TEFRA) hearing to approve the Authority's issuance of tax-exempt financing.
- An Encroachment Permit to permit construction over and under Empire Avenue.

The following is a discretionary action involving the Los Angeles County Airport Land Use Commission that would be required for the Project.

- Consistency Determination with the Bob Hope Airport Land Use Compatibility Plan.

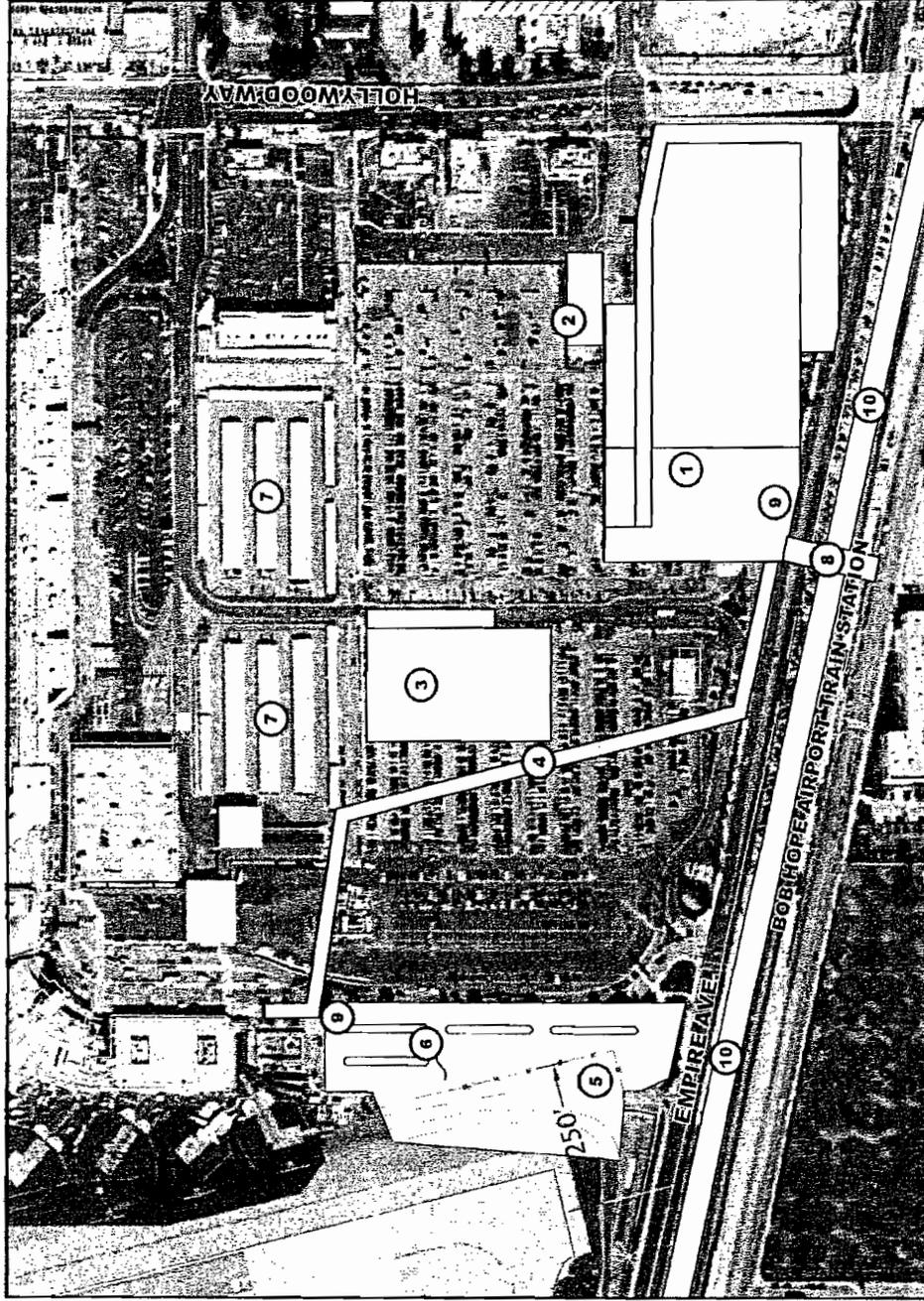
2.2 Proposed Facilities and Modifications

The following sections describe the facilities that would be constructed or modified for implementation of the proposed Project. **Exhibit II-1** depicts the proposed facilities and other improvements associated with the proposed Project.

2.2.1 Three-Level RITC Structure

A multi-level structure would be constructed over portions of the existing Parking Lot D in the southeastern portion of the Airport near the intersection of Hollywood Way and Empire Avenue. At full development, the RITC structure would accommodate consolidated facilities for approximately six on-Airport rental car companies, potentially some smaller off-Airport rental car facilities, as

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- ① Regional Intermodal Transit Center with Solar Panels
- ② Compressed Natural Gas Fueling Facility
- ③ Replacement Parking Structure
- ④ Elevated Walkway with Solar Panels
- ⑤ Runway Safety Area
- ⑥ Ground Access Center
- ⑦ Solar Panels on Existing Structures
- ⑧ Pedestrian Bridge/Lounge, with Solar Panels
- ⑨ Bicycle Stations
- ⑩ Union Pacific Right of Way Acquisition/ Employee and Rail Passenger Parking

Source: Burbank-Glendale-Pasadena Airport Authority, 2009.
 Prepared by: Ricondo & Associates, Inc., August 2009.

Exhibit II-1



Regional Intermodal Transit Center Project Components

Initial Study and Mitigated Negative Declaration
 for the Regional Intermodal Transportation Center at Bob Hope Airport

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well as loading and unloading for off-Airport rental car shuttles and local and regional transit and shuttle buses. The structural foundation would be constructed on either spread or piled foundations with steel vertical structural supports placed on an approximately 65-foot grid, and concrete decking used for each floor of the facility.¹

The surface level within the footprint of the structure would continue to be used for public vehicle parking, and would also accommodate vertical circulation ramps for rental car vehicles and buses. The vertical circulation ramps and structural supports would result in a reduction of available public parking spaces within Parking Lot D; however, the ultimate number of spaces cannot be determined until final design of the structure has been completed. Approximately twelve parking spaces would be located on the surface level of the RITC to provide for short-term rental car customer parking. The replacement parking structure that would be built to make up for the lost parking spaces on a one-for-one basis is further discussed in Section 2.2.3, below. The surface level will also include approximately three underground storage tanks for motor vehicle fuel, to be conveyed by double-walled piping to the QTA fueling facilities.

All levels of the RITC above the surface level would feature rental car QTA facilities. These facilities would include a total of approximately 12 vehicle washing stalls, 24 fueling hoses, and 12 vacuum hoses with approximately four vehicle washing stalls, fueling islands supporting approximately eight fueling hoses and eight vacuum hoses on each level. One vehicle washing stall on each level may be convertible for use as a light maintenance space for rental cars.

A portion of each of the three levels above the surface level would be enclosed to provide customer service areas and rental car administrative offices, as well as exit booths, communications rooms, electrical rooms, and storage rooms. Approximately 20,000 square feet of enclosed space is anticipated for all three levels.

The first level of the structure (second level of the RITC facility) would encompass approximately 188,000 square feet and would accommodate ready/return rental car spaces, as well as enclosed premium customer kiosks, QTA administrative offices, exit booths, and communications and storage rooms. An approximate 500 square foot enclosed office for a third-party QTA manager will be provided on the first level, as well as a main point of entry room for communications equipment. This level would be constructed with a clearance of 15 feet, six inches above the surface level. One foot of this area would be used to accommodate overhead directional signage. The estimated area of the first level does not include areas that would be used as vertical circulation ramps for vehicles.

The second level of the structure (third level of the RITC facility) would encompass approximately 134,000 square feet for on-Airport rental car offices, customer service facilities, ready/return rental car spaces, and QTA facilities. This level will accommodate an enclosed customer service area which will provide rental car customers with access to counters from each of the on-airport rental car companies. In addition to the customer service area, there will also be rental car administrative offices, as well as exit booths, communications rooms, electrical rooms, and storage rooms. This level would be constructed with a clear height of 15 feet, six inches, to permit access by paramedic

¹ As of July 2009, four rental car companies operate in the existing ready/return lot located south of Terminal B at the Airport. It is anticipated that these four companies, along with two additional rental car companies that operate off-Airport facilities, would be accommodated in the consolidated rental car facility that would be located in the RITC. The proposed consolidated rental car facility will potentially accommodate other smaller rental car companies, although no specific companies have been identified at this time.

ambulances. One foot of this area would be used to accommodate overhead directional signage. In addition, a bus circulation, parking, and loading and unloading area of approximately 54,000 square feet would be constructed on the west end of this level to accommodate local and regional transit and shuttle buses and vans. The area above the bus loading and unloading areas would remain open. An approximate 2,000 square foot enclosed bus passenger waiting lounge with restrooms would be constructed immediately adjacent to the transit station.

The third level of the structure (fourth level of the RITC facility) would encompass approximately 134,000 square feet for additional ready/return rental car spaces, QTA facilities, rental car administrative offices, as well as exit booths, communications rooms, electrical rooms, and storage rooms. This level would be constructed with a clear height of 15 feet, six inches. One foot of this area would be used to accommodate overhead directional signage. Solar panels would be installed on the roof above the third level of the structure.

The proposed consolidated rental car facility in the RITC would provide the necessary space for rental car companies to accommodate the necessary ready/return and QTA facilities for rental car patrons. Excess rental car storage, dealer preparation, and heavy maintenance would continue to occur, primarily in the southwest quadrant of the Airport, in an area near the intersection of Empire Avenue and Clybourn Avenue, consistent with the Development Agreement. Currently, QTA activities for the on-Airport rental car companies occur in this area as well, requiring cars to be shuttled to and from the existing ready/return lot located south of Terminal B. Rental car companies have estimated that approximately 700,000 trips per year between the ready/return lot and the existing rental car QTA area are required to accommodate rental car patrons and transactions. The construction of the consolidated rental car facility in the RITC and the location of the QTA facilities on the ground level of the facility would nearly eliminate the need to shuttle cars along Empire Avenue for each rental transaction. Such movements would only be required when new cars are prepared and then added to the fleet, when maintenance beyond typical QTA is required, or when excess vehicles need to be stored or returned from storage to the ready/return area. Passengers returning rental cars to the RITC would access the facility exclusively from the Airport loop road near the entrance to Parking Lot D, restricting on-Airport access for these vehicles to the Empire Avenue entrance or the main Airport entrance at Thornton Avenue.

2.2.2 Publicly Accessible Compressed Natural Gas Fueling Facility

The Authority also proposes to construct a publicly accessible CNG fueling facility on the north side of the RITC. In addition to providing fueling for the Authority's CNG-powered vehicles, the public would also have access to the facility. Primary access to the CNG fueling facility would be provided via Avon Street from Hollywood Way.

2.2.3 Two-Level Replacement Parking Structure

As described in Section 2.2.1, a number of existing public parking spaces in Parking Lot D would be displaced by the construction of the RITC structure. Although final design of the RITC structure has not been completed, approximately 189 self parking spaces in Parking Lot D would be displaced. The Authority proposes to replace those spaces on a one-for-one basis by constructing a two-level replacement parking structure in the northeast portion of the existing valet parking area northwest of the RITC structure. The replacement parking would be located within the valet parking area and dedicated to valet parking. The final size and design of the structure, including the number of spaces that would be provided, would be determined upon completion of the design of the RITC structure.

It is important to note that the final design of the proposed Project, including the proposed short-term parking spaces for rental car customers, would be completed so as to provide for no net increase in the already existing number of public parking spaces at the Airport. Although there would be no net increase in the number of public parking spaces, the allocation between self-parking and valet parking, as well as the allocation between covered (premium) and uncovered valet parking would change. The spaces that would be displaced in Parking Lot D would result in a loss of an estimated 189 self parking spaces that would be replaced with valet parking spaces provided by the replacement structure. The Authority currently operates a lot referred to as the "Flip Lot," consisting of 195 parking spaces located north of Parking Lot D, which can be used for either self-parking or valet parking as demand dictates. Given the increase in available valet parking provided by the construction of the two-level replacement parking structure, it is anticipated that the Flip Lot would be dedicated to self-parking. The Development Agreement allows for up to 2,940 parking spaces to be located within the A-1 North Property, and allows the Authority to use any or all of these spaces for either valet parking or self-parking. Based upon data provided by the Authority, there are 2,716 public parking spaces in this area as of June 2009. **Table II-1** provides a summary of the anticipated changes in allocation between self-parking and valet parking within the A-1 North Property.

Table II-1

Current Allocation of Self-Parking and Valet Parking within the A-1 North Property

Parking Areas	Current Allocation within A-1 North Property ^{1/}			
	Existing		Proposed ^{2/}	
	Valet Parking ^{3/}	Self Parking	Valet Parking ^{3/}	Self Parking
Dedicated lots ^{4/}	1,477	1,044	1,672	849
Flip lot ^{5/}	195	--	--	195
Total	1,672	1,044	1,672	1,044
Total Public Parking in A-1 North Property ^{6/}		2,716		2,716

Notes:

- 1/ Planned Development 2004-169 (City of Burbank Ordinance No. 3660) is the current zoning for the A-1 North Property. The number of parking spaces permitted on the A-1 North Property also is restricted by the Public Utilities Code Section 21661.6(a) plan approved for the A-1 North Property (Burbank City Council Resolution No. 26,893).
- 2/ It is assumed for these totals that an estimated 189 self parking spaces would be displaced by the construction of the RITC structure and would be replaced one-for-one with a replacement parking structure within the valet parking area. The actual number of spaces that would be displaced and the associated number of one-for-one replacement spaces would be determined after final design.
- 3/ Includes both covered (premium) and uncovered valet parking areas.
- 4/ Refers to lots specifically dedicated to either valet parking or self-parking.
- 5/ Refers to a 195-space lot located in the northeastern portion of the A-1 North Property that is used for either valet parking or self-parking, depending upon demand. In information provided by the Authority, the spaces are currently used for valet parking. It is assumed that these spaces would be used for self-parking following the construction of the RITC and the replacement parking facility.
- 6/ It is noted that the total number of existing parking spaces within the A-1 North Property is 224 spaces less than the total number of parking spaces permitted.

Sources: Burbank-Glendale-Pasadena Airport Authority data, June 2009 (existing parking space allocations); Ricondo & Associates, Inc., based on data provided by Burbank-Glendale-Pasadena Airport Authority, July 2009 (proposed parking space allocations).
 Prepared by: Ricondo & Associates, Inc., July 2009.

The allocation between covered and uncovered valet parking spaces with the addition of the two-level replacement parking structure would result in a net increase in the number of covered valet parking spaces and an equal net decrease in the number of uncovered valet spaces.

2.2.4 Elevated Walkway Connecting the RITC with Terminal B

The Authority would construct an elevated walkway connecting the RITC with Terminal B. The walkway would connect with the third level of the RITC near the location of the rental car customer service area and extend above the Airport roadways and valet parking areas to reach the southern end of Terminal B for a distance of approximately 1,400 feet. The 30-foot wide walkway would be covered, protecting pedestrians from sun and rain, but would not be climate-controlled. Moving sidewalks would be provided to enable passenger movement in both directions. The remaining width would provide adequate space for pedestrian movement as well as for electric carts that could be used to transport mobility-impaired passengers between the RITC and the terminal. In addition to providing connectivity between the consolidated rental car facility and the terminal, it would also provide pedestrian access for individuals parked in Parking Lot D, eliminating the need for the on-Airport shuttle bus service currently provided by the Authority. Further, the pedestrian walkway would provide convenient access to the terminal for passengers and employees that access the Airport via the Train Station and via regional and local transit buses. The connection between the RITC and Train Station is further described in Section 2.2.5, below.

2.2.5 Connection between the RITC and the Train Station

The proposed Project would include construction of a pedestrian connection between the RITC and the Train Station. The Train Station is located across Empire Avenue south of the Airport and south of the RITC. During the first phase of the proposed Project, the Authority proposes the installation of a signalized pedestrian crosswalk at grade across Empire Avenue to connect the Train Station with the southwest corner of the RITC. Access to the RITC would be provided near the location of the RITC terminus of the elevated walkway connecting to the passenger terminal.

At a future date, subject to receipt of federal, state and/or local funds, the Authority proposes to embark upon a second phase of the proposed Project. The second phase would include construction of an elevated climate-controlled pedestrian bridge/lounge facility that would connect the RITC with the Train Station platform. The connector would cross over Empire Avenue, as well as both tracks of the Union Pacific Railroad, providing a direct link between the Train Station and the RITC, as well as to the elevated walkway connecting the RITC to the passenger terminal. It is anticipated that the structure would be approximately 200 feet in length in order to span the roadway and railroad tracks and approximately 30 to 40 feet wide. This represents a total area of approximately 8,000 square feet.

2.2.6 Air Easements and Land Acquisition

The Authority proposes to acquire approximately 8,000 square feet of air easements over Empire Avenue and the railroad tracks for the pedestrian bridge/lounge facility connecting the RITC and the Train Station. The Authority also proposes to acquire approximately 4.5 acres of Union Pacific Railroad land between the railroad tracks and Empire Avenue. A portion of this area, located between Hollywood Way and Clybourn Avenue, is currently used for parking by Airport passengers, Airport employees and some Amtrak and Metrolink patrons, and currently has approximately 350 public parking spaces. Approximately 120 of these spaces are currently provided free of charge for the general public, and the balance of the spaces are leased to a private parking operator that makes them available to the general public for Airport parking purposes. In addition, there is an existing bus stop drop-off and pick-up island (approximately 0.25 acres) that serves rail passengers transferring to the Airport by shuttle bus, buses operated by the Los Angeles County Metropolitan Transportation Authority (Metro), and Amtrak Thruway buses. This facility would remain in place,

and responsibility for its operation and maintenance would be transferred to the City of Burbank, subject to the availability of federal or other non-Airport funding to reimburse the Authority for the cost of acquisition.

Following acquisition of this area by the Authority, the parking lots would be reconstructed to improve access to the parking area. Approximately 50 parking spaces would be eliminated when the lots are reconstructed, in order to make them compliant with City of Burbank design requirements for off-street parking lots.

It is anticipated that approximately 50 parking spaces would be transferred to the City of Burbank for exclusive use by Metrolink and Amtrak passengers. The exact number of spaces to be transferred will be subject to both future demand for such parking as well as the availability of federal funding to reimburse the Authority for purchase of the land. The City of Burbank would be responsible for controlling access to this area as well as operating and maintaining the parking spaces.

The remaining approximately 250 parking spaces would be dedicated for Airport public parking use under the control of the Authority, and the Authority would maintain or arrange for maintenance of this portion of the parking area. The Authority will install and maintain a revenue control system in order to be able to charge for parking by Airport passengers. The acquisition of and improvements to this area by the Authority would result in a net decrease in parking for Airport patrons. Airport employee parking will be relocated to an existing employee parking lot located adjacent to Remote Parking Lot A.

Another small portion of the land (approximately 0.50 acres) located west of Clybourn Avenue is currently used for overflow storage for rental car companies operating at the Airport. After acquisition, the Authority would maintain this current use of the land. No public vehicle parking will be permitted on this portion of the property.

2.2.7 Conversion of the Existing Ready/Return Area

After completion of the RITC and the relocation of rental car ready/return, administrative offices, and customer service areas into the RITC, the Authority would convert the existing rental car ready/return area located south of Terminal B into two separate uses. The existing rental car/ready return lot occupies an approximate 2.5 acre portion of the Airport. An approximate one-half acre portion of the area, located in the western and southern areas of the ready/return lot, would be converted to airfield use to provide a standard runway safety area (RSA) for Runway 15-33. According to FAA standards, the RSA for a runway that accommodates aircraft like those that operate on Runway 15-33 should include an area 500 feet wide, centered on the runway centerline (e.g., 250 feet on either side of the centerline) and should remain clear of objects or conditions that could cause damage to an aircraft in the event of an unanticipated excursion off of the runway pavement. The Authority would relocate the airfield fence and Airport service roadway to provide the necessary RSA, resulting in the conversion of approximately 20 percent of the current ready/return lot to airfield use. This conversion would not represent any change in capacity or capability at the Airport, but would bring the RSA in that area into greater compliance with FAA runway separation standards.

The remainder of the existing ready/return lot, including four existing rental car kiosks, would be demolished and converted to a ground access center for use by Authority-operated shuttle buses and courtesy vans operated by off-Airport parking companies and hotel/motel shuttle vans. The ground access center would be comprised of at-grade transit islands with signage and covered transit

Bob Hope Airport

benches, similar to existing transit islands currently being used by these shuttle buses and courtesy vans. No enclosed buildings are anticipated. The Authority shuttles provide service to and from the Authority's off-Airport parking facilities and employee parking areas located north of the terminal and north of Runway 8-26. Hotel and motel shuttle vans would also be assigned to this area for loading and unloading of their customers. All of these buses and vans currently utilize curb-side drop off, resulting in roadway congestion and the requirement for patrons to cross active Airport roadways. By relocating the pickup and drop off location to the existing ready/return area, roadway congestion would be reduced and passenger and employee safety would be enhanced by reducing the number of buses traveling in front of the passenger terminal, as well as eliminating the need for the associated pedestrian crossings of the Airport roadway. **Exhibit II-2** depicts the changes in ground vehicle circulation patterns that would result from implementation of the proposed Project.

2.2.8 Installation of Solar Panels

The Authority also proposes to install solar panels on the RITC structure, the replacement parking structure, the roof of the elevated walkway connecting the RITC with the passenger terminal, and the existing canopies over the current covered valet parking areas.² In addition, the Authority may potentially install solar panels on the roof of the pedestrian bridge/lounge facility connecting the RITC and the Train Station. All structures associated with the RITC project would be designed to maximize the ability to accommodate solar panels to supplement the electrical supply to the RITC facilities and the Airport. The exact amount and location of solar panels has not yet been designed. It is estimated that approximately four acres (174,240 square feet) of solar panels will be included as part of the RITC project.

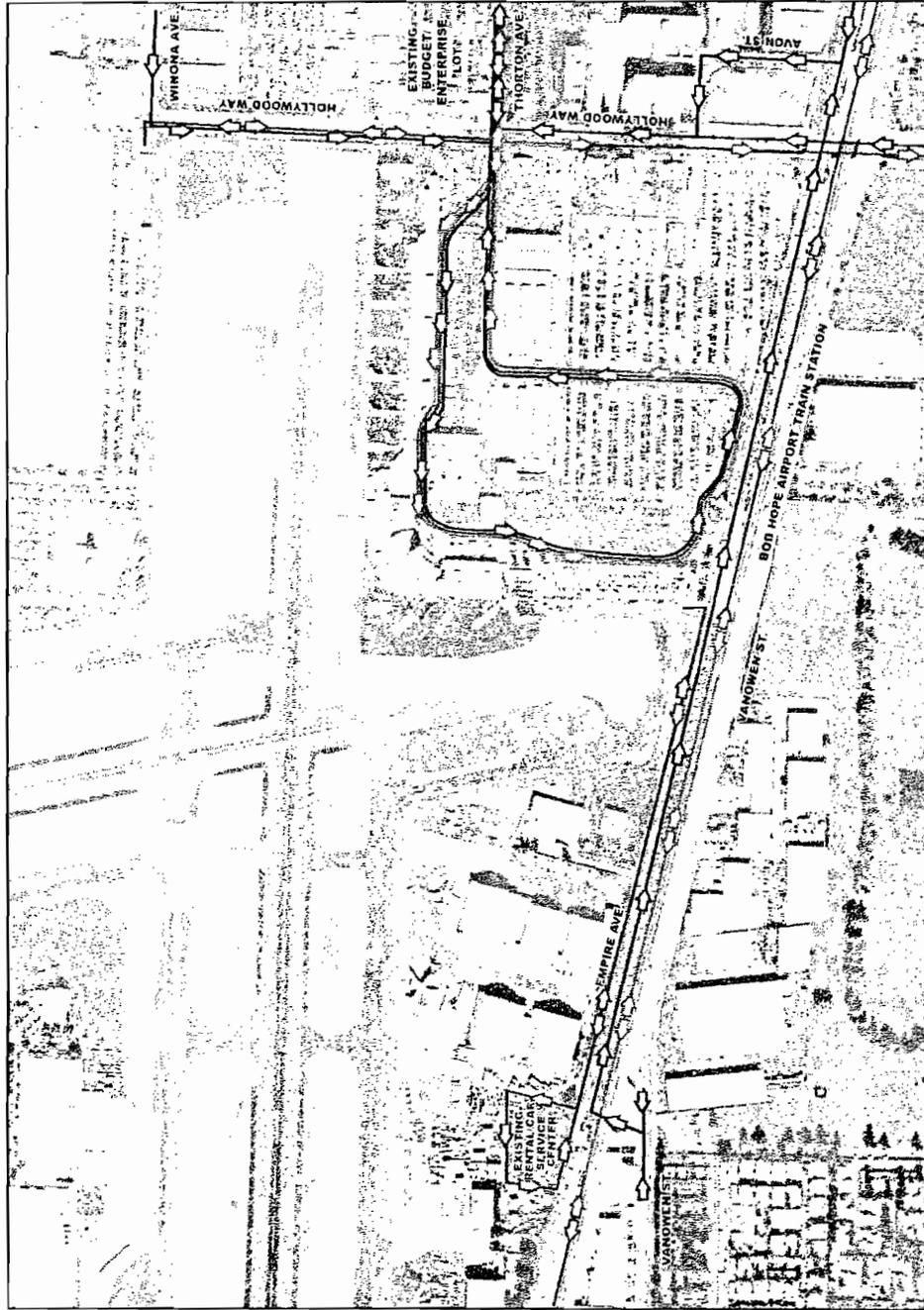
2.2.9 Installation of Bicycle Stations

The project would also include the construction of two bicycle stations. The first bicycle station would be located on the north side of Empire Avenue near the pedestrian crosswalk connecting the Train Station to the Airport and adjacent to the pedestrian entrance to the RITC at the southwest corner of the facility. The second bicycle station would be located at the ground access center to be constructed at the existing ready/return lot south of Terminal B. The bicycle stations would provide secured bicycle parking for Train Station rail passengers and Airport employees who commute to both facilities by bicycle. Each bicycle station would consist of an approximate 630 square foot, locked, chain link fenced structure that would accommodate approximately 32 bicycles, for a combined total storage capacity of 64 bicycles.

² This would require a change to Planned Development 2004-169 and the Public Utilities Code Section 21661.6(a) plan for the A-1 North Property, which currently require that the canopies be removed.

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LEGEND

- Public Transit Buses/Amtrack Buses
- Rental Car Service Transfers
- Long-Term (On-Airport and Off-Airport) and Employee Parking Lot Shuttles
- Hotel/Motel and Off-Airport Parking Shuttles
- Rental Car Shuttles
- Rental Car Return

Source: Burbank-Glendale-Pasadena Airport Authority, 2009.
Prepared by: Ricondo & Associates, Inc., August 2009.

Exhibit II-2

Not to scale. north

Existing Conditions Ground Vehicle Circulation

Note: Routes shown are for major trip generators and do not represent all off-airport shuttle activity

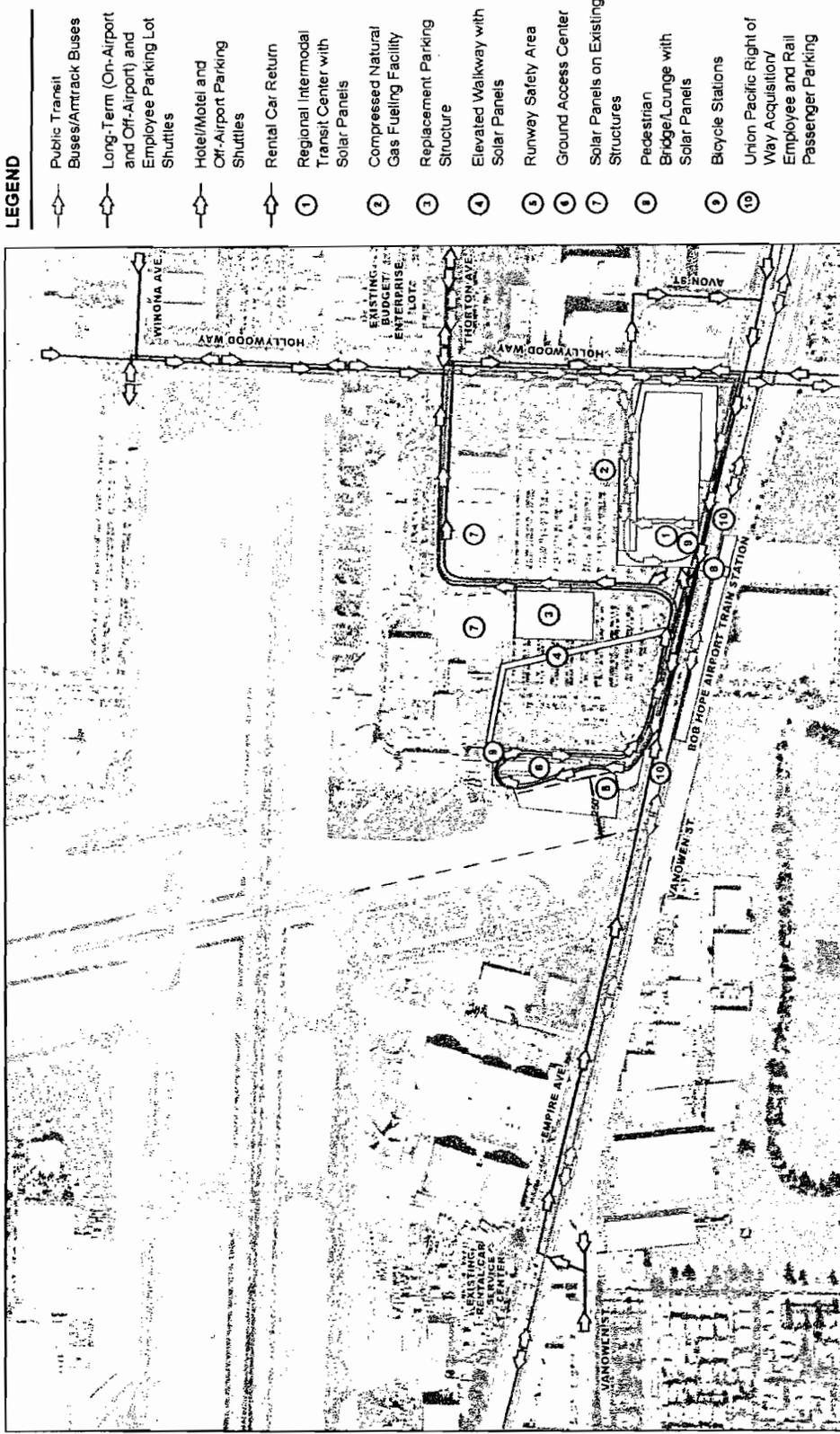
Initial Study and Mitigated Negative Declaration
for the Regional Intermodal Transportation Center at Bob Hope Airport

September 2009
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Preliminary Draft for Discussion Purposes Only

Bob Hope Airport



LEGEND

- Public Transit Buses/Amtrak Buses
- Long-Term (On-Airport and Off-Airport) and Employee Parking Lot Shuttles
- Hotel/Motel and Off-Airport Parking Shuttles
- Rental Car Return
- Regional Intermodal Transit Center with Solar Panels
- Compressed Natural Gas Fueling Facility
- Replacement Parking Structure
- Elevated Walkway with Solar Panels
- Runway Safety Area
- Ground Access Center
- Solar Panels on Existing Structures
- Pedestrian Bridge/Lounge with Solar Panels
- Bicycle Stations
- Union Pacific Right of Way Acquisition/Employee and Rail Passenger Parking

Source: Burbank-Glendale-Pasadena Airport Authority, 2009. Prepared by: Ricondo & Associates, Inc., August 2009.

Exhibit II-3

Not to scale. north

Proposed Project Ground Vehicle Circulation

Note: Routes shown are for major trip generators and do not represent all off-airport shuttle activity

Initial Study and Mitigated Negative Declaration for the Regional Intermodal Transportation Center at Bob Hope Airport

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3.0 Environmental Setting

The following sections describe the setting in which the proposed Project would occur and discuss the potential environmental impacts that may arise as a result of implementation of the proposed Project.

3.1 Regional Setting

Bob Hope Airport is located in the City of Burbank, approximately 10 miles north of downtown Los Angeles. The proposed Project area is generally located on the southeast corner of the Airport's property, at the corner of Empire Avenue and Hollywood Way. A portion of the project site extends across Empire Avenue to the Bob Hope Train Station, south of the Airport. The areas around the proposed Project site are generally zoned for industrial and commercial uses. The Valhalla Memorial Park, a cemetery, is located south of the proposed Project site.

3.2 Lead Agency

The lead agency for purposes of this Initial Study is the Burbank-Glendale-Pasadena Airport Authority.

3.3 Potential Environmental Effects of the Proposed Project

The Authority has prepared this Initial Study to identify the potential adverse environmental effects of the proposed Project. Specifically, there is no substantial evidence in the record that the proposed Project may have a significant effect on any of the following environmental topic areas:

- Aesthetics
- Air Quality
- Agricultural Resources
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

Potential significant impacts are associated with transportation and traffic, and with hazards and hazardous materials. Based on the Initial Study, any impacts that may arise as a result of the proposed Project would be reduced to a less-than-significant level with mitigation.

3.4 Environmental Analysis Checklist

The following environmental analysis checklist (*Table 3, Environmental Analysis Checklist*, below) is based on CEQA Guidelines, Appendix G, Environmental Checklist Form. A narrative description

of the analysis undertaken in support of the impact determinations follows the checklist in Section 3.5, Narrative Evaluation of Potential Environmental Impacts.

3.4.1 Evaluation of Environmental Impacts

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a

previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.
- A) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- B) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by information sources cited by the lead agency. (*See* "No Impact" portion of Response Column Heading Definition section below.)
- C) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- D) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- E) The explanation of each issue should identify:
 - The basis/rationale for the stated significance determination; and
 - The mitigation measure identified, if any, to reduce the impact to less than significant.
- F) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (*e.g.*, general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

3.5 Narrative Evaluation of Potential Environmental Impacts

The environmental topics checked below would be potentially affected by the proposed project involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Water Quality/Hydrology |
| <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Circulation | <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

Issues (and supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS / VISUAL QUALITY: Would the proposed project:				
(a) Have a substantial adverse effect on a scenic vista?			X	
(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
(c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X

Discussion: (a) A scenic vista represents a view of an area with a visually or aesthetically pleasing feature. The proposed Project area is located at the southeast corner of the Airport and comprises portions of the current Parking Lot D and the existing rental car ready/return area south of the Airport terminal buildings. In addition, the second phase of the proposed Project includes construction of a pedestrian bridge/lounge facility above Empire Avenue and part of the adjacent Train Station. The areas north and northwest of the proposed Project site are dedicated to Airport use and include Runway 15-30 and the Airport terminal buildings. To the south and southeast, the proposed Project site is bordered by Hollywood Way and Empire Avenue, respectively. Beyond these roads lie portions of the City of Burbank that are primarily dedicated to a mix of industrial and roadside commercial uses. The Valhalla Memorial Park cemetery is located south of the Airport.

The architectural aesthetic of both on- and off-Airport areas around the proposed Project site is largely utilitarian in nature, dominated by low lying roadside commercial buildings, hotels, office buildings, and light and general industrial manufacturing structures. The buildings are fairly uniform in height, ranging from one and two story buildings on and immediately adjacent to the Airport property, with taller structures ranging from three to five stories located to the east of the Airport along Hollywood Way. The proposed Project site is generally covered with concrete and asphalt paved parking areas and features chain link, metal post, and concrete fencing and barriers. The northern portion of Parking Lot D features metal canopy structures that shade parked vehicles from exposure to the sun.

The proposed Project site was previously occupied by a large aircraft manufacturing facility, constructed during the mid-20th Century and owned by Lockheed Martin Corporation. This facility was demolished after Lockheed Martin abandoned operations at the site and was larger in both plan dimension and height than the structures included as part of the proposed Project.

The most distinct visual features within areas surrounding the proposed Project site are the San Gabriel Mountains to the northeast of the Airport and the Portal of the Folded Wings Shrine to Aviation, a nationally registered historical resource, located in the Valhalla Memorial Park, south of the Airport. As neither one of these features is located on nor immediately adjacent to the Airport,

neither would be directly affected by the proposed Project. In addition, while some of the proposed project components, including the RITC and the replacement parking structure would be multi-level facilities, potentially blocking viewpoints from the ground, they would be consistent with already existing structures in the surrounding area and would not interfere with or detract from the currently existing vista. Finally, while the enclosed pedestrian bridge/lounge facility across Empire Avenue may block the view north towards the San Gabriel Mountains for people driving or walking along Empire Avenue, much of the viewshed is already dominated by existing buildings. Therefore, any impact to visual resources arising from the proposed Project would be less than significant.

(b) The project site is not located within close proximity of scenic resources, including native trees, rock outcroppings, or historic buildings within a state scenic highway. Therefore, no impact is anticipated as a result of the proposed Project.

(c) The proposed Project includes development of two facilities on Airport property where ground level parking currently exists. Neither facility, a two-level replacement parking structure and a three-level RITC with a consolidated rental car facility, would be incompatible with surrounding development nor would they substantially degrade the existing visual character or quality of the Airport and its surroundings. Phase 2 of the project includes development of a pedestrian bridge/lounge facility across Empire Avenue that would connect the Bob Hope Train Station to the RITC. While this project component would construct a facility across Empire Avenue, potentially blocking views of the surrounding area, the design of the facility would be consistent with existing development in the Airport vicinity. Therefore, any impact to the visual character of the proposed Project site or surrounding areas would be less than significant.

(d) The existing Parking Lot D, the Train Station, and the existing rental car ready/return facility have lighting standards and are illuminated at night for security purposes. In addition, Empire Avenue between the Airport and the Train Station features standard roadway lighting consistent with the urban environment. The proposed Project would continue to maintain the same lighting standards already in effect within these areas. In addition, adoption of the Part 77 standards by the City of Burbank would result in ensuring that only projects that are not hazards to navigation would be built near the Airport. No new lighting sources beyond what currently exists within the proposed Project area would occur as a result of the proposed Project; therefore, no impact is anticipated.

Issues (and supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
AGRICULTURE RESOURCES: Would the proposed project:				
(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
(b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
(c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X

Discussion: (a, b, c) The proposed Project is located at the Bob Hope Airport in a highly urbanized environment. There are no Prime or Unique Farmlands or Farmlands of Statewide Importance in the areas surrounding the proposed Project site or the Airport. The areas surrounding the Airport are primarily zoned for industrial and commercial use and a cemetery is located south of the proposed Project site. None of the areas surrounding the proposed Project site or the Airport are zoned for agricultural uses. Therefore, the proposed Project would not conflict with existing zoning for agricultural use, a Williamson Act contract, or result in conversion of Farmlands to non-agricultural uses and no impacts to agriculture resources are anticipated.

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Issues (and supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
AIR QUALITY: Would the proposed project:				
(a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
(b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
(c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
(d) Expose sensitive receptors to substantial pollutant concentrations?			X	
(e) Create objectionable odors affecting a substantial number of people?			X	

DISCUSSION: (a, b) The air quality analysis conducted in support of the Initial Study for the Development Agreement, accounted for a number of development projects at the Airport, some of which are associated with the proposed Project. Findings from that analysis indicated that the consolidation of ready/return rental car operations into one facility would not conflict with or obstruct implementation of any air quality plans, nor would it violate any air quality standards. Furthermore, none of the other proposed Project components would result in changes to the Airport that would potentially lead to additional emissions, such as an increase in aircraft operations or an increase in the number of public parking spaces available at the Airport. The proposed Project would provide for an intermodal link of public bus and rail services with the Airport and would lead to an overall reduction in the number of automobile trips currently conducted on local roads by rental car companies. It is assumed that these changes would lead to an overall reduction in the amount of emissions produced by the Airport.

For purposes of evaluating the potential for short-term increases in emissions associated with construction of the proposed Project, a supplemental air quality analysis was conducted in support of this Initial Study. The supplemental air quality analysis is included as **Appendix A**. Results of the analysis indicate that emissions from construction activities would not exceed mass daily air quality significance thresholds established by the South Coast Air Quality Management District. Construction would also be conducted using the best management practices identified in **Mitigation Measure #1** (See Section 4.0), minimizing the emission of pollutants arising from construction activities. Therefore, any impacts associated with conflicts to applicable air quality plans or standards would be less than significant.

(c) The air quality analysis conducted in support of the Initial Study for the Development Agreement indicated that the consolidation of ready/return rental car operations into one facility would result in a decrease in HC, CO, and PM¹⁰. This reduction can be attributed to the decrease in the number of

regular automobile trips that would result from consolidation of rental car activity on-Airport. Considered in its entirety, the proposed Project would not induce or accommodate additional traffic, would eliminate the use of a number of diesel and gasoline buses, would enable conversion of the Authority's fleet of diesel buses from diesel fuel to CNG, would provide public access to a CNG fueling facility, would reduce power plant emissions by allowing for the production of solar photovoltaic power, and would reduce HC, CO, and PM¹⁰ emissions by reducing the number of vehicle miles traveled in the Airport vicinity. Therefore, the proposed Project would not result in any cumulatively considerable net increase of any criteria pollutant and any impact would be less than significant.

(d, e) Significant concentrations of pollutants or objectionable odors may occur from the use and operation of equipment engaged in the construction of the proposed Project components, but these pollutants and odors would be temporary in nature and therefore would not create a significant adverse impact. Furthermore, there are no sensitive receptors near the proposed Project site, therefore any exposure arising from substantial concentrations of pollutants or to offensive odors would be less than significant.

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Issues (and supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
BIOLOGICAL RESOURCES: Would the proposed project:				
(a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
(c) Have a substantial adverse effect on federally-protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
(d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
(f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

DISCUSSION: (a) There are no known local, regional or state recognized candidate, sensitive, or special status species (“special status species”) occurring at the proposed Project site, on Airport, or within the areas surrounding the Airport. Furthermore, due to the highly disturbed nature of the proposed Project site and the developed state of the Airport and the surrounding areas, it is unlikely that such species would be encountered. Therefore, no impact to special status species resulting from the proposed Project would be anticipated.

(b) There are no riparian habitats in the areas surrounding the proposed Project site or the Airport. Therefore, no impact to riparian habitat or other sensitive natural community resulting from the proposed Project would be anticipated.

(c) The proposed Project site is located in an area that has been previously developed and is highly disturbed. No federally protected wetlands (as defined by Section 404 of the Clean Water Act) are known to occur within the proposed Project site area or in the surrounding areas. Furthermore, due to the previously developed and disturbed nature of the area, no environment suitable to support wetlands is found on the proposed Project site area. Therefore, no impact to federally protected wetlands resulting from the proposed Project would be anticipated.

(d) The proposed Project site is located in an area that has been previously developed and is highly disturbed. In addition, the Airport is located in an area surrounded by highly urbanized commercial and industrial development. None of these areas provide an environment that supports established native resident or migratory wildlife corridors, that is suitable for the movement of any native resident or migratory fish or wildlife species or, currently or potentially could support native wildlife nursery sites. Therefore, no impact to these resources resulting from the proposed Project would be anticipated.

(e) There are no biological resources protected by local policy or ordinance located within the proposed Project area. Therefore, no impact to these resources resulting from the proposed Project would be anticipated.

(f) The proposed Project site, the Airport, and the surrounding areas do not provide natural or potential areas that support habitat, feeding, linkage, or migratory paths for animal life, and are accordingly not suitable locations for implementation of Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans. Therefore, no impact in terms of conflict with any plans, local policies, or ordinances protecting biological resources resulting from the proposed Project would be anticipated.

Bob Hope Airport

Issues (and supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
CULTURAL RESOURCES: Would the proposed project:				
(a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?				X
(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?				X
(c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
(d) Disturb any human remains, including those interred outside of formal cemeteries?				X

Discussion: (a) The proposed Project site is highly disturbed and neither previously nor currently existing facilities within the proposed Project site area are recognized as a historical resource as defined in CEQA Guidelines §15064.5. Therefore, no impact to these resources resulting from the proposed Project would be anticipated.

(b, c, d) The entire proposed Project site is highly disturbed and has been previously graded and paved. Minor excavation to install approximately three underground fuel tanks in support of the proposed rental car facility component of the RITC as well as potential excavation for purposes of installing foundations to support the RITC and replacement parking structure would be included as part of the proposed Project. However, prior excavation activities have occurred at these locations and no subsurface archaeological, paleontological, or geologic resources or human remains have been previously discovered. Other portions of the proposed Project site area would require removal and replacement of surface pavement only, leaving subsurface soils intact and undisturbed. Therefore, no impact to these resources resulting from the proposed Project would be anticipated.

Issues (and supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
GEOLOGY AND SOILS: Would the proposed project:				
(a) Expose people or structures to potential substantial adverse effects, including the risk or loss, injury or death involving:				
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?			X	
(ii) Strong seismic ground shaking?			X	
(iii) Seismic-related ground failure, including liquefaction?			X	
(iv) Landslides?				X
(b) Result in substantial soil erosion or the loss of topsoil?		X		
(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
(d) Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
(e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?				X

Discussion: (a) The nearest Alquist-Priolo fault zone to the proposed Project site is associated with the Verdugo Fault, which lies approximately one mile to the northeast of the Airport. According to the Probabilistic Seismic Hazard Assessment for the State of California, published by the California Department of Conservation, Division of Mines and Geology and the U.S. Geological Survey, the Verdugo Fault has a maximum credible earthquake potential of 6.7 on the Richter Scale. There is a likelihood of an earthquake occurring in the proposed Project area at some time in the future; however, seismic ground shaking is unforeseeable and unpredictable. The proposed Project components, including the RITC, the replacement parking structure, the elevated walkway to the

terminal building, and the pedestrian bridge/lounge facility over Empire Avenue would be designed and constructed in conformance with all applicable California Building Code standards for Zone VI levels of seismic risk. Implementation of the measures required to meet these standards would limit the potential for exposure of people or structures to potential substantial adverse effects, including the risk or loss, injury or death, and any potential impact would be less than significant.

According to the Department of Conservation, Division of Mines and Geology, Official Map of Seismic Hazards, the proposed Project site is not located in an area of high risk for liquefaction or earthquake-induced landslides. In addition, the structures and facilities included as part of the proposed Project would be built on land that has been previously compacted, graded, and developed. Therefore, any risk associated with seismic related ground failure and/or liquefaction would be less than significant.

Finally, due to the relatively flat topography of the proposed Project site and surrounding areas there is no potential for landslides. No impact as a result of landslides would be anticipated.

(b) Some limited surface grading to prepare for construction of the RITC and replacement parking structure, as well as reconstruction of the parking lot on the Union Pacific Railroad property, would be included as a part of the proposed Project. As most of the proposed Project site is on level ground and the entire area is currently paved, soil erosion or loss of topsoil is considered unlikely. However, one component of the proposed Project, installation of approximately three underground fuel tanks to serve the consolidated rental car facility within the RITC, would involve excavation. In addition, both the RITC and replacement parking structure may utilize piles in their foundation work, requiring removal of some soil. Soil erosion may result from excavation activities. To control fugitive dust and erosion associated with excavation activities, the Authority would require contractors to implement **Mitigation Measure #2** (See Section 4.0). Implementation of this mitigation measure would reduce any impact arising from soil erosion and loss of topsoil to a less-than-significant level.

(c) The proposed Project site is located in an area with relatively flat topography and is not subject to a significant risk for landslide. Furthermore, the various components of the proposed Project would be constructed in a previously paved area underlain by highly compacted soil. Groundwater beneath these areas is generally not found above a depth of 200 feet below the surface. In addition the proposed Project does not include components that would modify the underlying topography or geological substructure of the area and a reduction in soil stability is highly unlikely. Therefore, no impacts associated with landslide, lateral spreading, subsidence, liquefaction, or collapse are anticipated as a result of the proposed Project.

(d) The proposed Project would be located on areas that have been previously paved and are underlain by compacted soils. Expansive soils are generally associated with alluvial soils characterized by streambed deposits. There are no streams or wetlands within the proposed Project area. Therefore, no impacts associated with expansive soils are anticipated as a result of the proposed Project.

(e) The proposed Project does not include the installation or use of septic tanks. Restroom and car wash facilities within the RITC would tie into established infrastructure and installation of alternative wastewater disposal systems would not be necessary. Therefore, no impacts associated with septic systems would be anticipated.

Issues (and supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
GREENHOUSE GAS EMISSIONS: Would the proposed project:				
(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
(b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?				X

DISCUSSION: (a) None of the proposed Project components would result in changes to the Airport that would potentially lead to a release of additional emissions, including greenhouse gasses. The proposed Project does not include activity that leads to an increase in aircraft operations or an increase in the number of public parking spaces available at the Airport. Furthermore, the proposed Project would not lead to an increase in the number of automobile trips generated by Airport patrons or employees. The proposed Project would provide for an intermodal link of public bus and rail services with the Airport and would lead to an overall reduction in the number of automobile trips currently conducted on local roads by rental car companies. It is assumed that these changes would lead to an overall reduction in the amount of emissions produced by the Airport. There is a potential for a temporary increase in the emission of some greenhouse gasses as a result of construction activity related to the proposed Project. However, all construction activity would be conducted using the best management practices identified in **Mitigation Measure #1** and **Mitigation #4** (See Section 4.0), minimizing the emission of greenhouse gases arising from construction activities. Therefore, any impacts associated with generation of greenhouse gas emissions would be less than significant.

(b) In 2006, Governor Schwarzenegger signed Assembly Bill 32, directing relevant agencies across the state to promulgate rules governing the reduction of greenhouse gas emissions. At this time other agencies around the State, including the South Coast Air Quality Management District (SQAQMD), the agency responsible for controlling air pollution in the region in which the Airport is situated, are still in the process of formulating and adopting plans, policies, and regulations directed towards the reduction of greenhouse gas emissions. Therefore, no impact could arise as a result of the proposed Project conflicting with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing emissions of greenhouse gases.

Issues (and supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
HAZARDS AND HAZARDOUS MATERIALS: Would the proposed project:				
(a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?			X	
(b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?				X
(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?		X		
(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of the public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	
(f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
(g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
(h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildland are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

DISCUSSION: (a) Gasoline for storage and use in the consolidated rental car facility would be transported to the RITC once the proposed Project was completed. In addition, compressed natural gas would be transported to the Airport by pipeline and compressed and stored for use at the public CNG fueling facility that would be constructed immediately adjacent to the RITC. Current laws regulate the storage and handling of hazardous materials at the Airport and provide for a course of action in the event of an accident. Rental car companies that would use the RITC facility would be inspected

periodically to ensure compliance with all applicable laws and regulations as governs storage and use of fuel. The proposed Project would not lead to an increase in the amount of fuel transported to the Airport via the local road network. In addition, the consolidation of rental car service to one area would reduce the number of fuel storage tanks, centralize fuel storage tank location, and reduce the range of area in which fuel is transported. These factors would reduce the potential for creation of a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials and any resulting impact would be less than significant.

b) The proposed Project would be developed in an area that has previously been graded and paved. A portion of the current Parking Lot D in which part of the proposed Project would be developed was formerly owned by the Lockheed Corporation. The soils beneath this site were previously demonstrated to be polluted with Volatile Organic Compounds (VOCs), however, the site has been remediated and VOC concentrations in the soil have been and/or are being reduced to levels acceptable to the Los Angeles Regional Water Quality Control Board. Any surface grading undertaken in development of the proposed Project would be unlikely to result in unearthing hazardous materials.

Following implementation of the proposed Project there may be a risk of exposure to hazards and hazardous materials (e.g., fuel spills, etc.) due to rental car maintenance and operations. However, as activities that may lead to these kinds of incidents already take place at the Airport and the proposed Project would simply relocate these activities from one area to another, no increase in the potential for fuel spills would occur. Furthermore, all rental car activity would be conducted in conformance with current regulatory requirements governing and mitigating the effects of fuel spills. Accordingly, any impacts associated with the potential for the release of hazardous materials harmful to the public or the environment would be less than significant.

c) The proposed Project site is not located within one quarter mile of an existing or proposed school. Therefore, there would be no impact arising from hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

d) Portions of the proposed Project area are located in areas that are on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. As stated above, the former Lockheed Corporation property has been subjected to hazardous materials remediation and levels of VOCs in the underlying soil have been and/or are being reduced to levels acceptable to the Los Angeles Regional Water Quality Control Board. Lockheed Corporation has confirmed that it has already completed the removal of hazardous materials and foundation infrastructure to a depth of ten feet. Regardless, as the proposed Project includes the installation of approximately three underground fuel tanks, necessitating potential excavation at depths lower than ten feet below the surface, there may be a potential for release of previously undetected contaminated soils. The Authority will take every step necessary to avoid excavation activity at depths lower than ten feet below the surface. To facilitate this, prior to commencement of any excavation activity at depths lower than ten feet below the surface the Authority would conduct focused investigations of the areas to be graded as required by **Mitigation Measure #3** (See Section 4.0). Accordingly, with incorporation of this mitigation, any impacts associated with the potential for hazards to the public or the environment would be less than significant.

(e) Although the various components of the proposed Project are located within the vicinity of a public-use airport, the proposed Project would not adversely affect the safety of employees or nearby residents. As part of the proposed Project, a portion of the current ready/return lot would be converted to runway safety area for Runway 15-33, bringing it into conformity with the runway separation

standards presented in the FAA Advisory Circular regarding runway object free areas.

While neither the proposed RITC nor the replacement parking structure would be located within the Airport's Building Restriction Line, a portion of the proposed elevated walkway immediately adjacent to the existing passenger terminal would be located within this area. However, this portion of the walkway is shielded by the existing terminal development. Due to its on-going federal grant assurances with the FAA, the Authority is prohibited from constructing any hazard to navigation on the Airport. Accordingly, the Authority has submitted an airspace case determination for the proposed project to the FAA for review. Regardless, any safety hazard related impacts that may arise as a result of the proposed Project would be less than significant.

f) There is no private airstrip in the vicinity of the Airport. Accordingly, no impact associated with private airstrips would be anticipated.

g) The various components of the proposed Project would occur in locations that are currently graded, paved, or otherwise developed. Access to these areas would generally not be hindered by construction activities. The proposed Project would not interfere with or impair implementation of adopted emergency response plans, therefore no impact would be anticipated.

h) The proposed Project area is not subject to wildland fires. Therefore, no impact associated with wildland fire risk would be anticipated.

Issues (and supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
HYDROLOGY AND WATER QUALITY: Would the proposed project:				
(a) Violate any water quality standards or waste discharge requirements?			X	
(b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				X
(d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				X
(e) Create or- contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
(f) Otherwise substantially degrade water quality?				X
(g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
(h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
(i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
(j) Inundation by seiche, tsunami or mudflow?				X

DISCUSSION: (a) The proposed Project would result in the development of new structures on the Airport

and over Empire Avenue. However, the proposed Project area is currently paved and used for surface parking facilities. The proposed pedestrian bridge/lounge facility would be built over Empire Avenue, a paved street. The currently existing storm drain system and stormwater drainage infrastructure serving the proposed Project location would accommodate runoff from a fully redeveloped site. In addition, the Authority would comply with the Standard Urban Stormwater Mitigation Plan (SUSMP) for Los Angeles County and cities within Los Angeles County issued by the Regional Water Quality Control Board. Compliance with the SUSMP, which is required under the City of Burbank's National Pollution Discharge Elimination (NDPES) permit, would ensure that the proposed Project development would not result in any potential impacts. Furthermore, the Los Angeles Regional Water Quality Control Board has determined that the Airport should not implement infiltration of storm water into the subgrade beneath the site, because of the existing ongoing EPA-directed Superfund clean up of the drinking water aquifer within the so-called Burbank Operable Unit. Therefore, the proposed Project would have no overall effect on water quality standards or wastewater discharge requirements and any potential impact would be less than significant.

(b) The Airport, including the proposed Project location, is underlain by the San Fernando Groundwater Basin, part of the larger Upper Los Angeles River Drainage Basin. Groundwater recharge would not be adversely affected by the proposed Project areas as substantial areas of new impervious surface would not be constructed as part of the proposed Project. Therefore, the proposed Project would have no impact on groundwater supplies and/or groundwater recharge.

(c, d) The proposed Project would not substantially alter the existing drainage pattern of the proposed Project site or surrounding area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. The majority of the proposed Project area is currently covered with impervious surfaces and any additional impervious surfaces would be associated with the construction of the RITC, the replacement parking structure, the elevated walkway between the RITC and the terminal building and the pedestrian bridge/lounge facility over Empire Avenue. A small number of landscaped areas would be removed as part of the Project. However, as the surfaces underlying these facilities are already substantially paved and historically the majority of the proposed Project location was fully covered with impervious surfaces when it was used as an aircraft manufacturing facility, it is not anticipated that any changes to the current drainage pattern would occur. The Authority would be required to comply with the SUSMP to ensure that there would be no impact on current drainage patterns or as a result of substantial erosion, off site siltation, or increase in the amount of runoff.

(e) The proposed Project would not lead to an increase in impervious surfaces over what has historically existed in the proposed Project location. Therefore, excessive run-off water would not be generated when compared to existing conditions. In addition, because most of the proposed Project location is currently paved, the likelihood of increasing the rate of runoff to the point that stormwater collection capacity would be exceeded is minimal. Therefore, the potential for increases in polluted stormwater run off would be less than significant.

(f) The proposed Project would not lead to degradation of water quality as the uses that would arise as a result of proposed Project implementation are similar to or the same as those uses that currently exist at the proposed Project location. Therefore, no impact to water quality would be anticipated.

(g) The proposed Project does not include residential development; therefore, no impact in terms of placing housing units within the 100-year floodplain is anticipated.

(h) The Federal Emergency Management Agency (FEMA) flood map indicates that a 100-year floodplain extends along a portion of Empire Avenue and covers a small portion of the proposed Project area east of the Empire Avenue entrance to the Airport. The map identifies this area as Zone AE, which indicates "base flood elevations determined." Part of this area would be converted to airfield use to provide a standard RSA for Runway 15-33 and the remaining portion would be utilized as the entrance to the proposed ground access center. However, neither facility would include structures that would impede or redirect flood flows. Therefore, no impact would be anticipated.

(i) As stated above, a small portion of the proposed Project location east of the Empire Avenue entrance to the Airport is located within the 100-year floodplain. However, the remaining area within the proposed Project location and the Airport are located outside the 100-year floodplain and are not subject to potential significant flooding. Existing stormwater drainage facilities serving the proposed Project location are capable of accommodating current stormwater runoff. Furthermore, there are no dams or levees within the vicinity of the proposed Project area. Therefore, the proposed Project would have no impact in terms of exposure of people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

(j) The Airport is located more than 15 miles away from the Pacific Ocean and there is no potential for inundation by seiche, tsunami or mudflow. Therefore, no impacts from these phenomena are anticipated.

Issues (and supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
LAND USE PLANNING: Would the project:				
(a) Physically divide an established community?				X
(b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
(c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

DISCUSSION: (a) The proposed Project would be primarily constructed on Airport property in areas already dedicated to Airport use. The second phase of the proposed Project would include construction of a pedestrian bridge/lounge facility over Empire Avenue directly connecting the Airport and the adjacent Train Station. The land uses in this area are primarily industrial and commercial in nature and there are no nearby residential uses that would be affected by this phase of the proposed Project. Therefore, the proposed project would not divide an established community and no impact would occur.

(b) The proposed Project site is located within the City of Burbank and is subject to the City’s zoning ordinance and general plan. In addition, the proposed Project site is located within the City of Burbank Golden State Redevelopment Project Plan area. Under the City’s zoning ordinance, the on-Airport portion of the proposed Project location is zoned for Planned Development. This Planned Development zone was created as part of the Development Agreement. The Development Agreement will be amended to reflect a modification of the Planned Development zone by the City of Burbank through a discretionary approval process in order to accommodate the Project.

The Golden State Redevelopment Project Plan area is divided into three specific land use areas each of which is dedicated to either Airport and/or industrial uses. The entirety of the Airport is located within “Area A (Airport & Related).” The proposed Project is consistent with uses allowed under the Golden State Redevelopment Project Plan and no conflict is anticipated.

The various components of the proposed Project would not result in a land use that is incompatible with the City of Burbank General Plan Land Use Element, the City's zoning ordinance, or the Golden State Redevelopment Project Plan. Therefore, the Project would have no impact in terms of conflict with applicable plans.

c) The Airport does not fall within any habitat conservation or natural community conservation plans; therefore, the proposed Project would have no impact in this regard.

Issues (and supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
MINERAL RESOURCES: Would the proposed project:				
(a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
(b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

DISCUSSION: (a) The proposed Project would occur on land that is currently and has been historically used for aviation and aviation related purposes. The proposed Project area, the Airport, and the surrounding areas are not known to contain any significant mineral resources of value to the region or residents of the state. While excavation would occur for purposes of installing underground fuel tanks and potentially for the purpose of installing piles to support the RITC and the replacement parking structure, the excavation activities would be minor and no loss of any mineral resource would occur. Therefore, no impact to these resources resulting from the proposed Project would be anticipated.

(b) There is no known important mineral resource recovery site delineated on the general plans of the Cities of Burbank or Los Angeles, specific plans, or other land use plans within areas in which the proposed Project, the Airport, or the immediate surrounding areas are located. Therefore, no impact to these resources resulting from the proposed Project would be anticipated.

Bob Hope Airport

Issues (and supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
NOISE: Would the proposed project result in:				
(a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
(b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
(c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
(d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	
(f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

DISCUSSION: (a) Construction of the proposed Project may result in the temporary exposure of people to noise levels in excess of standards established in the City of Burbank's general plan or noise ordinance. However, due to the location of the proposed Project relative to the airfield and local roadways, the noise generated by construction activity would not be significantly greater than the noise levels generally experienced in the surrounding areas. Furthermore, as the land uses surrounding the Airport and the proposed Project site are generally industrial and commercial in nature, there are no noise sensitive land uses in the area immediate to the proposed Project location. Therefore, any temporary noise impact resulting from the proposed Project construction would be less than significant.

(b) Construction of the proposed Project may result in the temporary exposure of Airport employees and patrons to generation of excessive groundborne vibration and groundborne noise levels. Construction of the RITC and the replacement parking structure may require some minor excavation and potentially the use of pile driving equipment to set the foundations for these structures. However, all construction activity would occur in a manner consistent with the City of Burbank's noise ordinance. In addition, due to the location of the proposed Project relative to the airfield and local roadways, the noise generated by construction activity would not be significantly greater than the noise levels generally experienced in the surrounding areas. As the land uses surrounding the Airport and the proposed Project site are generally industrial and commercial in nature, there are no noise sensitive land uses in the area immediate to the proposed Project location. Therefore, any temporary groundborne

vibration or groundborne noise impact resulting from the proposed Project construction would be less than significant.

(c) The proposed Project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above currently existing levels. The proposed Project seeks to redistribute parking, ground transportation patterns, and rental car service activity in areas around the Airport. This activity would not result in an increase in the number of public parking spaces at the Airport, accommodating greater traffic volumes, nor would it induce more ground vehicle trips. In fact, the proposed Project is expected to result in an overall reduction in total vehicle miles traveled by rental cars and would potentially lead to a corresponding reduction in roadway noise in areas around the proposed Project site, thus creating a net beneficial impact. As the noise impacts would not be significant and there are no noise sensitive land uses in the area immediate to the proposed Project location, impacts to ambient noise levels would be less than significant.

(d) The proposed Project may result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project due to construction activity. However, as all construction activity would occur in a manner consistent with the City of Burbank's noise ordinance and there are no noise sensitive land uses in the area immediate to the proposed Project location, temporary impacts to ambient noise levels would be less than significant.

(e) The proposed Project is located adjacent to a major public airport and the area is regularly exposed to intermittent periods of aircraft noise. Noise levels at the proposed Project location would not significantly increase in the long term, though temporary increases in noise may occur due to construction activity. However, the noise generated by construction activity would not be significantly greater than the noise levels generally experienced in the surrounding areas. As the land uses surrounding the Airport and the proposed Project site are generally industrial and commercial in nature, there are no noise sensitive land uses in the area immediate to the proposed Project location. Therefore, any potential noise impact would be temporary and less than significant.

(f) The proposed Project would not occur within the vicinity of a private airstrip; therefore, no impact would be anticipated.

Bob Hope Airport

Issues (and supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
POPULATION AND HOUSING: Would the proposed project:				
(a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension or roads or other infrastructure)?				X
(b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
(c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

DISCUSSION: (a) The proposed Project does not include development of new housing, businesses, or other facilities that would directly induce substantial population growth. While the proposed Project would extend existing infrastructure by directly connecting the Airport and the Train Station, substantially improving the connection between these two transportation modes, this development would be unlikely to indirectly induce substantial population growth in the area surrounding the Airport. Therefore, no impact to these resources resulting from the proposed Project would be anticipated.

(b, c) The proposed Project is primarily located on Airport property in an area where no currently existing housing has been developed nor residential population is located. Therefore, no housing would be displaced necessitating the construction of replacement housing elsewhere, substantial numbers of people would not be displaced, and no impact would be anticipated.

Issues (and supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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PUBLIC SERVICES:

(a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?				X
Police protection?				X
Schools?				X
Parks?				X
Other public facilities?				X

DISCUSSION: (a) There would be no significant new buildings or structures or public service demand generating activities associated with implementation of the proposed Project. There would be no increase in the number of public parking spaces associated with the relocation of parking. The various components of the proposed Project would have no impact on performance objectives of police protection, fire protection, schools, parks, or other public service facilities. The various components of the proposed Project would not result in the generation of any increase in the number of students or number of park users. The proposed project would not result in additional police or fire protection services compared to existing conditions. Therefore, no impact to these public services would be anticipated.

Issues (and supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
RECREATION:				
(a) Would the proposed project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
(b) Does the proposed project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

DISCUSSION: (a) The proposed Project is located in an area where the principal surrounding land uses are industrial and commercial in nature. The nearest park to the proposed Project site is Pacific Park which is located approximately a third of a mile from the proposed Project site. The proposed Project would not include, generate demand for, or affect any existing neighborhood parks, regional parks, or other recreational facilities. Therefore, no impact to these resources resulting from the proposed Project would be anticipated.

(b) The proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities that would result in an adverse physical effect to the environment. Therefore, no impact to these resources resulting from the proposed Project would be anticipated.

Issues (and supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
TRANSPORTATION / TRAFFIC: Would the proposed project:				
(a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?				X
(b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion/management agency for designated roads or highways?		X		
(c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
(d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
(e) Result in inadequate emergency access?				X
(f) Result in inadequate parking capacity?			X	
(g) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

Discussion: (a) The development of an intermodal transportation center is intended to reduce the overall traffic on local streets by providing a convenient means of alternative transportation to and from the Airport without using private vehicles. The proposed Project would also consolidate rental car facilities in the RITC, providing space for rental car companies to accommodate the necessary ready/return and QTA facilities for rental car patrons. Excess rental car storage, dealer preparation, and heavy maintenance would continue to occur, primarily in the southwest quadrant of the Airport, in an area near the intersection of Empire Avenue and Clybourn Avenue. Currently, QTA activities for the on-Airport rental car companies occur in this area as well, requiring cars to be shuttled to and from the existing ready/return lot located south of Terminal B. Rental car companies have estimated that approximately 700,000 trips per year between the ready/return lot and the existing rental car QTA area are required to accommodate rental car patrons and transactions. The proposed Project would nearly eliminate the need to shuttle cars along Empire Avenue for each rental transaction, leading to an overall reduction in area automobile traffic.

A traffic assessment was undertaken to determine the potential for impacts to traffic on area roadways

that may arise as a result of the proposed Project. This assessment is attached as **Appendix B**. Results of the assessment indicate that the proposed Project would result in no change to delay at a majority of the study area intersections. Two study area intersections, Empire Avenue and Clyburn Avenue and Empire Avenue and Airport Entry/Exit Road would experience a reduction in delay due to the consolidation of rental car facilities on Airport, thus reducing overall traffic loads in the areas around the Airport. Therefore, no adverse impact would be anticipated.

The majority of construction staging and worker parking for the proposed Project would occur north of Parking Lot A. Equipment staging for the proposed Project would occur on the proposed Project site. Under current conditions, the intersection of Hollywood Way and Winona Avenue (the staging area entrance and exit) experiences a level of service (LOS) of A during the AM peak hour and an LOS of D during the PM peak hour. The intersection of Hollywood Way and Thornton Avenue (proposed Project site location entrance and exit) experiences an LOS of B during the AM peak hour and an LOS of D during the PM peak hour. While movement of construction related traffic may lead to slight temporary increases in traffic volume during the AM and PM peak hours at the intersections of Hollywood Way and Winona Avenue and Hollywood Way and Thornton Avenue, volumes would not be substantial enough to result in a direct impact to LOS at these intersections. Furthermore, all construction related traffic would be required to operate under the best management practices included as part of **Mitigation Measure #4** (See Section 4.0). Therefore, no impact would be anticipated.

(b) The proposed Project would contribute to a cumulative exceedance of level of service standards established by the City of Burbank at one intersection, Empire Avenue and North Avon Street. It is anticipated that this unsignalized (stop-controlled) intersection would experience a significant impact as a result of the implementation of the proposed Project. All other intersections around the proposed Project area would continue to experience acceptable levels of service. Further discussion of the affects of the proposed Project can be found in Appendix B. Implementation of **Mitigation Measure #5** (See Section 4.0) would reduce this impact to a less-than-significant level.

(c) The proposed Project is for improvements to facilities serving ground vehicles. The only project component involving the airfield at the Airport would be conversion of a portion of the currently existing ready/return lot to RSA in conformance with FAA regulations. However, this project component would have no impact on aircraft operations at the Airport. Therefore, the proposed Project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks, and no impact would be anticipated.

(d) The proposed Project would not change the overall physical characteristics of the surrounding street network and, therefore, would not substantially increase hazards due to a design feature or incompatible use. No impact resulting from the proposed Project would be anticipated.

(e) The proposed Project would not result in a reduction or elimination of emergency access points to the Airport. Access points to the Airport would be limited for certain types of vehicles (e.g., passengers returning rental cars to the RITC would access the facility exclusively from the Airport loop road near the entrance to Parking Lot D, restricting on-Airport access for these vehicles to the Empire Avenue entrance or the main Airport entrance at Thornton Avenue.) However, these restrictions would not affect emergency vehicle access and no impact would be anticipated.

(f) The proposed Project would not result in a significant change to the amount of parking capacity available at the Airport. Final design of the proposed Project, including the parking spaces located near the rental car administrative offices would be completed so as to provide for no net increase in the already existing number of public parking spaces at the Airport. A small number of existing parking

spaces (approximately 50) on the Union Pacific Railroad property that do not meet City of Burbank parking standards would be eliminated during the reconstruction of that lot. Authority acquisition of this railroad parking lot will actually improve the availability of parking for commuters that use the Train Station, because this current "free" lot is generally occupied by Airport passengers and tenants. Although there would be no net increase in the number of public parking spaces, the allocation between self-parking and valet parking, as well as the allocation between covered (premium) and uncovered valet parking, would change. The spaces that would be displaced in Parking Lot D would result in a loss of an estimated 189 self parking spaces that would be replaced with valet parking spaces provided by the replacement structure. The Authority currently operates a lot referred to as the "Flip Lot," consisting of 195 parking spaces located north of Parking Lot D that can be used for either self-parking or valet parking as demand dictates. Given the increase in available valet parking provided by the construction of the two-level replacement parking structure, it is anticipated that the Flip Lot would be dedicated to self-parking. Accordingly, any impact to parking capacity would be less-than-significant.

(g) The proposed Project includes components that would facilitate greater access to the Airport for travelers using alternative means of transportation. The proposed Project would provide immediate access to the Airport from Amtrak and Metrolink trains serving the Train Station. Public bus service access would also be enhanced due to this structural improvement. In addition, the proposed Project includes construction of two bicycle stations, providing secured parking for up to 64 bikes at two locations at the Airport. The proposed Project would not interfere with adopted policies, plans or programs supporting alternative transportation, and no impact would be anticipated.

Issues (and supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
UTILITIES AND SERVICE SYSTEMS: Would the proposed project:				
(a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
(b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environment effects?				X
(c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effect?				X
(d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlement needed?				X
(e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitment?				X
(f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
(g) Comply with federal, state and local statutes and regulations related to solid waste?				X

DISCUSSION: (a, b) The proposed Project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. The only additional wastewater services that would be included in the proposed Project would be restrooms provided for use by transit passengers, rental car customers and employees, and the car washing facility included as part of the rental car QTA facility. The car washing facilities are intended to include water recycling, to reduce the demand for water and reduce the demand on the sewer system. The inclusion of restroom facilities is not expected to result in a significant increase in wastewater generation and the car washing facility in the QTA would simply replace the currently existing facilities off site, including the existing rental car maintenance facility and the other off-Airport rental car washing facilities. Furthermore, as no increase in the number of rental cars services at the Airport is anticipated as a result of this project, wastewater production volumes should remain static. Therefore, the proposed Project will not result in an increase of wastewater or require new water or wastewater treatment facilities beyond what already exists and no impact would be anticipated.

(c) The proposed Project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities. The currently existing storm drain system and stormwater drainage infrastructure at this location, which adequately served the prior development, would accommodate runoff from a fully redeveloped site. In addition, the Authority would comply with the Standard Urban Stormwater Mitigation Plan (SUSMP) for Los Angeles County and cities within Los Angeles County issued by the Regional Water Quality Control Board. Compliance with the SUSMP, which is required under the City of Burbank's National Pollution Discharge Elimination (NDPES) permit, would ensure that the proposed Project development would not result in any potential impacts. The proposed Project would have no overall impact on water quality standards or wastewater discharge requirements, and no impact would be anticipated.

(d) The proposed Project would replace existing facilities with in kind facilities. The number of rental cars and rental car customers using the Airport would not increase as a result of the proposed Project. Accordingly, currently existing water supplies would be sufficient to serve the project from existing entitlements and resources and no impact would be anticipated.

(e) The proposed Project would include restroom facilities to serve the needs of transit passengers and rental car customers and employees. These services would generate a minimal amount of wastewater and it is not anticipated that these levels would substantially increase beyond those already produced at the Airport. Therefore, the proposed Project is unlikely to result in a determination by the wastewater treatment provider which serves the Airport that it has inadequate capacity to serve the Project's projected demand in addition to the provider's existing commitment and no impact would be anticipated.

(f, g) The proposed Project does not have the potential to significantly increase or decrease the production of solid waste at the Airport. Any existing solid waste collection facilities would continue to remain following the completion of the proposed Project. No additional solid waste generation beyond what is created under existing conditions is expected to result from the proposed Project and no impact would be anticipated. The Airport currently uses a solid waste collection contractor that sorts all refuse at an off-airport facility. It is reported that approximately two-thirds of all of the refuse collected at the airport is recycled or otherwise diverted from landfills.

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Issues (and supporting Information Sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
MANDATORY FINDINGS OF SIGNIFICANCE:				
(a) Does the proposed project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
(b) Does the proposed project have impacts that are individually limited, but cumulatively considerable?			X	
(c) Does the proposed project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Discussion: (a) Due to the history of development over the past 80 years at the Airport and in the Airport vicinity, there is no potential to degrade the quality of the environment in terms of impacts on biological resources.

(b) The less-than-significant impacts associated with the proposed Project are limited in geographic area and scope. The proposed Project would contribute to one cumulative impact to traffic that would be reduced to a less-than-significant level following mitigation. As all potential impacts would be temporary, limited in geographic area, or mitigated to a less-than-significant level, the proposed Project would not result in any impacts that would be cumulatively considerable.

(c) With the implementation of the identified mitigation measures, the proposed Project would not result in any adverse construction-related impacts to human beings. The operational impacts associated with air quality, noise, hazardous materials, traffic, and public services and utilities do not exceed any established significance thresholds and would not be considered significant.

4.0 Mitigation Measures

Mitigation Measure #1- Construction-Related Air Pollutant Emissions

The Authority shall require contractors to comply with the following best management practices to reduce pollutant emissions during construction activities:

- All off-road equipment shall be well-tuned and regularly serviced to minimize exhaust emissions. A regular and frequent check-up and service/maintenance program shall be established for all equipment used during construction.
- Ultra-low sulfur fuel (with low sulfur and low aromatic content) in combination with a fuel additive (such as Puri-NO_x) shall be used in all diesel-powered off-road equipment to minimize NO_x emissions. Products such as this can reduce NO_x emissions by roughly 14 percent.
- The injection timing on all diesel-powered equipment shall be retarded to minimize NO_x emissions.
- Electrically-powered equipment, or equipment fueled by an alternative, less-emitting fuel (e.g., liquefied natural gas, [LNG] or compressed natural gas [CNG]) shall be used, as feasible. Use of alternative fuel engines can be expected to achieve a reduction in NO_x emissions of at least 37 percent.

Mitigation Measure #2 - Construction-Related Soil and Erosion Control

The Authority shall require contractors to comply with the following best management practices to reduce impacts due to soil loss and erosion during construction activities.

- As grading progresses, erosion control and protective devices shall be removed or installed as needed to minimize risk of sediment discharge from the site. Site perimeters shall be protected with sandbags, silt fence or other acceptable best management practices. Debris and mud will be contained within the site, and may not be transported from the site via sheet flow, swales, area drains, natural drainage courses or wind. Active storm drain inlets and outlets will be protected to prevent potential pollutants from discharging the site.
- Construction site to be inspected at 40 percent prediction of rain, every 24 hours during extended rain events, and within 24 hours after each storm event to ensure that all best management practices and devices are functional, and to determine maintenance needs. No potential pollutants shall be allowed to be discharged offsite or into drains. A contingency stormwater sampling plan, and sample kits shall be onsite, or at a nearby location.
- Materials containing potential pollutants shall be protected from contact with stormwater, any accidental spill of a potential pollutant shall be contained and cleaned up promptly to prevent discharge from site.
- Equipment maintenance activities shall be performed in the designated areas onsite.
- Water trucks shall be used as needed, to minimize fugitive dust.
- Active construction entrance driveways will be stabilized to minimize dirt or mud being tracked into public streets. Street sweepers, broom sweeping or approved best management practices shall be used as needed to clean up dirt which enters public streets.

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- Stockpiles of dirt or sand will not be allowed to discharge from the site, via wind or exposure to stormwater.
- Completed slopes over 5 feet high shall be stabilized with any of the following: copolymer, hydroseed material, jute netting, earthguard, or other accepted best management practice measures.
- Designated concrete washout stations will be used onsite for all concrete waste water.

Mitigation Measure #3: Construction-Related Hazardous Materials

- a) Prior to commencement of excavations exceeding 10 feet in depth, the Authority will conduct focused investigations of the areas to be graded. If soil is determined to be contaminated it shall be cleaned or excavated as necessary to complete the work and shall be disposed only at a facility permitted to take such soil.
- b) If, during the execution of any grading contemplated by the scope of work, suspected hazardous materials, odors, liquids, or other substances are encountered, the contractor is to immediately contact the Authority for direction before proceeding in the suspected area of contamination. No work shall continue unless and until the suspected material is tested for contamination. If soil is determined to be contaminated, it shall be cleaned or excavated as necessary to complete the work and shall be disposed only at a facility permitted to take such soil.

Mitigation Measure #4: Construction-Related Traffic

The Authority shall require contractors to comply with the following best management practices to reduce impacts related to construction traffic:

- Schedule critical construction activities at times other than during normal airport passenger terminal operating hours.
- Post advance warning signs to notifying drivers of construction activities.
- Use flaggers to direct traffic, as needed.
- Provide advance notification to all parties within 500 feet about the location, timing, and duration of construction activity.
- Coordinate with the City as appropriate to avoid or minimize construction related impacts on City streets.

Mitigation Measure #5 – Signalization of North Avon Street and Empire Avenue

The unsignalized intersection of North Avon Street and Empire Avenue is anticipated to experience a significant impact as a result of the proposed Project. A signal warrant analysis indicated that the peak hour volumes meet the necessary criteria to warrant the installation of a traffic signal; therefore, it is anticipated that the intersection would be signalized. Following mitigation, the intersection would operate at LOS A during both the a.m. and p.m. peak hours. The cost of implementation would be borne by the City of Burbank, which would require reimbursement from the Authority and other bodies contributing to traffic that affects this intersection. The Authority's share of the proposed signalization is estimated to be 13 percent of the total cost. A "fair share" analysis to determine allocation of the cost of mitigation is included in Appendix B. Implementation of this measure would reduce the impact to a less-than-significant level.

Determination

On the basis of this evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on the attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards; and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

September 21, 2009

Signature:

Dan Feger, P.E.
Executive Director
Burbank-Glendale-Pasadena Airport Authority
2627 Hollywood Way
Burbank, California 91505

5.0 References and Preparers

5.1 References

The following reference materials are hereby incorporated by reference and made a part of this Initial Study. Copies of all reference materials may be viewed at the following location during regular business hours:

Burbank-Glendale-Pasadena Airport Authority
2627 Hollywood Way
Burbank, California 91505

- 1.) Burbank (California). 2007 Mid-Term Update to the Implementation Plan for the Golden State, City Centre, West Olive and South San Fernando Redevelopment Projects, 2007.
- 2.) Burbank (California). General Plan of the City of Burbank, 2009.
- 3.) Burbank-Glendale-Pasadena Airport Authority Development Agreement and Related Actions, October 2004
- 4.) Federal Emergency Management Agency (FEMA). Flood Insurance Rate Map, City of Burbank, 2008.< <http://map1.msc.fema.gov/idms/IntraView.cgi?KEY=55278515&IFIT=1>>.
- 5.) Initial Study and Mitigated Negative Declaration for the Burbank-Glendale-Pasadena Airport Authority Development Agreement and Related Actions, September 2004
- 6.) Plant A-1 North Soil Vapor Extraction System Quarterly Operations Report, January – March 2009, Burbank, California, Tetra Tech, 2009.
- 7.) Zoning ordinance of the City of Burbank, Burbank Mun. Code (Cal.) §10-1-201 et seq.

5.2 Preparers

Ricondo & Associates, Inc. provided consulting services for this Initial Study.

**Appendix A Air Quality Assessment -
Initial Study and Mitigated Negative Declaration for the
Regional Intermodal Transportation Center
at Bob Hope Airport**

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I. Introduction

This document summarizes the methods used to calculate emissions of carbon monoxide (CO), particulate matter less than ten microns in diameter (PM₁₀), particulate matter less than 2.5 microns in diameter (PM_{2.5}), volatile organic compounds (VOCs), oxides of nitrogen (NO_x), and oxides of sulfur (SO_x) in support of the Initial Study for implementation of the Regional Intermodal Transportation Center (RITC) at Bob Hope Airport (Airport). The emissions analysis was conducted to develop emissions inventories pursuant to the *National Environmental Policy Act* (NEPA) and the *California Environmental Quality Act* (CEQA). In addition, the analysis was conducted to determine whether emissions associated with construction of the RITC would exceed applicable *de minimis* thresholds as documented in the U.S. Environmental Protection Agency's (U.S. EPA) general conformity regulations, or the mass daily air quality significance thresholds promulgated by the South Coast Air Quality Management District (SCAQMD).

Pollutant emissions resulting from construction or modification of facilities for the proposed RITC were estimated from both on-road and off-road sources, as well as from asphalt paving activities. It was assumed that all proposed construction north of Empire Boulevard would occur in 2011, with proposed construction south of Empire Boulevard occurring in 2012.

II. Methodology

Construction emissions analyses generally require information such as the type of construction equipment to be used, the amount of time the equipment will operate, estimates of required construction material, areas to be paved, and the number of employees anticipated to be on site. Specific data of this type was generally unavailable for this Initial Study. Airport staff provided estimated quantities of asphalt, concrete, steel, and material to be excavated, as well as preliminary site drawings. Assumptions about equipment types, equipment operating time, and labor estimates were derived from data provided by Bechtel Infrastructure Corporation in support of the Supplemental Environmental Assessment for construction of Terminal 3 at McCarran International Airport.¹

The Terminal 3 project included a number of components generally applicable to the projects involved with implementation of the RITC. The data provided by Bechtel included a comprehensive list of construction equipment types, including horsepower ratings and fuel type. The methodology used to develop activity estimates for the RITC project was as follows:

- To the extent possible, RITC project components were matched to similar project components of the Terminal 3 project.
- An appropriate unit measurement (i.e., area) for the RITC project component was divided by the unit measurement of the corresponding Terminal 3 project component.
- Activity, materials, and labor estimates (as appropriate) developed by Bechtel were scaled based on the ratio calculated previously to derive estimates for the corresponding RITC project component.

¹ Ricondo & Associates, Inc., *Final Supplemental Environmental Assessment of the Construction of Terminal 3 at McCarran International Airport*, September 2005.

As an example, the proposed Terminal 3 project at McCarran International Airport includes a parking garage for which specific construction equipment and activity estimates were made by Bechtel. Based on drawings provided by the Airport, the area of the proposed main RITC structure was determined and divided by the estimated area of the proposed Terminal 3 parking garage, resulting in a scaling factor. The scaling factor was applied to the Terminal 3 parking garage equipment activity estimates to estimate construction activity associated with the RITC structure. A similar methodology was applied to each project component associated with the overall RITC project.

III. On-Road Emissions

On-road source emissions were calculated using the methodologies outlined in the U.S. EPA's AP-42, *Compilation of Air Pollutant Emission Factors*, Volume II: *Mobile Sources*. On-road construction emissions include emissions from off-site vehicle trips and on-site vehicle trips.

On-road off-site vehicle trips were derived for employee vehicles, concrete transit mixers, asphalt hauling trucks, flatbed trucks hauling steel, trucks hauling excavated dirt off-site, and miscellaneous material delivery trucks. The first step in calculating total on-road off-site construction emissions is to determine total vehicle miles traveled (VMT) by each type of vehicle trip during each construction year. VMT is calculated by multiplying the total number of roundtrips made by the vehicle by the distance per roundtrip. A roundtrip distance of 40 miles was assumed for all employee trips and most material delivery trips. According to Airport staff, surplus excavated dirt would need to be hauled to a Class II or Class III disposal site, assumed for this analysis to be located in Buttonwillow, CA (230 miles roundtrip).

On-site vehicle emissions were estimated for water trucks (for dust control) and pickup trucks (for construction supervisors and other employees driving around on the construction site). Activity estimates for these vehicles were derived in terms of hours of operation. Water truck hours and number of pickup trucks were derived from scaled estimates of the Bechtel data described in Section II. It was assumed that each pickup truck would operate an average of four hours per day on the construction site.

VMT (or hours) was then multiplied by an appropriate emission factor to calculate total emissions. On-road emission factors were obtained from the SCAQMD website.² These emission factors were compiled by running the California Air Resources Board (CARB) EMFAC2007 Burden Model, taking the weighted average of vehicle types and simplifying into three categories: passenger vehicles (<8,500 pounds); delivery trucks (>8,500 pounds); and heavy-heavy-duty diesel trucks (33,001 to 60,000 pounds). For the purposes of this analysis, all on-road vehicles were classified into one of these three vehicle types. All emission factors account for emissions from start, running, and idling exhaust. In addition VOC emission factors include diurnal, hot soak, running, and resting emissions, and the PM₁₀ and PM_{2.5} emission factors include tire and brake wear.

The emission factors used for this analysis are presented in **Table 1**. Emission estimates for on-road construction equipment are presented in **Table 2**.

² <http://www.aqmd.gov/ceqa/handbook/onroad/onroad.html> (accessed August 3, 2009).

IV. Off-Road Emissions

Off-road construction equipment includes bulldozers, loaders, sweepers, and other heavy-duty construction equipment that does not travel on roadways. Diesel emission factors for off-road vehicles were obtained by running the CARB OFFROAD2007 emissions model. Emission factors were developed for Los Angeles County for 2011 and 2012 and were converted from tons per day to grams per horsepower-hour (g/hp-hr). Load factor data was obtained from the U.S. EPA report NR-005c, *Median Life, Annual Activity, and Load Factor Values for Nonroad Engine Emissions Modeling*.

Off-road construction equipment emissions were calculated based on the type of fuel (gasoline or diesel), engine horsepower, equipment use in hours, load factor, and the average age of the equipment. The following equation was used to estimate emissions from off-road construction equipment:

$$\text{Emission Rate (tons/year)} = \text{Emission Factor (g/hp-hr)} * \text{size (hp)} \\ * \text{hours per year} * \text{Load Factor} * (1/2000)$$

Emission factors associated with diesel engines vary by the year the engine was manufactured and by horsepower. The fleet age of the diesel equipment that would be used for the construction of the RITC was estimated to be an eight year spread – for the 2011 construction year, it was assumed that the oldest piece of equipment on-site was manufactured in 2004, whereas, for the 2012 construction year, it was assumed that the oldest piece of equipment on-site was manufactured in 2005. Through the use of the vehicle age spread, the OFFROAD2007 model calculates average emission factors for each equipment type and horsepower range. This methodology is the most representative process for calculating pollutant emissions for off-road construction equipment equipped with diesel engines.

An additional source of PM₁₀ emissions associated with off-road construction activity is fugitive dust. Fugitive dust from off-road vehicles includes entrained road dust as well as particulates resulting from grading, loading and unloading activities. Fugitive dust emissions were calculated using information contained in AP-42. Off-road fugitive dust emission factors were expressed in pounds per hour and multiplied by the annual hours for each equipment type and by a conversion factor to derive total annual fugitive dust emissions.

The data used to estimate emissions from off-road construction equipment for each construction year (2011 and 2012), as well as total emissions by equipment type and construction year, are presented in **Table 3**.

V. Asphalt Paving

Asphalt surfaces and pavements are composed of compacted aggregate and an asphalt binder. Aggregate materials are produced from rock quarries as manufactured stone or are obtained from natural gravel or soil deposits. Asphalt binders take the form of asphalt cement (the residue of the distillation of crude oils), and liquefied asphalts. Asphalt cement, which is semi-solid, must be heated prior to mixing with aggregate.

Asphalt paving operations can be a source of VOC emissions. VOC emissions are created by the evaporation of the petroleum distillate solvent, or diluent, used to liquefy asphalt cement. Asphalt paving emissions associated with the construction of the RITC were calculated using the methodologies presented in Section 4.5 “Asphalt Paving Operations” of AP-42, Volume I.

The following assumptions were used to estimate VOC emissions associated with asphalt paving operations.

- The paving areas for applicable components of the RITC were derived from asphalt quantities provided by the Airport.
- Asphalt would be batched offsite and trucked to the construction site.
- The asphalt would be put down in one lift (layer) for each applicable activity. The asphalt paving process, therefore, includes a prime coat and one tack coat (one tack coat for each lift).
- Asphalt paving operations were assumed to include liquefied asphalts as the asphalt binder. Liquefied asphalts include cutback asphalts, assumed to be used for prime coat paving operations, and emulsified asphalts, assumed to be used for tack coat paving operations. The cutback asphalt was assumed to contain kerosene as the diluent, a common construction industry practice.
- The application rate for the prime coat would be 1.3583 liters of cutback asphalt per square meter of paving.
- The application rate for the tack coat would be 0.4528 liter of emulsified asphalts per square meter of paving.
- The cutback asphalt used would be medium cure. The percent by volume of diluent in the cutback asphalt would be 35 percent.

The emission calculations were performed separately for the tack coat and the prime coat because each would have a different application rate and percent by volume of diluent. **Table 4** presents a summary of VOC emissions associated with asphalt paving activities.

VI. Summary of Construction Emissions

A summary of total construction-related emissions by construction year for the proposed action is presented in **Table 5**.

VII. Foundation Screening Analysis

The Airport has determined that one of two possible methods would be used to construct the foundations for the RITC transit center, parking structure, and moving sidewalk: piled foundation or spread foundation. In a piled foundation, pile drivers are used to drive steel beams/piles into the ground, which become the foundation for the structure. In a spread foundation, concrete is poured to form the foundation of the structure.

An analysis was done to determine the emissions tradeoffs of using piled versus spread foundations for the RITC project. Piled foundations use less concrete and require less excavation, but additional emissions are generated from the use of pile drivers, cranes, and truck trips to haul the steel piles onsite. The spread foundation method requires more excavation, backfill, and concrete work. Based on the assumptions used in this analysis, it was determined that the difference in emissions between the two methods is negligible (+/- less than one ton per year for each pollutant), with the piled foundation method resulting in slightly greater emissions overall. Therefore, the piled foundation method was conservatively assumed for this air quality analysis.

Table 1
On-Road Motor Vehicle Emission Factors

Vehicle Type/Year	Emission Factors (grams per vehicle-mile) ^{1/}					
	Carbon Monoxide (CO)	Volatile Organic Compounds (VOC) ^{2/}	Oxides of Nitrogen (NO _x)	Oxides of Sulfur (SO _x)	Particulate matter (PM ₁₀)	Fine particulate matter (PM _{2.5})
Passenger Vehicles						
2011	3.748	0.387	0.383	0.005	0.040	0.026
2012	3.472	0.361	0.352	0.005	0.041	0.026
Delivery Trucks						
2011	7.680	1.097	8.588	0.012	0.318	0.271
2012	7.011	1.015	7.858	0.012	0.295	0.249
Heavy-Heavy-Duty Trucks						
2011	5.046	1.268	15.675	0.018	0.753	0.655
2012	4.634	1.147	14.027	0.018	0.678	0.587

Note:

- 1/ Emission factors (in grams per vehicle-mile) are used to estimate emissions from on-road off-site vehicles. Assuming an average speed of 45 miles per hour for on-road/off-site vehicle trips. To estimate emissions from on-road on-site vehicles, these emission factors were converted to pounds per hour assuming an average speed of 10 miles per hour.
- 2/ EMFAC2007 reports hydrocarbons as reactive organic compounds (ROG), which is equivalent to VOC.

Source: South Coast Air Quality Management District, <http://www.aqmd.gov/ccqa/handbook/onroad/onroad.html> (accessed August 3, 2009).
Prepared by: Ricondo & Associates, Inc., August 2009.

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Table 2
On-Road Construction Equipment Emissions

Year/Source	Round-trips per Year	VMT	Hours per Year	CO	VOC	NO _x	SO _x	PM ₁₀	PM _{2.5}
2011									
Employee vehicles	14,309	572,356	n.a.	2.365	0.244	0.242	0.003	0.025	0.016
Concrete transit mixers	1,845	73,780	n.a.	0.625	0.089	0.698	0.001	0.026	0.022
End dump trucks (asphalt deliveries)	1,975	79,012	n.a.	0.439	0.110	1.365	0.002	0.066	0.057
Flatbed trucks (steel deliveries)	510	20,402	n.a.	0.113	0.029	0.353	0.000	0.017	0.015
End dump trucks (excavated material hauling)	230	52,823	n.a.	0.294	0.074	0.913	0.001	0.044	0.038
Miscellaneous material deliveries	202	8,071	n.a.	0.068	0.010	0.076	0.000	0.003	0.002
Water trucks	n.a.	n.a.	4,380	0.371	0.053	0.415	0.001	0.670	0.013
Pickup trucks	n.a.	n.a.	2,090	0.086	0.009	0.009	0.000	0.064	0.001
Total				4.361	0.618	4.071	0.008	0.914	0.164
2012									
Employee vehicles	496	19,824	n.a.	0.076	0.008	0.008	0.000	0.001	0.001
Concrete transit mixers	50	2,000	n.a.	0.015	0.002	0.017	0.000	0.001	0.001
End dump trucks (asphalt deliveries)	1,481	59,259	n.a.	0.303	0.066	0.513	0.001	0.019	0.016
Flatbed trucks (steel deliveries)	44	1,778	n.a.	0.009	0.002	0.015	0.000	0.001	0.000
End dump trucks (excavated material hauling)	267	61,333	n.a.	0.313	0.069	0.531	0.001	0.020	0.017
Miscellaneous material deliveries	30	1,022	n.a.	0.009	0.001	0.010	0.000	0.000	0.000
Water trucks	n.a.	n.a.	401	0.031	0.004	0.035	0.000	0.061	0.001
Pickup trucks	n.a.	n.a.	72	0.003	0.000	0.000	0.000	0.002	0.000
Total				0.759	0.153	1.130	0.002	0.105	0.036

Notes:

Columns may not add to totals shown because of rounding.

n.a. = not applicable

VMT = vehicle miles traveled

CO = carbon monoxide; VOC = volatile organic compounds; NO_x = oxides of nitrogen; SO_x = oxides of sulfur;

PM₁₀ = particulate matter; PM_{2.5} = fine particulate matter.

Source: Ricondo & Associates, Inc., August 2009, based on information provided by Bob Hope Airport, Bechtel Infrastructure Corporation, and the South Coast Air Quality Management District.

Prepared by: Ricondo & Associates, Inc., August 2009.

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Table 3 (2 of 2)
Off-Road Construction Equipment Emissions

Year and Equipment Type	Fuel Type	Load Factor ^{3/}	Brake Horsepower	Total Hours	Emission Factors (pounds per horsepower-hour) ^{4/}					Pollutant Emissions (tons per year) ^{2/}								
					CO	VOC	NO _x	SO _x	PM ₁₀	Fugitive Dust ^{4/}	Conversion Factor ^{5/}	CO	VOC	NO _x	SO _x	PM ₁₀	Fugitive Dust	PM _{2.5} ^{6/}
2012																		
Aerial Lifts	Diesel	21%	25	137	0.0020	0.0007	0.0038	0.0000	0.0002	0.0000	0.0005	0.0007	0.0002	0.0014	0.0000	0.0001	0.0000	0.0001
Cranes	Diesel	43%	200	17	0.0028	0.0008	0.0047	0.0000	0.0003	0.3476	0.0005	0.0021	0.0005	0.0036	0.0000	0.0002	0.0030	0.0002
Excavators	Diesel	59%	222	4	0.0038	0.0007	0.0055	0.0000	0.0003	0.1057	0.0005	0.0011	0.0002	0.0016	0.0000	0.0001	0.0002	0.0001
Forklifts	Diesel	59%	80	38	0.0032	0.0009	0.0029	0.0000	0.0003	0.3476	0.0005	0.0029	0.0008	0.0028	0.0000	0.0002	0.0068	0.0002
Generator Sets	Diesel	43%	749	156	0.0014	0.0003	0.0047	0.0000	0.0001	0.0000	0.0005	0.0360	0.0087	0.1182	0.0002	0.0034	0.0000	0.0034
Graders	Diesel	59%	215	3	0.0042	0.0009	0.0068	0.0000	0.0004	3.8250	0.0005	0.0008	0.0002	0.0013	0.0000	0.0001	0.0056	0.0001
Off-Highway Trucks	Diesel	21%	260	3	0.0016	0.0006	0.0054	0.0000	0.0002	0.3476	0.0005	0.0001	0.0000	0.0004	0.0000	0.0000	0.0005	0.0000
Pavers	Diesel	59%	200	44	0.0045	0.0011	0.0083	0.0000	0.0005	0.3476	0.0005	0.0117	0.0028	0.0217	0.0000	0.0012	0.0077	0.0012
Plate Compactors	Diesel	55%	145	30	0.0018	0.0003	0.0021	0.0000	0.0001	0.3476	0.0005	0.0021	0.0004	0.0025	0.0000	0.0001	0.0051	0.0001
Rubber Tired Dozers	Diesel	21%	570	2	0.0018	0.0003	0.0021	0.0000	0.0001	0.3476	0.0005	0.0002	0.0000	0.0002	0.0000	0.0000	0.0004	0.0000
Scrapers	Diesel	59%	450	3	0.0027	0.0009	0.0068	0.0000	0.0003	5.0235	0.0005	0.0010	0.0004	0.0034	0.0000	0.0001	0.0073	0.0001
Tractors/Loaders/Backhoes	Diesel	21%	124	38	0.0030	0.0006	0.0041	0.0000	0.0004	0.3586	0.0005	0.0015	0.0003	0.0020	0.0000	0.0002	0.0068	0.0002
Tractors/Loaders/Backhoes	Diesel	21%	400	6	0.0015	0.0005	0.0052	0.0000	0.0002	0.6651	0.0005	0.0004	0.0001	0.0013	0.0000	0.0000	0.0019	0.0000
Welders	Diesel	21%	46	105	0.0023	0.0008	0.0041	0.0000	0.0003	0.0000	0.0005	0.0012	0.0004	0.0021	0.0000	0.0001	0.0000	0.0001
Total (2012) ^{7/}												0.0622	0.0153	0.1631	0.0002	0.0060	0.0457	0.0060

Notes:

- CO = carbon monoxide, VOC = volatile organic compounds; NO_x = oxides of nitrogen, SO_x = oxides of sulfur; PM₁₀ = particulate matter; PM_{2.5} = fine particulate matter.
- Emission factors were derived using the OFFROAD2007 emission factor model.
- Vehicle emissions are calculated by multiplying the annual hours, load factor, horsepower, emission factor, and conversion factor to create a value of tons per year for each piece of equipment.
- Load factor is defined as the average fraction of rated power (horsepower) used in a duty cycle. The load factor information was derived from NR-005c, Median Life, Annual Activity, and Load Factor Values for Nonroad Engine Emissions Modeling.
- Fugitive dust emission factors are expressed in pounds/hour and are based on U.S. EPA's AP-42: Compilation of Air Pollutant Emission Factors, Volume 1.
- The conversion factor is the number of pounds per ton = 1,000 pounds = 0.0005.
- For off-road construction equipment, PM_{2.5} emissions are assumed to be equal to PM₁₀ emissions. Columns may not add to totals shown because of rounding.

Sources: Kinimido & Associates, Inc., August 2009, based on the sources listed above and information provided by Bechtel Infrastructure Corporation and the Airport.
Prepared by: Kinimido & Associates, Inc., August 2009.

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Table 4
Asphalt Paving Emissions

Year	Paved Area (m ²) ^{1/}	Solvent Density (lb/L) ^{2/}	Application Rate (L/m ²) ^{3/}	Percent VOC Emitted ^{4/}	Conversion Factor (ton/lb)	Total VOC Emissions (tons)
2011 (Tack Coat)	29,729	1.8	0.38	3%	1/2000	0.36
2011 (Prime Coat)	29,729	1.8	0.38	20%	1/2000	7.27
2011 Total						7.63
2012 (Tack Coat)	22,297	1.8	0.38	3%	1/2000	0.27
2012 (Prime Coat)	22,297	1.8	0.38	20%	1/2000	5.45
2012 Total						5.72

Notes:

m = meter.

L = liter.

lb = pound.

VOC = volatile organic compounds.

1/ The areas to be paved were derived from quantities provided by the Airport, assuming a weight of 150 pounds per cubic foot with 2-inch layers.

2/ Solvent density is for kerosene. It is standard industry practice to use kerosene to liquefy asphalt cement.

3/ Application rates are consistent with standard industry practice.

4/ The percent VOC emitted for the tack coat is consistent with the use of emulsified asphalt. The percent VOC emitted for the prime coat is based on data found in Table 4.5-1 of *Compilation of Air Pollutant Emission Factors AP-42, Fifth Edition, Volume I: Stationary Point and Area Sources, Section 4.5 "Asphalt Paving Operations"*, July 1979 (reformatted January 1995). The value is based on medium cure cutback and 35 percent, by volume, of diluent in cutback for the prime coat.

Source: Ricondo & Associates, Inc., August 2009, using the sources listed above.

Prepared by: Ricondo & Associates, Inc., August 2009.

Bob Hope Airport

Table 5
Construction Emissions Summary – Proposed Action

Year/Source	Pollutant Emissions (tons/year)					
	Carbon Monoxide (CO)	Volatile Organic Compound (VOC)	Oxides of Nitrogen (NO _x)	Oxides of Sulfur (SO _x)	Particulate matter (PM ₁₀)	Fine particulate matter (PM _{2.5})
2011						
On-Road/Off-Site equipment ^{1/}	3.904	0.556	3.647	0.007	0.181	0.151
On-Road/On-Site equipment	0.457	0.062	0.423	0.001	0.734	0.014
Off-Road equipment ^{1/}	3.101	0.805	8.324	0.009	3.294	0.320
Asphalt paving	—	7.632	—	—	—	—
Total ^{2/}	7.462	9.055	12.395	0.017	4.208	0.484
Total (pounds/day) ^{3/}	40.890	49.615	67.916	0.091	23.060	2.654
2012						
On-Road/Off-Site equipment ^{1/}	0.726	0.148	1.095	0.002	0.042	0.035
On-Road/On-Site equipment	0.034	0.005	0.035	0.000	0.063	0.001
Off-Road equipment ^{1/}	0.062	0.015	0.163	0.000	0.052	0.006
Asphalt paving	—	0.000	—	—	—	—
Total ^{2/}	0.822	5.892	1.294	0.002	0.157	0.042
Total (pounds/day) ^{3/}	4.502	32.286	7.088	0.011	0.859	0.231

Notes:

Columns may not add to totals shown because of rounding.

1/ PM₁₀ emissions for off-road construction equipment include fugitive dust from land development activities. PM_{2.5} emissions for off-road construction equipment are assumed to be equal to PM₁₀ emissions.

2/ Columns may not add to totals shown because of rounding.

3/ Total emissions expressed in pounds per day are calculated by converting tons to pounds and dividing by 365 days.

Sources: Ricondo & Associates, Inc., August 2009, based on information obtained from Bechtel Infrastructure Corporation, the Airport, and the South Coast Air Quality Management District.

Prepared by: Ricondo & Associates, Inc., August 2009.

VIII. Thresholds of Significance

Table 6 presents the mass daily significance thresholds for construction adopted by SCAQMD, as well as the estimated construction emissions that would result from construction of the proposed Project for the 2011 and 2012 construction years. Emissions are shown in pounds per day, based on a 365 day year. An impact is considered to be significant if one of the mass daily thresholds were to be exceeded as a result of construction of the proposed Project.

Table 6**Construction Emissions Comparison – SCAQMD Significance Thresholds and Proposed Project**

Pollutant	SCAQMD Mass Daily Threshold – Construction ^{1,2}	Proposed Project (2011) ²	Proposed Project (2012) ²
Carbon Monoxide (CO)	550	40.890	4.502
Volatile Organic Compound (VOC)	75	49.615	32.286
Oxides of Nitrogen (NO _x)	100	67.916	7.088
Oxides of Sulfur (SO _x)	150	0.091	0.011
Particulate matter (PM ₁₀)	150	23.060	0.859
Fine particulate matter (PM _{2.5})	55	2.654	0.231
Lead (pB)	3	n.a. ³	n.a. ³

Notes:

- 1/ South Coast Air Quality Management District CEQA Air Quality Significance Thresholds.
 2/ Total emissions expressed in pounds per day.
 3/ Lead (pB) is generally produced as a result of heavy industrial activity and was not calculated for purposes of estimating emissions resulting from construction of the proposed Project.

Sources: Ricondo & Associates, Inc., August 2009, based on information obtained from Bechtel Infrastructure Corporation, the Airport, and the South Coast Air Quality Management District.

Prepared by: Ricondo & Associates, Inc., August 2009.

IX. Impact Analysis

As shown in Table 6, above, estimated emissions resulting from the proposed Project would be lower than the significance thresholds adopted by SCAQMD. Accordingly, no impact to air quality resulting from construction of the proposed Project would be anticipated.

**Appendix B Traffic Assessment
Initial Study and Mitigated Negative Declaration for the
Regional Intermodal Transportation Center
at Bob Hope Airport**

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I. Introduction

The Burbank-Glendale-Pasadena Airport Authority (Authority) proposes to construct a Regional Intermodal Transportation Center (RITC) at Bob Hope Airport (Airport). The proposed multi-level RITC would be constructed above an existing remote parking lot in the southeast portion of the Airport property and would accommodate transit buses, consolidated rental car facilities and vehicular parking. The RITC would also be connected with the Bob Hope Airport Train Station (Train Station), which serves Metrolink and Amtrak, via an overhead walkway over Empire Avenue and two tracks within the railroad right-of-way.

The multi-level rental car facilities would include counter space, public restrooms, vertical circulation, rental car ready-return spaces, and common-use vehicle fueling, washing, and cleaning facilities. The RITC would also accommodate transit buses providing a direct link with both the Airport passenger terminal and the Train Station. The Authority would also acquire and improve an existing parking lot (no net increase in parking spaces) that is adjacent to the Train Station and currently owned by the Union Pacific Railroad, with certain parking spots dedicated for Metrolink and Amtrak passengers.

Other components of the project include: a two-level parking structure to replace parking displaced by the RITC structure; and the conversion of the existing rental car ready/return area to airfield use (runway safety area) and a Ground Access Center to accommodate long term parking lot shuttles and hotel/motel shuttles.

For the purposes of this study, the RITC, Ground Access Center and other related improvements described above are referred to as the Project. The Project essentially replaces existing airport parking facilities on a one-for-one basis as well as improves the overall functionality of the on-airport rental car operations. As a result, the Project is not intended to generate additional trips to the airport that would not already be anticipated to access the Airport or immediate area; however, the Project does produce changes in traffic flow patterns for certain vehicles as a result of the Project. For example, parking lot shuttles and hotel/motel shuttles will access the Ground Access Center via a different route. In addition, the Project will generate certain benefits from the implementation of the RITC when the ready/return and rental car service facilities are co-located at the RITC. This concept will result in an overall reduction in vehicle trips that currently occur along Empire Avenue as a result of shuttling dirty and clean vehicles between the ready/return area and the remote rental car service center located on Empire Avenue.

The study was prepared to assess the key intersections in the vicinity of the Airport that would likely experience a change in traffic activity as a result of the implementation of the Project. The study was prepared to support the development of an Initial Study prepared in accordance with CEQA. The analysis was also prepared in accordance with City of Burbank's *Interim Traffic Study Guidelines*, updated June 28, 2007, and with direct input from and consultation with City of Burbank Community Development Department staff throughout the study. The study analyzes the total traffic volume entering the Airport, forecasts future traffic volumes anticipated for the opening of the Project in 2012, assigns traffic to the routes that would be used by all airport access modes, and then assesses potential impacts to the off-airport roadway system.

II. Methodology

This analysis was prepared to estimate potential traffic impacts related to the implementation of the RITC. This section describes the methodology used to assess potential off-airport intersection impacts associated with the implementation of the Project in support of the development of the Initial Study. The analysis was generally comprised of the following key steps:

- **Define the Study Area**—The project study area consists of a focused area that includes those intersections anticipated to be directly or indirectly affected by the implementation of the Project. The study area was determined in consultation with City of Burbank Community Development Department staff during a project initiation meeting on June 17, 2009. Based on this meeting, the study area was defined to comprise seven intersections in the vicinity of the Airport. Furthermore, based on the meeting it was confirmed that the study area would be analyzed for the a.m. (7:00 to 9:00 a.m.) and p.m. (4:00 to 6:00 p.m.) commuter peak hours during a typical busy weekday (Tuesday, Wednesday, or Thursday) in June 2009. The summer months (June, July, and August) represent the peak activity at the Airport and, consequently, on the adjacent study area intersections.
- **Obtain Existing Conditions Data**—A data collection program was conducted on Thursday, June 25, 2009, to obtain the data required to establish Baseline traffic conditions and to serve as the basis for estimating future roadway traffic volumes. The data collection exercise included manual intersection counts at the seven study area intersections, manual driveway counts at the entrances and exits to the existing terminal area rental car ready/return area, manual curbside classification counts to identify on-airport vehicles by type, and automated traffic recorder (ATR) counts to review hourly peaking patterns at the Airport. In addition, intersection geometry and signal phasing information were obtained for each of the study area intersections. Authority staff provided additional data pertaining to parking lot entry and exit activity, aviation airline passenger activity, and reported rental car activity data.
- **Analyze Baseline (2009) Traffic Conditions**—Baseline (2009) intersection turning movement counts were provided to City of Burbank staff for review and comparison with their database of historical counts. The traffic volumes were validated against these data, with the exception of one intersection, Hollywood Way and Winona Avenue. City staff provided a recommended intersection count for this location obtained in May 2007 which was used for this study at the recommendation of City staff. In accordance with City of Burbank's *Interim Traffic Study Guidelines*, the study area intersections were analyzed using the Transportation Research Board Critical Movement Analysis (CMA) Circular 212 Planning Method,¹ which is the required intersection analysis methodology for traffic impact studies conducted within the City of Burbank. The signalized intersections were analyzed using TRAFFIX,² a commercially available and widely accepted traffic analysis software program designed for analyzing intersection and roadway capacities. Unsignalized intersections were analyzed using procedures established in the 2000 Highway Capacity Manual.
- **Identify Baseline Vehicle Classification and Trip Generation**—Total Airport entry and exit volumes obtained at the two primary Airport access points were analyzed to establish total

¹ Transportation Research Board, Transportation Research Circular No. 212, Interim Materials on Highway Capacity, January 1980.

² Dowling Associates, TRAFFIX Version 7.7. Based on information provided by Dowling Associates in May 2, 2008, over 425 site TRAFFIX licenses are owned by public and private entities, including licenses owned by 44 cities, 5 countries, and Caltrans within the State of California.

airport traffic entering and exiting the Airport during the a.m. and p.m. commuter peak hours. The vehicle classification data collected at the terminal curbside, parking lot entry exit data, and intersection turning movement data were used to identify the total traffic volumes entering and exiting the Airport during the a.m. and p.m. peak hours by classification of vehicle and the estimated path used by each mode as they traverse the study area. Rental car trips associated with customer operations (i.e., vehicle rental and return activity) and trips associated with the shuttling of dirty and clean cars between the ready/return area and the vehicle service area were based on traffic counts obtained at the entrances and exits to the existing rental car facility and at intersections adjacent to the Empire Avenue rental car service center. Total traffic volumes by vehicle type were then distributed throughout each study area intersection using a detailed spreadsheet model. The classification data was used for the purpose of identifying the traffic component volumes at each intersection (by vehicle type) that is Airport traffic and that would be reassigned to the new facilities and functions contained within the RITC. The analysis was also used to identify the “background” or non-Airport-related traffic volumes using each study area intersection.

- **Prepare Future (2012) Airport Trip Generation and Distribution**—Future Airport-related trips by classification were estimated based on the assumption that airport-related traffic will increase in proportion to the forecast growth in annual originating and destination airline passenger activity. Certain headway-based commercial vehicles such as the Airport public parking shuttles were estimated based on traffic counts and observations. Airport related trips were then adjusted to reflect changes in circulation resulting from the implementation of the Project. In addition, City of Burbank staff provided support to this study by using their Citywide Travel Demand Model to provide an assessment of traffic shifts that would occur at the intersection level as a result of the implementation of a new interchange at Empire Avenue and the Interstate 5 freeway. The Empire Interchange is currently in the design phase and is anticipated to be completed prior to 2012. The completion of this project will provide an important new access to the Empire Center and Bob Hope Airport, which will slightly change the access routes to and from the Airport.
- **Estimate Future (2012) Cumulative Traffic Volumes**—Future cumulative traffic is comprised of ambient growth in non-Airport related background traffic and the specific introduction of new trips associated with future approved developments within the vicinity of the Airport. In consultation with City of Burbank staff, it was assumed that ambient background growth would increase by one percent per year. City of Burbank staff also provided a list of approved development projects and associated trip generation. Based on a review of this list, the estimated trips associated with four projects in the vicinity of the Airport were specifically added to the study area intersections. As described above, background traffic volumes were also adjusted to reflect the anticipated effects of the Empire Avenue interchange.
- **Analyze Baseline Plus Peak Project Condition**—This theoretical traffic condition is prepared in accordance with CEQA to isolate the impacts associated with the Project. The traffic condition is calculated as Project-related traffic in 2012 added directly to Baseline (2009) traffic volumes. For purposes of this study, the Project condition is comprised of all Airport-related growth from 2009 to 2012 as reassigned in accordance with the characteristics of the Project as described above. This traffic condition does not include growth in traffic associated with future local area projects and increases in background traffic. The intersection analysis is based on the existing network that was in place at the

time of study (i.e., the shift resulting from the Empire Avenue project has not occurred and no other network improvements are realized).

- **Analyze Future (2012) Cumulative With and Without Project**—The future “With Project” condition is a realistic condition that represents the anticipated study area intersection operations that would be expected with the Project in place. This future cumulative traffic condition includes the growth in Airport-related traffic reassigned in accordance with the characteristics of the Project and increased background (non-Airport related) traffic associated with regional ambient growth and the implementation of future local area development projects. The future cumulative condition also includes the effects of the redistribution of study area traffic associated with the Empire interchange project; no additional physical changes to the study area roadway network were assumed. The future “Without Project” assumes the same cumulative conditions as under the “With Project” condition, but assumes the Project has not been implemented. As such, the future 2012 airport traffic volumes would be distributed to the roadway network similar to the patterns observed during the Baseline 2009 condition.
- **Assess Project Impacts**— Project impacts were prepared using the threshold criteria established by the City of Burbank as documented in their *Interim Traffic Study Guidelines*, updated June 28, 2007. Impacts were identified through two general comparisons as follows:
 - **Project-Specific Impacts**—Project-specific impacts were determined by comparing the Baseline (2009) Plus Project traffic condition against the Baseline (2009) traffic conditions.
 - **Cumulative Impacts**—Cumulative impacts were determined using a two-step process. Initially, the cumulative “With Project” condition is compared to the Baseline (2009) condition to determine if a cumulative impact would occur relative to the Baseline. An impact was deemed significant if it would exceed the allowable threshold of significance defined in the *Interim Traffic Study Guidelines*. If a cumulative impact were determined, then a second comparison of the “With Project” vs. the “Without Project” level of service conditions was made to determine if the project’s contribution to a cumulative impact is determined to be “cumulatively considerable” in accordance with the impact thresholds.
- **Identify Potential Mitigation**—As necessary, potential measures were identified to mitigate study area intersections that were anticipated to be significantly impacted by the Project.

III. Baseline (2009) Conditions

The Baseline (2009) conditions describe the traffic volumes, physical intersection and roadway facilities and other general conditions that existed during the data collection survey conducted on Thursday, June 25, 2009.

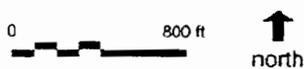
3.1 Study Area

The RITC traffic analysis study area is depicted in **Exhibit 1**. The scope of the study area was determined by identifying the intersections where traffic operations would most likely be affected by the Project. The study area is generally bounded by Winona Avenue to the north, Vanowen Street to the south, Clybourn Avenue to the west, and North Avon Street to the east.



Source:
Prepared by: Ricondo & Associates, Inc.

Exhibit 1



Study Area and Key Intersections

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3.2 Study Area Roadways

The principal roadways providing access to the Airport and circulation within the traffic analysis study area include the following:

- **Vanowen Street** – This east-west 4-lane roadway generally forms the southern boundary of the traffic study area. There is no direct access to the Airport from Vanowen Street, but it is the key access route to the Airport from the west. Vanowen Street connects to Clybourn Avenue, which provides access to Empire Avenue and Bob Hope Airport.
- **Empire Avenue** – This east/west roadway (4 lanes east of the airport entrance, and 3 lanes west of the airport entrance with 2 eastbound and one westbound) runs parallel to Vanowen Street and provides access to the southern entrance of the Airport. Empire Avenue also provides access to the existing rental car ready/return lot and parking near the Train Station.
- **Clybourn Avenue** – This north/south 3-lane roadway (2 southbound lanes) generally forms the western boundary of the traffic study area. Clybourn Avenue provides the connection between Vanowen Street and Empire Avenue, providing access to the Airport from the west.
- **Hollywood Way** – This north/south roadway varies from 4 lanes to 6 lanes in the study area and provides access to the Airport from both the north and south. Hollywood Way is located to the east of the Airport and forms the main entrance to the Airport at the intersection with Thornton Avenue. It also provides access to the remote airport parking facilities and off-airport rental car lots.
- **North Avon Street** – This north/south 2-lane roadway generally forms the eastern boundary of the traffic study area. North Avon Street also provides a connection between Hollywood Way and West Empire Avenue.
- **Thornton Avenue** – This east/west 2-lane roadway provides access to the Airport from the east. Thornton Avenue forms the main entrance to the Airport at the intersection of Hollywood Way.
- **Winona Avenue** – This east/west 4-lane roadway generally forms the northern boundary of the traffic study area. Winona Avenue also provides access to public and employee parking at the intersection of Hollywood Way.

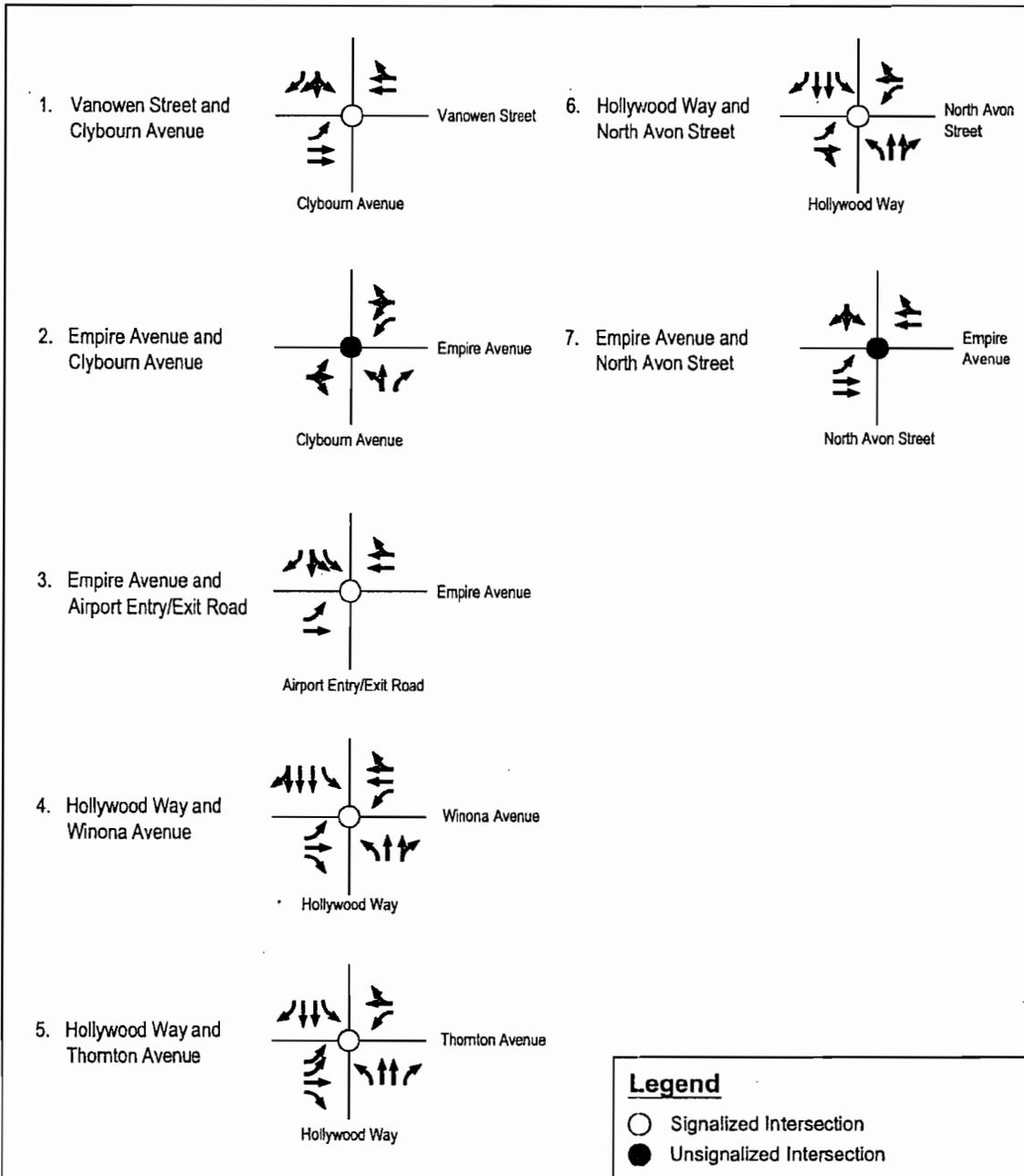
3.3 Existing Traffic Conditions

Traffic conditions at the study area intersections and existing traffic activity are discussed below.

3.3.1 Study Area Intersections

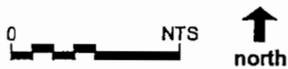
The anticipated routes used by Project-related traffic were reviewed to identify the intersections likely to be used by vehicles accessing the Project facilities. Based on this review and in consultation with Authority and City of Burbank staff, the seven key intersections identified in **Table 1** and depicted on Exhibit 1 were analyzed for this study. Existing intersection geometry is provided on **Exhibit 2**.

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Source: Ricondo & Associates, Inc.
 Prepared by: Ricondo & Associates, Inc., August 2009

Exhibit 2



Study Area Intersection Lane Geometries

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Table 1

Study Area Intersections

Intersection Number	Intersection Location
1.	Vanowen Street and Clybourn Avenue
2.	Empire Avenue and Clybourn Avenue
3.	Empire Avenue and Airport Entry/Exit Road
4.	Hollywood Way and Winona Avenue
5.	Hollywood Way and Thornton Avenue
6.	Hollywood Way and North Avon Street
7.	Empire Avenue and North Avon Street

Source: Ricondo and Associates, Inc., August 2009, in coordination with Authority and City of Burbank staff on June 17, 2009.
 Prepared by: Ricondo and Associates, Inc., August 2009.

All of the study area intersections listed in the table are signalized with the exception of Empire Avenue and Clybourn Avenue (Intersection #2) and Empire Avenue and North Avon Street (Intersection #7). The intersection at Empire Avenue and Clybourn Avenue is stop controlled on the southbound and eastbound legs of the intersection, and is also a controlled railroad crossing. Westbound traffic is uncontrolled, with the primary movement being the left-turn movement to proceed to Vanowen Street. Westbound traffic can proceed straight through the intersection to access airport facilities such as the remote rental car service area on West Empire Avenue. Northbound traffic turning right on to Empire Avenue is uncontrolled while vehicles proceeding north or west operate under a yield condition. The intersection at Empire Avenue and North Avon Street is a "T" intersection, with the east/west traffic operating under the uncontrolled condition, while the north leg of the intersection is stop controlled.

3.3.2 Traffic Activity

Traffic data collected to support the traffic analyses required for the study are summarized below.

3.3.2.1 Intersection Counts

Intersection counts were performed at the study area intersection on June 25, 2009. **Table 2** summarizes the existing turning movements for both the a.m. peak and p.m. peak periods.

3.3.3 Peak Month Activity

Monthly enplanements data at Bob Hope Airport was reviewed to identify the typical peak month activity associated with airport operations. The monthly enplanements for the most recent 12 months of data are listed below in **Table 3**.

As shown above, the Airport experiences an overall peak condition during the summer months (June, July, and August), with another peak period observed in May. The overall peak month activity occurred in August. The traffic counts and data collection were performed in June, however, there is a minimal difference between June passenger activity of 485,087 total passengers and peak month August activity of 485,413 total passengers. Therefore, the actual counts from June 25, 2009 were assumed to closely represent that of the peak month and were not adjusted to represent August activity.

Bob Hope Airport

Table 2
Existing (Baseline 2009) Peak Hour Intersection Turning Movement Volumes

Intersection	AM Peak Hour											
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Vanowen Street and Clybourn Avenue	0	0	0	29	0	317	359	484	0	0	220	14
Empire Avenue and Clybourn Avenue	7	15	350	0	0	0	0	84	16	334	25	40
Empire Avenue and Airport Entry/Exit Road	0	0	0	75	0	76	66	296	0	0	358	16
Hollywood Way and Winona Avenue ^{1/}	38	866	108	175	1,648	37	9	1	20	48	8	53
Hollywood Way and Thornton Avenue	169	678	199	152	1,078	183	133	38	124	167	109	45
Hollywood Way and North Avon Street	54	877	102	38	1,325	15	53	10	22	55	18	130
Empire Avenue and North Avon Street	0	0	0	109	0	18	110	398	0	0	212	86

Intersection	PM Peak Hour											
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Vanowen Street and Clybourn Avenue	0	0	0	33	0	627	369	539	0	0	461	20
Empire Avenue and Clybourn Avenue	13	12	370	0	0	0	1	93	30	630	25	110
Empire Avenue and Airport Entry/Exit Road	0	0	0	92	0	150	102	296	0	0	570	38
Hollywood Way and Winona Avenue ^{1/}	29	1,606	81	93	1,405	20	37	5	22	163	3	204
Hollywood Way and Thornton Avenue	249	1,172	161	73	1,042	257	292	118	256	243	157	148
Hollywood Way and North Avon Street	64	1,283	51	31	1,434	25	66	7	33	127	20	197
Empire Avenue and North Avon Street	0	0	0	54	0	22	142	337	0	0	413	168

Notes:

1/ Traffic count for this location provided by City of Burbank for the period May 17, 2007 (Source: Wiltec, Inc.).

Source: Wiltec, Inc. and the City of Burbank, based on data collected June 25, 2009.
Prepared by: Ricondo and Associates, Inc., August 2009.

Table 3
Historical Monthly Airline Passenger Activity

Month	Inbound-Deplaned	Outbound-Enplaned	Total
March 2009	191,906	192,091	383,997
February 2009	169,275	168,778	338,053
January 2009	173,496	174,778	348,274
December 2008	196,614	194,948	391,562
November 2008	189,924	190,068	379,992
October 2008	209,974	209,239	419,213
September 2008	204,051	200,876	404,927
August 2008	241,660	243,753	485,413
July 2008	234,896	236,310	471,206
June 2008	242,369	242,718	485,087
May 2008	238,768	239,539	478,307
April 2008	227,029	228,041	455,070

Source: Bob Hope Airport statistics reports, Burbank-Glendale-Pasadena Airport Authority, July 2009
Prepared by: Ricondo and Associates, Inc., August 2009.

3.3.4 Peak Airport Activity

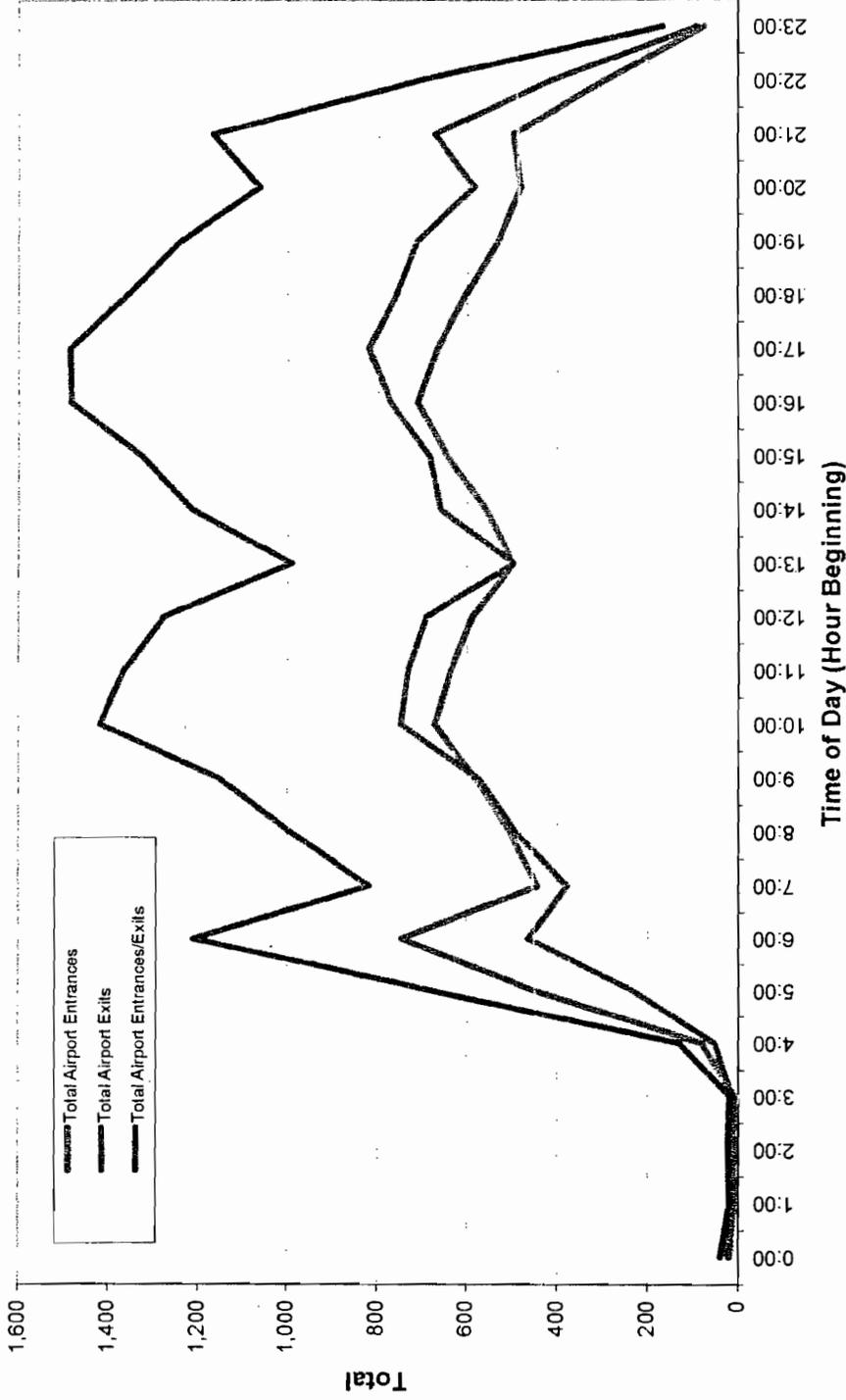
Automated traffic recorder (ATR) counts were conducted on the airport roadway system on June 25, 2009. ATR machines were placed in six locations to provide a summary of traffic volumes entering and exiting the Airport over a 24-hour period and to provide an estimate of recirculation traffic within the roadway system for purposes of adjusting total volumes bypassing the curbside. The total inbound and outbound traffic volumes accessing the terminal area via the primary airport entrances is summarized in **Exhibit 3**. As shown in the exhibit, the peak inbound traffic flow occurs in the early morning from approximately 6:00 to 7:00 a.m. The overall peak traffic condition occurs during the evening peak period from approximately 5:00 to 6:00 p.m.

3.3.5 Intersection Analysis

Intersection level of service was analyzed using the Circular 212 Critical Movement Analysis (CMA) methodology for signalized intersections. The Highway Capacity Manual (HCM 2000) procedures were used for analysis of unsignalized intersections. Level of service is a qualitative measure that describes traffic operating conditions (e.g., delay, queue lengths, congestion). Intersection level of service ranges from A (i.e., excellent conditions with little or no vehicle delay) to F (i.e., excessive vehicle delays and queue lengths). Level of service definitions for the CMA and HCM methodology are presented in **Table 4** and **Table 5**, respectively.

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Exhibit 3
Airport Inbound and Outbound Traffic Volume by Hour (June 25, 2009)



Source: Wiltec, Inc., based on data collected June 25, 2009.
Prepared by: Ricordo & Associates, Inc., August 2009.

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Table 4
Level of Service Thresholds and Definitions for Signalized Intersections

Level of Service (LOS)	Volume/Capacity Ratio Threshold	Definition
A	0 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully used; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than - 1.000	FAILURE. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Transportation Research Board, Transportation Research Circular No. 212, Interim Materials on Highway Capacity, January 1980.
Prepared by: Ricondo & Associates, Inc., August 2009.

Table 5
Level of Service Thresholds and Definitions for Unsignalized Intersections

Level of Service (LOS)	Average Control Delay (seconds)	Definition
A	0 - 10	EXCELLENT
B	>10 - 15	VERY GOOD
C	>15 - 25	GOOD
D	>25 - 35	FAIR
E	>35 - 50	POOR
F	Greater than 50	FAILURE

Source: Highway Capacity Manual, Transportation Research Board, 2000.
Prepared by: Ricondo & Associates, Inc., August 2009.

The estimated level of service for Baseline (2009) conditions is provided in **Table 6**. As shown in the table, it was estimated all of the study area intersections operate at LOS C or better with the exception of the following:

- Empire Avenue and Clybourn Avenue (Intersection #2, unsignalized)—Operates at LOS D during the p.m. peak hour.
- Hollywood Way and Winona Avenue (Intersection #4, signalized)—Operates at LOS D during the p.m. peak hour.
- Hollywood Way and Thornton Avenue (Intersection # 5, signalized)—Operates at LOS D during the p.m. peak hour.

Table 6**Baseline (2009) Intersection Analysis Results**

Intersection	Control	Peak Hour	V/C ^{1/}	Delay ^{2/}	LOS ^{3/}
1. Vanowen Street and Clybourn Avenue	Signalized	AM	0.367	---	A
		PM	0.467	---	A
2. Empire Avenue and Clybourn Avenue	Unsignalized	AM	---	17.6	C
		PM	---	29.5	D
3. Empire Avenue and Airport Entry/Exit Road	Signalized	AM	0.245	---	A
		PM	0.332	---	A
4. Hollywood Way and Winona Avenue	Signalized	AM	0.527	---	A
		PM	0.856	---	D
5. Hollywood Way and Thornton Avenue	Signalized	AM	0.680	---	B
		PM	0.899	---	D
6. Hollywood Way and North Avon Street	Signalized	AM	0.667	---	B
		PM	0.774	---	C
7. Empire Avenue and North Avon Street	Unsignalized	AM	---	18.2	C
		PM	---	21.8	C

Notes:

1/ Volume to capacity ratio. Calculated for signalized intersections using Circular 212 methodology.

2/ Delay in seconds. Calculated for unsignalized intersections using 2000 Highway Capacity Manual methodology.

3/ Level of Service range: A (excellent) to F (failure).

Source: Ricondo and Associates, Inc., August 2009.

Prepared by: Ricondo and Associates, Inc., August 2009.

IV. Project Generated Traffic

This section describes the process for estimating future Project-related traffic and the distribution of Project-related traffic throughout the study area.

4.1 Vehicle Classification and Trip Generation

A manual classification count was conducted at the terminal curbside during the a.m. and p.m. peak hour periods to identify the distribution of vehicles accessing the airport. The vehicle classification data was combined with driveway counts entering and exiting the rental car ready/return area, ATR count data, and intersection turning movement counts at the primary access intersections (i.e., Hollywood Way and Thornton Avenue, and Empire Avenue and Airport Entry/Exit Road) to provide total inbound and outbound trip volumes during the a.m. and p.m. peak hours. **Table 7** summarizes total trip generation by vehicle classification accessing the airport.

The volumes presented in the previous table represent trips associated with airline passenger activity. As described previously, the Project will result in the relocation of rental car services to the RITC which will allow for the elimination of shuttled trips between the customer ready/return facility and the existing remote rental car service center on Empire Avenue. The following **Table 8** summarizes total vehicle trips entering and exiting the rental car facility. As shown in the table, during the a.m. peak hour it is estimated that approximately 123 vehicles were shuttled between the ready/return area and the service area, and during the p.m. peak hour a total of 167 vehicles were shuttled between these areas.

Table 7

Baseline 2009 Airport Trip Generation, June 25, 2009

Vehicle Classification	A.M. Peak Hour				P.M. Peak Hour			
	Inbound	Outbound	Total	Percentage	Inbound	Outbound	Total	Percentage
Private Vehicles	412	291	703	71.1%	587	744	1,331	77.8%
Rental Cars	24	64	88	8.9%	115	51	166	9.7%
Taxicabs	31	26	57	5.8%	35	39	74	4.3%
Hotel/Motel Shuttles	5	5	10	1.0%	5	5	10	0.6%
RAC Shuttles	13	11	24	2.4%	16	17	33	1.9%
Parking Lot Shuttles	38	32	70	7.1%	28	32	60	3.5%
Shared Ride Vehicles	8	7	15	1.5%	7	8	15	0.9%
Limousines	5	4	9	0.9%	9	10	19	1.1%
Charter Buses	0	0	0	0.0%	0	0	0	0.0%
MTA/Burbank Buses	0	0	0	0.0%	0	0	0	0.0%
Police/Service/Other	7	6	13	1.3%	1	2	3	0.2%
Total	543	446	989	100.0%	803	908	1,711	100.0%

Note: Volumes represent traffic entering and exiting the Airport at the intersections of Hollywood Way and Winona Avenue and Empire Avenue and Airport Entry/Exit Road.

Source: Wiltec, Inc., June 25, 2009.
 Prepared by: Ricondo & Associates, Inc., August 2009.

Table 8

Existing Peak Hour Rental Car Facility Activity (June 25, 2009)

Allocation by Driveway	AM Peak Hour (7:45 a.m. to 8:45 a.m.)			PM Peak Hour (5:00 p.m. to 6:00 p.m.)		
	In	Out	Total	In	Out	Total
Loop Road Driveway	17	97	114	81	131	212
Empire Avenue Driveway	90	7	97	91	30	121
Total	107	104	211	172	161	333
Allocation by Function						
Customer Vehicles	24	64	88	115	51	166
Shuttled Vehicles ^{1/}	83	40	123	57	110	167
Total	107	104	211	172	161	333

Notes:

1/ Volumes represent clean and dirty vehicles shuttled by rental car company staff between the terminal area ready/return area and the rental car service center on Empire Avenue.

Source: Ricondo and Associates, Inc., August 2009, based on data collected by Wiltec, Inc., on June 25, 2009.
 Prepared by: Ricondo and Associates, Inc., August 2009.

4.2 Airport Traffic Growth Rates

The future year operational analysis was prepared for 2012 concurrent with the opening of the RITC. For purposes of estimating future airport related traffic volumes, it was assumed that peak hour airport-related traffic volumes would increase in proportion to the forecasted growth in annual Originating and Destination (O&D) airline passenger activity from 2009 to 2012. Table 9 summarizes historical and forecast airline passenger activity. Based on information presented in the table, it is assumed that airline passenger activity will increase by 2.3 percent from 2009 to 2012 (i.e., $1.023 = 2,663,660 / 2,603,790$). This forecast increase in airline passenger activity is not induced by

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the proposed project, as the proposed project will not increase the size of the passenger terminal, provide additional aircraft parking positions, or facilitate additional airline service. Instead, this forecast growth is attributed to and reflects the historical increase in the demand for such services through the growth of the surrounding communities, both in terms of population and job creation.

Table 9Historical and Forecast Annual Airline Passenger Activity

Year ^{1/}	Total O&D Passengers ^{2/}	Percent Change from Previous Year
2006	2,800,680	—
2007	2,846,990	1.65%
2008	2,860,880	0.49%
2009	2,603,790	-8.99%
2010	2,586,167	-0.68%
2011	2,624,614	1.49%
2012	2,663,660	1.49%

Notes:

1/ 2006-2009 data based on historical data, 2009-2012 data based on forecasted data

2/ Origin-Destination Passengers

Source: U.S. DOT, Schedules T-3 and T-100; Air Passenger Origin-Destination Survey, reconciled to Schedules T-100 and 298C T1, and FAA National Forecast 2008.

Prepared by: Ricondo and Associates, Inc., August 2009.

4.3 Trip Distribution Assumptions

Exhibit 4 provides a graphic representation of the regional trip distribution patterns during the a.m. and p.m. peak hours. The distribution patterns were estimated based on the intersection turning movement volumes obtained at the primary airport entrances. As shown in the exhibit, the primary access route is via Hollywood Way with approximately 29 percent of the total trips accessing from the north and approximately 26 percent accessing from the south.

The implementation of the RITC will result in a redistribution of traffic associated with several access modes. **Table 10** summarizes the existing location where passenger vehicles stop at the airport to drop off or pickup passengers. The table also shows the anticipated future locations where vehicles will stop to drop off and pickup passengers. These future locations will include the terminal building curbsides, the RITC, or the proposed Ground Access Center.



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- Trip Distribution Percentages
- (%) A.M. Peak Hour
- % P.M. Peak Hour
- Study Area Intersections

Source: Burbank-Glendale-Pasadena Airport Authority, 2009.
Prepared by: Ricondo & Associates, Inc., August 2009.

Exhibit 4

Not to scale. north

Estimated Peak Hour Trip Distribution Percentages

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Table 10
Existing and Future Locations for Passenger Pickup and Drop-off

Vehicle Classification	Activity	Existing			Future	
		Curbside	Rental Car Area South of Terminal B	Train Station	Curbside	Ground Access Center
Private Vehicles	Drop-off & Pickup	X			X	
Rental Cars	Returns		X			X
	Rentals		X			X
Taxicabs	Drop-off	X			X	
	Pickup	X			X	
Limousines (sedans, stretch)	Drop-off	X			X	
	Pickup	X			X	
Shared Ride Vans	Drop-off	X			X	
	Pickup	X			X	
Parking Shuttles (Long-Term Parking)	Drop-off & Pickup	X				X
Parking Shuttles (On-Site Parking)	Drop-off & Pickup	X				X
Parking Shuttles (Off-Airport Companies)	Drop-off & Pickup	X				X
Rental Car Shuttles (Off-Airport Companies)	Drop-off & Pickup	X				X ^{1/}
Hotel/Motel Shuttles	Drop-off & Pickup	X				X
Charter Buses	Drop-off & Pickup	X			X	
MTA Transit Buses	Drop-off & Pickup			X		X
Burbank Bus	Drop-off & Pickup			X		X
Employee Parking Shuttles	Drop-off & Pickup	X				X

Notes:

1/ For purposes of this traffic analysis, it is assumed that the existing off-airport rental car companies Budget and Enterprise would become on-airport rental car companies; thereby, eliminating the need for rental car shuttle buses. Other off-airport rental car companies would pickup and drop-off their customers at the RITC.

Source: Ricondo & Associates, Inc., August 2009.
Prepared by: Ricondo & Associates, inc, August 2009.

The following summarizes the key assumptions and/or adjustments made to reflect future traffic distribution patterns:

- The existing on-Airport rental car companies (Alamo, Avis, Hertz and National) will relocate to the RITC; however, it is assumed that the customers will continue to access the RITC from the internal Airport loop road system via the main Airport access intersections. Consequently, the external access patterns for these companies will not change.
- Long-term parking lot shuttle buses will move to the Ground Access Center. Vehicles will enter the Ground Access Center via a modified existing driveway on Empire Avenue. The shuttles would exit the Ground Access Center via a driveway onto the terminal loop road where vehicles would exit the airport via the Hollywood Way/Thornton Avenue intersection. It is estimated that 38 A.M. peak hour two-way trips and 32 P.M. peak hour two-way trips would be redistributed as a result of the Project.
- Hotel/Motel shuttle buses will move to the Ground Access Center and follow the same circulation patterns as the long-term parking lot shuttle buses. It is estimated that 5 A.M. peak hour two-way trips and 5 P.M. peak hour two-way trips would be redistributed as a result of the Project.
- It is assumed that Budget and Enterprise rental car companies will move to the RITC. Future traffic volume associated with these facilities was estimated based on annual market share data provided by the Authority. This relocation will result in the redistribution of traffic from the current site at the northeast corner of Hollywood Way and Thornton Avenue to the RITC. It was estimated that a total of 8 inbound and 21 outbound trips would be redirected to the RITC during the A.M. peak hour, and 38 inbound and 17 outbound trips would be redirected during the P.M. peak hour.
- All shuttle buses currently operated by Budget and Enterprise were removed from the roadway network. It is estimated that 6 A.M. peak hour two-way trips and 7 P.M. peak hour two-way trips would be removed from the roadway network as a result of the relocation to the RITC.
- City of Burbank and Metropolitan Transportation Authority (MTA) Buses will move to the RITC. The bus schedules for both companies were reviewed to determine the total number of buses that currently serve the Airport during the a.m. and p.m. peak hour periods. Based on published schedules, currently three routes (the Noho to Empire line operated by the City of Burbank Bus Company and the Metro Local Line 165, and Metro Local Line 94 operated by the Metropolitan Transportation Authority) serve the Airport. Each line provides service on approximately 15-minute headways which equates to a total of 12 two-way trips in both the A.M and P.M. peak hours. The buses travel southbound on Hollywood Way and would access the RITC via a right-turn from Hollywood Way at the intersection with North Avon Street. Buses will then circulate through the RITC site before returning to southbound Hollywood Way via a right-turn at the same intersection.
- Existing rental car service transfers from the existing ready/return lot south of Terminal B to the service/storage area on Empire Avenue will no longer be necessary due to the co-locating of ready/return and service facilities within the RITC site. These trips were removed from the roadway network. The number of trips associated with service transfers was presented previously in Table 8.

Exhibit 5 provides a graphic representation of the existing distribution patterns for the vehicle modes that will experience a redistribution of access patterns as a result of the implementation of the Project. **Exhibit 6** depicts the access patterns with the project in place. A detailed table of modified travel routes can be found in **Appendix 1**.

Existing ingress and egress for private vehicles (including curbside, parking, and recirculation traffic), taxicabs, shared ride shuttles, and limousines will not change as a result of the implementation of the Project. However, it is anticipated that future airport-related traffic volumes will experience a slight shift in access as a result of the implementation of the proposed Empire Interchange Project which provides direct access to Empire Avenue from Interstate 5. To adjust for this condition, City of Burbank staff used their Citywide Travel Demand Model to provide an assessment of traffic shifts that would occur at the intersection level as a result of the implementation of a new interchange at Empire Avenue and the Interstate 5 freeway. The results of the modeling analysis and the resulting affect on peak hour traffic volumes using the study area intersections are provided in the Appendix.

V. Future Cumulative Traffic

The components of traffic for the future cumulative traffic condition are described in this section. The future cumulative traffic condition takes into consideration anticipated future projects in the vicinity of the airport that would be in place by 2012 and growth in ambient background traffic that is not directly attributed to specific local area projects.

5.1 Cumulative Projects

Planned development projects in the vicinity of the study area were identified by the City of Burbank and provided for use in preparing the traffic analysis for this study. The detailed list, which is provided in the Appendix, was prepared to document and describe all known local area development projects that may contribute traffic to the study area. The list provided the estimated daily and hourly trips generated by the development project. It was assumed trips associated with those projects within a one mile radius of the Airport would be directly incorporated into the study area analysis. The remaining projects located farther from the study area are incorporated in the analysis as part of the assumed growth in background traffic. Based on consultation with City of Burbank staff, it was assumed that existing background traffic volumes would increase at the rate of (1.0%) one percent per year from 2009 to 2012.

The development projects anticipated to be under construction or completed concurrent with the opening of the RITC for which related trips were directly incorporated into the analyses ar comprised of the following:

- **Media Studios North Phase 7** – This project is the construction of a general office building approximately 60,000 square feet in size which will produce an estimated total of 93 a.m. peak hour trips and 85 p.m. peak hour trips on the study area intersections. The project site is located approximately 0.3 miles directly east of the Airport on a site bound on the west by North Avon Street and on the south by Empire Avenue. The trip distribution percentages used to assign vehicles to the roadways were obtained from the *Burbank Media Studios Final TIA*, December 2004, Kimley-Horn and Associates, Inc.

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- Public Transit Buses/Amtrak Buses
- Rental Car Service Transfers
- Long-Term (On-Airport and Off-Airport) and Employee Parking Lot Shuttles
- Hotel/Motel and Off-Airport Parking Shuttles
- Rental Car Shuttles
- Rental Car Return

Source: Burbank-Glendale-Pasadena Airport Authority, 2009.
Prepared by: Ricondo & Associates, Inc., August 2009.

Exhibit 5

Not to scale.
← north

Existing Conditions Ground Vehicle Circulation

Note: Routes shown are for major trip generators and do not represent all off-airport shuttle activity

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LEGEND

- Public Transit Buses/Amtrak Buses
- Long-Term (On-Airport and Off-Airport) and Employee Parking Lot Shuttles
- Hotel/Motel and Off-Airport Parking Shuttles
- Rental Car Return
- Regional Intermodal Transit Center with Solar Panels
- Compressed Natural Gas Fueling Facility
- Replacement Parking Structure
- Elevated Walkway with Solar Panels
- Runway Safety Area
- Ground Access Center
- Solar Panels on Existing Structures
- Pedestrian Bridge/Lounge with Solar Panels
- Bicycle Stations
- Union Pacific Right of Way Acquisition/ Employee and Rail Passenger Parking

Source: Burbank-Glendale-Pasadena Airport Authority, 2009.
 Prepared by: Ricondo & Associates, Inc., August 2009.

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Note: Routes shown are for major trip generators and do not represent all off-airport shuttle activity

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**Proposed Project
 Ground Vehicle Circulation**

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- **Media Studios North Phase 8** – This project is the construction of a general office building approximately 257,000 square feet in size which will produce an estimated total of 391 a.m. peak hour trips and 360 p.m. peak hour trips on the study area intersections. The project site is located approximately 0.3 miles directly east of the Airport on a site bound on the west by North Avon Street and on the south by Empire Avenue. The trip distribution percentages used to assign vehicles to the study area roadways were obtained from the *Burbank Media Studios Final TIA*, December 2004, Kimley-Horn and Associates, Inc.
- **Casden Residential Project** – This project is the construction of an apartment complex along with a shopping center for a combined area of approximately 2,000 square feet. This project will produce an estimated total of 14 a.m. peak hour trips and 17 p.m. peak hour trips on the study area intersections. The project site is located approximately 1.0 mile east of the Airport on land area bound by Empire Avenue on the north, Vanowen Street on the south, and Buena Vista Avenue on the east. The trip distribution percentages used to assign vehicles to the study area roadways were obtained from the *Fairfield Residential Project*, City of Burbank, Traffic Impact Study, June 2005, by Austin-Foust Associates, Inc.
- **Empire Center Remaining Entitlement** – This project is the construction of a general office building approximately 363,000 square feet in size which will produce an estimated total of 52 a.m. peak hour trips and 48 p.m. peak hour trips on the study area intersections. The project site is located approximately 1.0 mile east of the Airport in the southwest quadrant of the intersection of Empire Avenue and Lincoln Street. The trip distribution percentages used to assign vehicles to the study area roadways were obtained from the *Fairfield Residential Project*, City of Burbank, Traffic Impact Study, June 2005, by Austin-Foust Associates, Inc.

5.2 Roadway Network Improvements

As described previously, the Empire Avenue Interchange with Interstate 5 will provide an additional access point for the study area that will result in a redistribution of access to the Airport and other destinations within the study area. The interchange improvement is currently in the design phase and is anticipated to be completed prior to 2012. No other major improvements to the study area roadway network were assumed as part of this study.

VI. Thresholds of Significance

In accordance with City of Burbank threshold criteria as defined in the *Interim Traffic Study Guidelines*, an impact is considered to be significant if one of the following thresholds is exceeded at a signalized intersection:

- The LOS is D, its final v/c ratio is 0.801 to 0.900, and the project-related increase in v/c is 0.020 or greater, or
- The LOS is E, its final v/c ratio is 0.901 to 1.000, and the project-related increase in v/c is 0.010 or greater, or
- The LOS is F, its final v/c ratio is greater than 1.000, and the project-related increase in v/c is 0.005 or greater.

An impact is considered to be significant if one of the following thresholds is exceeded at an unsignalized intersection:

- The LOS is D, its final average control delay per vehicle is 25 to 35 seconds, and the project-related increase in vehicle trips through the intersection is 2 percent or greater, or
- The LOS is E, its final average control delay per vehicle is 35 to 50 seconds, and the project-related increase in vehicle trips through the intersection is 1 percent or greater, or
- The LOS is F, its final average control delay per vehicle is greater than 50 seconds, and the project-related increase in vehicle trips through the intersection is five or more project trips.

In addition to identifying significant impacts, the traffic study also considers any intersections that meet the following criteria as an affected intersection:

- The LOS is C, its final v/c ratio is 0.701 to 0.800, and the project related increase in v/c is equal to or greater than 0.040.

Affected intersections are not considered significant impacts for the purposes of environmental review.

VII. Impact Analysis

Potential traffic-related impacts pertaining to the opening of the RITC were assessed by conducting the two impact comparisons described in the following sections.

7.1 Impact Comparison 1—Baseline Plus Peak Project Traffic Measured against Baseline (2009)

This comparison provides the basis for determining project-related impacts. The Baseline Plus Peak Project traffic condition is comprised of project specific traffic activity during the opening of the RITC added to the Baseline (2009) traffic volumes, excluding cumulative growth associated with other local area projects and ambient growth in background traffic volumes. The resulting levels of service were compared to the levels of service associated with the Baseline (2009) condition. A significant impact would be realized if/when the thresholds of significance defined above are met or exceeded. Appendix 1 contains summary tables depicting the Baseline (2009) and Baseline Plus Project turning movement volumes; the appendix also summarizes the net difference in turning movement volumes at each of the study area intersections for these two scenarios.

Impact comparisons for the study area intersections are depicted in **Table 11**. As shown in the table, it is not anticipated that any of the study area intersections would experience project-related impacts under Comparison 1. The intersection of Empire Avenue shows a slight decline in delay (and improved intersection level of service) as a result of the Project. This is a result of the redistribution of rental car traffic at this intersection associated with the opening of the RITC.

Table 11
Level of Service Analysis Results for Impact Comparison 1: Baseline (2009) Compared to Baseline Plus Project

Intersection	Control	Peak Hour	Baseline (2009)				RITC Project plus Baseline (2009)				Change in Delay	Significant Impact
			V/C ^{1/}	Delay ^{2/}	LOS ^{3/}	V/C ^{1/}	Delay ^{2/}	LOS ^{3/}	Change in V/C			
1. Vanowen Street and Clybourn Avenue	Signalized	AM	0.367	---	A	0.368	---	A	0.001	---	No	
		PM	0.467	---	A	0.469	---	A	0.002	---	No	
2. Empire Avenue and Clybourn Avenue	Unsignalized	AM	---	17.6	C	---	10.5	B	---	-7.1	No	
		PM	---	29.5	D	---	20.2	C	---	-9.3	No	
3. Empire Avenue and Airport Entry/Exit Road	Signalized	AM	0.245	---	A	0.252	---	A	0.007	---	No	
		PM	0.332	---	A	0.371	---	A	0.039	---	No	
4. Hollywood Way and Winona Avenue	Signalized	AM	0.527	---	A	0.528	---	A	0.001	---	No	
		PM	0.856	---	D	0.859	---	D	0.003	---	No	
5. Hollywood Way and Thornton Avenue	Signalized	AM	0.680	---	B	0.711	---	C	0.031	---	No	
		PM	0.899	---	D	0.892	---	D	-0.007	---	No	
6. Hollywood Way and North Avon Street	Signalized	AM	0.667	---	B	0.688	---	B	0.021	---	No	
		PM	0.774	---	C	0.794	---	C	0.020	---	No	
7. Empire Avenue and North Avon Street	Unsignalized	AM	---	18.2	C	---	17.9	C	---	-0.3	No	
		PM	---	21.8	C	---	19.4	C	---	-2.4	No	

Notes:

- 1/ Volume to capacity ratio. Calculated for signalized intersections using Circular 212 methodology
- 2/ Delay calculated in seconds. Calculated for unsignalized intersections using 2000 Highway Capacity Manual methodology.
- 3/ Level of Service range: A (excellent) to F (failure).

Source: Ricondo and Associates, Inc., August 2009
Prepared by: Ricondo and Associates, Inc., August 2009.

7.2 Impact Comparison 2—Cumulative Traffic (2012) With Project Measured against Cumulative Traffic (2012) Without Project

This comparison was conducted in two steps which are consistent with City of Burbank analysis guidelines. An initial comparison was conducted by comparing the level of service associated with cumulative traffic volumes with the RITC in place with the Baseline 2009 levels of service. This initial comparison was conducted to determine if there would be a significant cumulative impact. If a significant cumulative impact were determined, then an additional comparison was conducted to determine if the project would produce a cumulatively considerable contribution to the significant cumulative impact. This second comparison was conducted by comparing the future (2012) cumulative conditions both with and without the Project. Cumulatively considerable contributions are realized when the thresholds of significance defined above are met or exceeded. Appendix I contains summary tables depicting the Cumulative Traffic (2012) With Project and the Cumulative Traffic (2012) Without Project turning movement volumes; the appendix also summarizes the net difference in turning movement volumes at each of the study area intersections for these two scenarios.

These cumulative impact comparisons are presented in **Table 12**.

As shown in the table, the unsignalized (stop-controlled) intersection of Empire Avenue and North Avon Street (Intersection #7) would operate at LOS F in both the a.m. and p.m. peak hours during the future 2012 With Project and Without Project traffic demand scenarios. Based on City of Burbank threshold criteria, a significant project-related impact would be experienced if the project-related increase in vehicle trips through the intersection is five or more project trips. As shown in **Table 13**, the Project would contribute 8 vehicle trips to the intersection during the a.m. peak hour and 37 vehicle trips during the p.m. peak hour. As a result, it is anticipated that the unsignalized intersection of Empire Avenue and North Avon Street would experience a significant impact as a result of the implementation of the Project.

As shown in the table, the unsignalized (stop-controlled) intersection of Empire Avenue and North Avon Street (Intersection #7) would operate at LOS F in both the a.m. and p.m. peak hours during the future 2012 With Project and Without Project traffic demand scenarios. Based on City of Burbank threshold criteria, a significant project-related impact would be experienced if the project-related increase in vehicle trips through the intersection is five or more project trips. As shown in **Table 13**, the Project would contribute 8 vehicle trips to the intersection during the a.m. peak hour and 37 vehicle trips during the p.m. peak hour. As a result, it is anticipated that the unsignalized intersection of Empire Avenue and North Avon Street would experience a significant impact as a result of the implementation of the Project.

Table 12
Level of Service Analysis for Impact Comparison 2: Future (2012) Cumulative Traffic (Future With Project Compared to Future Without Project)

Intersection	Control	Peak Hour	RITC Project (2012)												Cumulative Considerable Determination/Significant Impact		
			Baseline (2009)						With Project								
			[A]		[B]		[C]		[CHA]		[C]-[B]		Cumulative Impact	Change in V/C in Delay		Cumulatively Considerable Contribution	
V/C ^{1/}	Delay ^{2/}	LOS ^{3/}	V/C	Delay	LOS	V/C	Delay	LOS	Change in V/C in Delay	Cumulative Impact							
1. Vanowen Street and Clybourn Avenue	Signalized	AM	0.367	--	A	0.403	--	A	0.405	--	A	0.038	--	No	0.002	--	No
		PM	0.467	--	A	0.489	--	A	0.489	--	A	0.022	--	No	0.000	--	No
2. Empire Avenue and Clybourn Avenue	Unsignalized	AM	--	17.6	C	--	19.0	C	--	10.4	B	--	-7.2	No	--	-8.6	No
		PM	--	29.5	D	--	32.7	D	--	21.5	C	--	-8.0	No	--	-11.2	No
3. Empire Avenue and Airport Entry/Exit Road	Signalized	AM	0.245	--	A	0.364	--	A	0.370	--	A	0.125	--	No	0.006	--	No
		PM	0.332	--	A	0.362	--	A	0.399	--	A	0.067	--	No	0.037	--	No
4. Hollywood Way and Winona Avenue	Signalized	AM	0.527	--	A	0.520	--	A	0.520	--	A	-0.007	--	No	0.000	--	No
		PM	0.856	--	D	0.863	--	D	0.863	--	D	0.007	--	No	0.000	--	No
5. Hollywood Way and Thornton Avenue	Signalized	AM	0.680	--	B	0.735	--	C	0.763	--	C	0.063	--	Affected	0.028	--	No
		PM	0.699	--	D	0.919	--	E	0.908	--	E	0.009	--	No	-0.011	--	No
6. Hollywood Way and North Avon Street	Signalized	AM	0.667	--	B	0.714	--	C	0.719	--	C	0.052	--	Affected	0.005	--	No
		PM	0.774	--	C	0.842	--	D	0.859	--	D	0.085	--	Yes	0.017	--	No
7. Empire Avenue and North Avon Street	Unsignalized	AM	--	18.2	C	--	156.2	F	--	158.8	F	--	140.6	Yes	--	2.6	Yes
		PM	--	21.8	C	--	374.4	F	--	386.8	F	--	365.0	Yes	--	12.4	Yes

Notes:
 1/ Volume to capacity ratio. Calculated for signalized intersections using Circular 212 methodology
 2/ Delay calculated in seconds. Calculated for unsignalized intersections using 2000 Highway Capacity Manual methodology
 3/ Level of Service range: A (excellent) to F (failure)

Source: Ricardo and Associates, Inc., August 2009.
 Prepared by: Ricardo and Associates, Inc., August 2009.

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Table 13
Estimated Project Share of Cumulative Traffic Growth

Intersection	Peak Hour	Scenario		Peak Hour Volume (vehicles per hour)	
7. Empire Avenue and North Avon Street	AM	Baseline (2009)	[A]	933	
		2012 Cumulative Without Project	[B]	1,617	
		2012 Cumulative With Project	[C]	1,625	
		Growth in Baseline Background Traffic ^{1/}	[D] = [A]*0.03	28	
		Other Cumulative Projects ^{2/}	[E]	225	
		Project Component of Cumulative	[F] = [C-B]	8	
		Total Cumulative	[G] = [D+E+F]	261	
	Project Component Percentage			[F] / [G]	3.1%
	PM	Baseline (2009)	[A]	1,136	
		2012 Cumulative Without Project	[B]	1,857	
		2012 Cumulative With Project	[C]	1,894	
		Growth in Baseline Background Traffic ^{1/}	[D] = [A]*0.03	34	
		Other Cumulative Projects ^{2/}	[E]	214	
		Project Component of Cumulative	[F] = [C-B]	37	
Total Cumulative		[G] = [D+E+F]	285		
Project Component Percentage			[F] / [G]	13.0%	

Notes:

- 1/ Assumed 1 percent per year growth in ambient background traffic (source: City of Burbank).
- 2/ Trips associated with other cumulative projects described in Section 5.1, namely, Media Studios North Phase 7 and Phase 8, Casden Residential Project, and Empire Center Remaining Entitlement.

Source: Ricondo & Associates, Inc., September 2009.
Prepared by: Ricondo & Associates, Inc., September 2009.

VIII. Mitigation Measures

As shown in the previous section, the unsignalized intersection of North Avon Street and Empire Avenue (Intersection #7) is anticipated to experience a significant impact as a result of the Project. A signal warrant analysis indicated that the peak hour volumes meet the necessary criteria to warrant the installation of a traffic signal; therefore, it is anticipated that the intersection would be signalized. With the proposed improvement, the intersection would operate at LOS A during the a.m. peak and LOS A during the p.m. peak hour. Implementation of this measure would reduce the impact to a less-than-significant level.

Table 13 provides a summary of the total traffic volumes using the intersection during the Baseline (2009) peak hours as well as during the estimated future (2012) With Project and Without Project peak hours. As shown in the table, the Project-related component of the cumulative growth at the intersection ranges from 3.1 percent during the a.m. peak hour to 13.0 percent during the p.m. peak hour. The major component of the cumulative traffic at this intersection is comprised of traffic generated by the Media Studios North Phase 7 and Phase 8 projects that are located directly adjacent to this intersection. Based on the calculated volumes described above, the project-share of the proposed signalization improvement would be 13.0 percent.

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Appendix 1

CONCURRENT PROJECTS

CUMULATIVE PROJECT LIST
TRIP GENERATION
shaded = partially completed

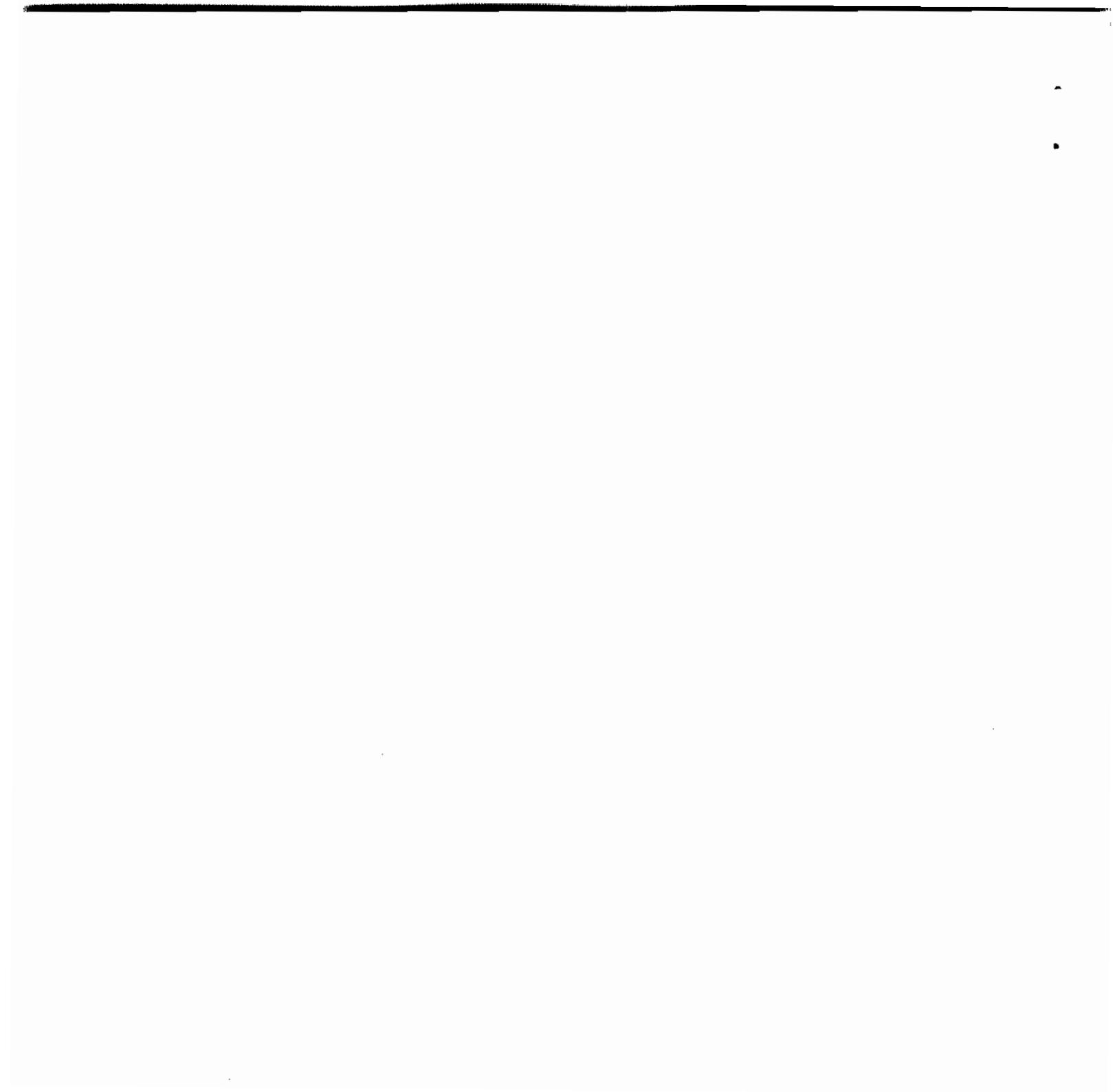
October 2008

#REF:

TAZ	Project Name/Location	Description/Land Use	ITE Land Use Code/Source	Size	Status	Net Daily Trips	Net A.M. Peak Hour Trips			Net P.M. Peak Hour Trips		
							In	Out	Total	In	Out	Total
MD7	Medical Office Building II / Cancer Center NW Corner Buena Vista and Alameda Ave	Medical-Dental Office	Medical-Dental Office - 720	155,000	Under Construction	5,600	301	75	377	153	414	567
MD2	4001 - 4017 Riverside Drive Riverside Drive & Passa Avenue (Media District)	Office Retail	General Office - 710 Shopping Center - 820	48,169 8,654	Approved	781 288	62 4	13 3	105 7	12 12	60 13	72 25
MD2	Mixed-Use Project 3901 Riverside Drive Riverside Drive & Kenwood Street (Media District)	Retail Restaurant	Shopping Center - 820 Quality Restaurant - 931 Apartment - 220	3000 4600 4	Approved	172 360 27	2 0 2	2 1 2	4 3 2	7 20 1	8 10 1	15 30 2
DL1	Mixed-Use Project 3805 Olive Avenue Riverside Drive & Screenland Drive	Restaurant Coffee Shop General Office Luxury Apartments <i>less passby/captured trips</i>	Quality Restaurant - 931 Fast-Food w/out D.T. (coffee shop) - 933.SANDAG General Office - 710 Apartment - 220	14,600 1,800 9,300 5	Approved	1,310 1,260 102 34 (687)	0 89 13 1 (32)	0 96 2 3 (29)	0 135 15 3 (81)	73 28 2 2 (23)	36 25 12 3 (18)	108 53 14 3 (41)
GS14	Media Studios North Phase B (remaining) 3333 Empire Avenue Bounded by Thornton Avenue, Ontario Street and Empire Avenue	General Office	General Office - 710 (no trip gen. given - balance of larger entitlement)	35,000	Approved							
GS14	Media Studios North Phase 7	General Office	General Office - 710 (no trip gen. given - reduced project approved)	60,000	Approved							
GS7	Former Weber Aircraft Site-Phase II 2620 Ontario Street, adjacent to I-5 Freeway	Light Industrial Park	Industrial Park - 130	87,089	Approved	934	93	20	113	24	91	115
GS19	Casden Residential Project	Residential Apartments Commercial	Apartment - 220 Shopping Center - 820	276 1,675	Under Construction	1,720 72	26 1	105 1	131 2	103 2	56 3	150 6
SF1	401 S. San Fernando Mixed Use SW Corner of San Fernando and Verdugo	Quality Restaurant High-Turnover Restaurant Specialty Retail Convenience Market General Office Condominiums <i>less passby/captured trips</i>	Quality Restaurant - 931 High-Turnover (Sit-Down) Restaurant - 932 Specialty Retail (SANDAG) Convenience Market - 452 General Office - 710 Condominiums - 230	4,200 4,000 5,300 1,400 31,980 55	Proposed	375 508 212 480 352 322 (362)	2 24 4 23 44 4 (23)	1 22 2 22 6 20 (19)	3 48 6 45 50 24 (42)	21 27 10 25 8 19 (28)	10 17 9 25 40 10 (27)	31 44 19 50 48 20 (55)
CC8	Verdugo Mixed Use 103 E. Verdugo Ave	Retail High-Turnover Restaurant Condominiums <i>less existing/captured trips</i>	Specialty Retail - 614 High-Turnover (Sit-Down) Restaurant - 932 Condominiums - 230	6,475 6,475 84	Proposed	287 823 351 194	0 39 5 (8)	0 36 23 (7)	0 75 29 (15)	0 43 20 (10)	8 28 12 (7)	18 71 32 (16)
GS18	Empire Studios Expansion 1845 Empire Avenue	Sound Stages Media Office Warehouse	General Office - 710 / 4 General Office - 710 / 133 Mini Warehouse	36,000 9,000 5,000	Proposed		18 24 1	2 3 0	21 27 1	5 15 1	25 75 1	31 90 1
GS18	1903 Empire Avenue	General Office	General Office - 710	72,000	Approved		127 (49)	17 (11)	144 (60)	27 (11)	132 (34)	159 (45)
WEB	Cusamano Office Project	General Office High-Turnover Restaurant Retail <i>less passby/captured trips</i>	General Office - 710 High-Turnover (Sit-Down) Restaurant - 932 Specialty Retail - SANDAG	214,240 5,000 14,220	Approved	1,318 638 811	304 30 9 (43)	41 28 6 (16)	345 58 15 (59)	54 33 26 (28)	235 22 27 (47)	319 55 53 (75)
STUDIO MASTER PLANS												
DL1	NRC Catalina Site Phase I and II Remaining Entitlement (Number 1 & 2 55% build entitlement 65% 145 hr. Catalina area 055.22 setting 0635F)	General Office* General Office*	General Office - 710 General Office - 710	656,195 581,798	Approved Approved							
MD4	Warner Brothers Main Campus Ranch	General Office* General Office*	General Office - 710 General Office - 710	1,853,236 730,357	Approved Approved							
MD8	Disney				Approved							

Remaining Entitlement:	General Office*	General Office - 710	411,947								
OTHER SPECIAL GENERATORS											
OS20 Empire Center Remaining Entitlement SW Corner Empire Avenue and Lincoln Street	General Office	General Office - 710	363,000	Under Construction	3,600	463	63	526	82	403	485
OL5 Bob Hope Center Bounded by Olive Avenue, Alameda Avenue, and Lima Street	General Office Live Performing Arts Theater/Museum	Traffic Study Trip Generation	109,470	Approved	1,430	177	24	202	34	107	201
OL5 Burbank Media Center Mixed-Use (Platt) Media District: bounded by Alameda Avenue, Lima Street and SR 134 Freeway	Retail Apartments High-Turnover Restaurant Church Daycare Center <i>Less captured/existing uses</i>	Traffic Study Trip Generation (mp reduction reduced from TIS due to Council approval of only 220 of 250 planned units)	13,694 220 8,647 17,500 7,500		548 1,316 892 180 325 (1,697)	10 24 33 7 31 (73)	7 81 30 6 27 (53)	16 105 83 45 13 58 (126)	25 83 45 6 29 (89)	25 139 30 5 33 (131)	49 130 74 12 62 (220)

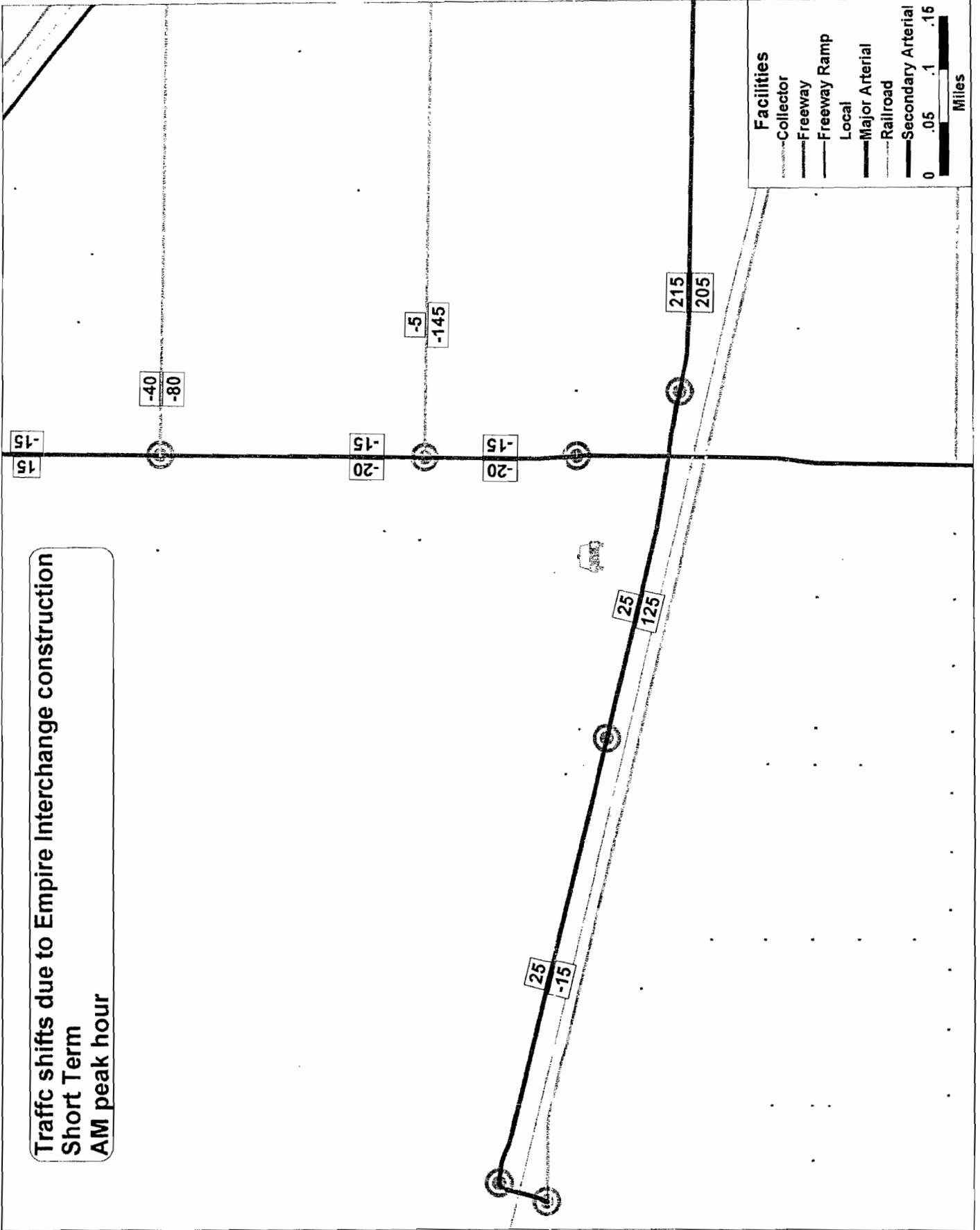
NOTE: Studio Master Plans and Burbank Media Center Mixed-Use (Platt) projects have expected buildout years beyond 2013



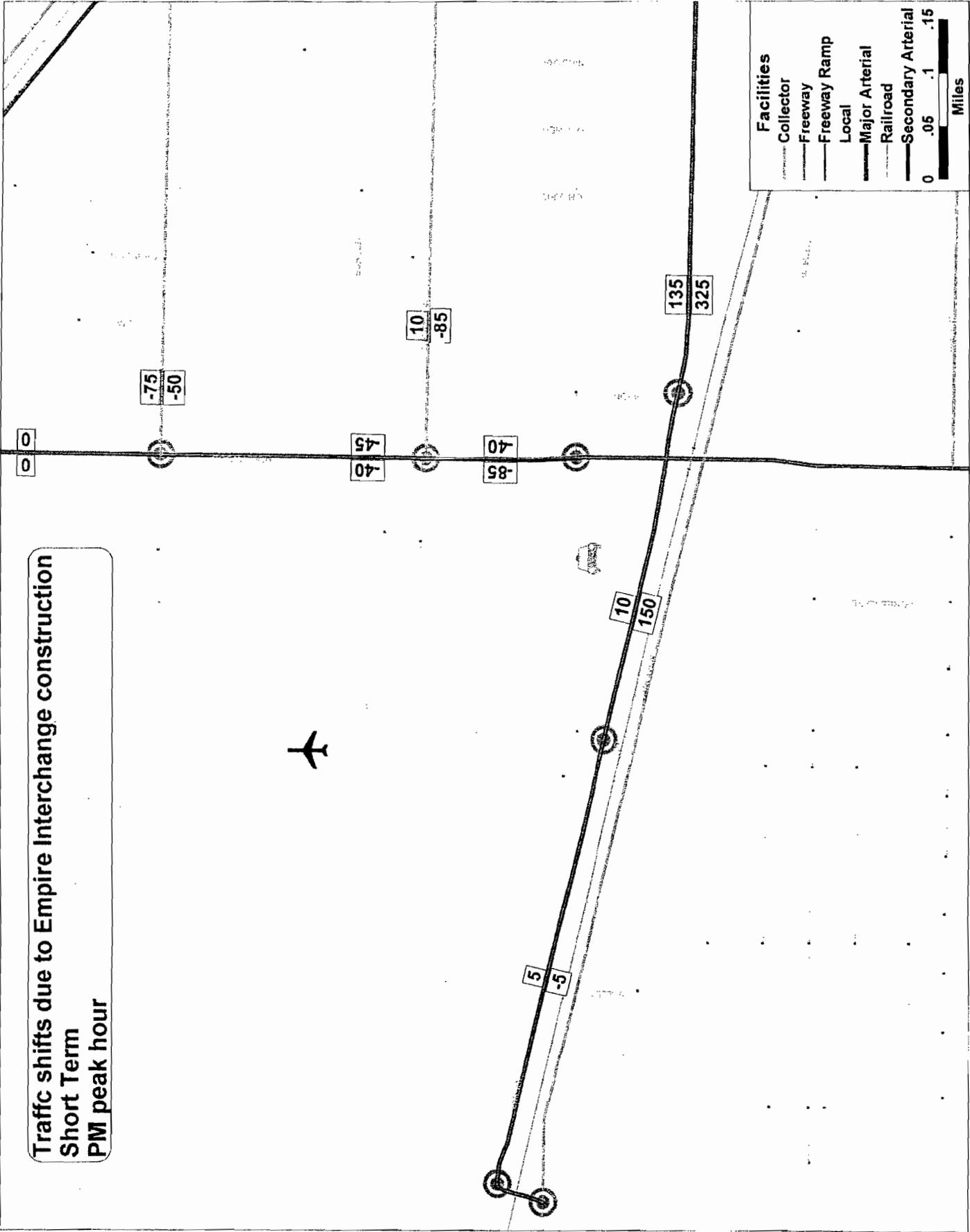
TRAFFIC SHIFT DUE TO EMPIRE INTERCHANGE PROJECT

SOURCE: CITY OF BURBANK

Traffic shifts due to Empire Interchange construction
Short Term
AM peak hour



**Traffic shifts due to Empire Interchange construction
Short Term
PM peak hour**





DISTRIBUTION OF PROJECT TRAFFIC

Intersection Turning Movement Volumes - Baseline (2009) vs. Baseline (2009) plus Project

Intersectin	Peak Hour	Scenario	Northbound						Southbound						Eastbound						Westbound						Total							
			L ^{1/}		T ^{2/}		R ^{3/}		L		T		R		L		T		R		L		T		R									
			Baseline 2009	Baseline 2009 plus Project	Difference	Baseline 2009	Baseline 2009 plus Project	Difference	Baseline 2009	Baseline 2009 plus Project	Difference	Baseline 2009	Baseline 2009 plus Project	Difference	Baseline 2009	Baseline 2009 plus Project	Difference	Baseline 2009	Baseline 2009 plus Project	Difference	Baseline 2009	Baseline 2009 plus Project	Difference	Baseline 2009	Baseline 2009 plus Project	Difference		Baseline 2009	Baseline 2009 plus Project	Difference				
#1-Vanowen Street and Ciybourn Avenue	AM	Baseline 2009	0	0	0	0	29	0	0	317	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	220	14	1,423			
		Baseline 2009 plus Project	0	0	0	0	29	0	0	319	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	220	14	1,426				
		Difference	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3				
#2-Empire Avenue and Ciybourn Avenue	PM	Baseline 2009	0	0	0	0	33	0	627	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	461	20	2,054			
		Baseline 2009 plus Project	0	0	0	0	33	0	630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	461	20	2,054				
		Difference	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5			
#3-Empire Avenue and Airport Entry/Exit Road	AM	Baseline 2009	7	15	350	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	16	334	25	40	871	
		Baseline 2009 plus Project	7	15	351	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	16	336	25	0	751	
		Difference	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(40)	
#4-Hollywood Way and Winona Avenue	PM	Baseline 2009	13	12	370	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93	30	630	25	110	1,284	
		Baseline 2009 plus Project	13	12	372	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93	30	633	25	0	1,122	
		Difference	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(162)	
#5-Hollywood Way and Thornton Avenue	AM	Baseline 2009	0	0	0	0	75	0	76	66	296	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	358	16	887		
		Baseline 2009 plus Project	0	0	0	0	77	0	78	69	304	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	401	43	971			
		Difference	0	0	0	0	2	0	2	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	27	84			
#6-Hollywood Way and North Avon Street	PM	Baseline 2009	0	0	0	0	92	0	150	102	296	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	570	38	1,248			
		Baseline 2009 plus Project	0	0	0	0	94	0	153	108	302	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	606	95	1,358				
		Difference	0	0	0	0	2	0	3	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	57	110				
#7-Empire Avenue and North Avon Street	AM	Baseline 2009	38	866	108	175	1,648	37	9	1	20	48	8	53	3,011	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7		
		Baseline 2009 plus Project	38	869	108	175	1,652	37	9	1	20	48	8	53	3,018	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Difference	0	3	0	0	4	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
#8-Hollywood Way and North Avon Street	PM	Baseline 2009	29	1,606	81	93	1,405	20	37	5	22	163	3	204	3,668	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Baseline 2009 plus Project	29	1,612	82	93	1,410	20	37	5	22	164	3	204	3,681	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Difference	0	6	1	0	5	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
#9-Hollywood Way and North Avon Street	AM	Baseline 2009	169	678	199	152	1,078	183	38	124	167	109	45	3,075	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Baseline 2009 plus Project	154	678	166	149	1,092	176	143	40	140	188	79	38	3,043	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Difference	(15)	0	(33)	(3)	14	(7)	10	2	16	21	(30)	(7)	(32)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#10-Hollywood Way and North Avon Street	PM	Baseline 2009	249	1,172	161	73	1,042	257	292	118	256	243	157	148	4,168	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Baseline 2009 plus Project	232	1,172	143	61	1,063	254	305	123	272	268	134	142	4,169	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Difference	(17)	0	(18)	(12)	21	(3)	13	5	16	25	(23)	(6)	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#11-Hollywood Way and North Avon Street	AM	Baseline 2009	54	877	102	38	1,325	15	53	10	22	55	16	130	2,692	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Baseline 2009 plus Project	54	871	111	38	1,363	27	53	10	34	55	18	139	2,773	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Difference	0	(6)	9	0	38	12	0	0	12	0	0	9	74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#12-Hollywood Way and North Avon Street	PM	Baseline 2009	64	1,263	51	31	1,434	25	66	7	33	127	20	197	3,338	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Baseline 2009 plus Project	64	1,246	93	32	1,483	37	66	7	45	127	20	200	3,420	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Difference	0	(17)	42	1	49	12	0	0	0	0	0	3	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#13-Hollywood Way and North Avon Street	AM	Baseline 2009	0	0	0	0	109	0	18	110	398	0	0	212	86	933	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Baseline 2009 plus Project	0	0	0	0	109	0	27	110	400	0	0	212	87	945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Difference	0	0	0	0	0	0	9	0	2	0	0	0	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
#14-Hollywood Way and North Avon Street	PM	Baseline 2009	0	0	0	0	54	0	22	142	337	0	0	413	168	1,136	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Baseline 2009 plus Project	0	0	0	0	55	0	64	138	339	0	0	418	165	1,179	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Difference	0	0	0	0	1	0	42	(4)	2	0	0	5	(3)	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Notes:

- ^{1/} Left Turn Movement
- ^{2/} Through Movement
- ^{3/} Right Turn Movement

Source: Ricondo & Associates, Inc., WILTEC, September 2009.
 Prepared by: Ricondo & Associates, Inc., September 2009.

Intersection Turning Movement Volumes - Future (2012) Cumulative Without Project vs. Future (2012) Cumulative With Project

Intersection	Peak Hour	Scenario	Northbound						Southbound						Eastbound						Westbound						Total																																		
			L ^{1/}		T ^{2/}		R ^{3/}		L		T		R		L		T		R		L		T		R																																				
			Without	With	Without	With	Without	With	Without	With	Without	With	Without	With	Without	With	Without	With	Without	With	Without	With	Without	With	Without	With		Without	With																																
#1-Vanowen Street and Clybourn Avenue	AM	Cumulative Without Project	0	0	0	0	31	0	330	400	499	0	0	227	19	1,506	Cumulative Without Project	0	0	34	0	328	400	499	0	0	227	19	1,506	Cumulative With Project	0	0	0	0	3	0	(2)	0	0	0	0	0	0	0	0	Difference	0	0	0	0	28	0	1	0	0	0	0	0	0	0	0
		Cumulative Without Project	0	0	0	0	38	0	671	387	555	0	0	475	21	2,147	Cumulative Without Project	0	0	38	0	671	387	555	0	0	475	21	2,147	Cumulative With Project	0	0	0	0	38	0	671	387	555	0	0	475	21	2,147	Difference	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Cumulative Without Project	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Cumulative Without Project	0	0	0	0	0	0	0	0	0	0	0	0	0	Cumulative With Project	0	0	0	0	0	0	0	0	0	0	0	0	0	Difference	0	0	0	0	0	0	0	0	0	0	0	0	0			
#2-Empire Avenue and Clybourn Avenue	AM	Cumulative Without Project	7	15	383	0	0	0	0	0	83	27	44	942	Cumulative Without Project	7	15	383	0	0	0	0	0	16	367	27	4	819	Cumulative With Project	7	15	383	0	0	0	0	0	0	0	0	0	0	Difference	0	0	0	0	0	0	0	0	0	0	0	0	0					
		Cumulative Without Project	13	12	365	0	0	0	0	1	95	31	660	25	114	1,336	Cumulative Without Project	13	12	365	0	0	0	0	1	95	31	660	25	114	1,336	Cumulative With Project	13	12	365	0	0	0	0	1	95	31	660	25	114	1,336	Difference	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Cumulative Without Project	13	12	385	0	0	0	0	1	38	31	660	25	4	1,169	Cumulative Without Project	13	12	385	0	0	0	0	1	38	31	660	25	4	1,169	Cumulative With Project	13	12	385	0	0	0	0	0	0	0	0	0	0	Difference	0	0	0	0	0	0	0	0	0	0	0	0	0		
#3-Empire Avenue and Airport Entry/Exit Road	AM	Cumulative Without Project	0	0	0	0	102	0	78	68	444	0	0	395	17	1,104	Cumulative Without Project	0	0	102	0	78	68	444	0	0	395	17	1,104	Cumulative With Project	0	0	0	0	0	0	0	0	0	0	0	0	0	Difference	0	0	0	0	0	0	0	0	0	0	0	0	0				
		Cumulative Without Project	0	0	0	0	0	0	0	0	0	0	0	0	0	Cumulative Without Project	0	0	0	0	0	0	0	0	0	0	0	0	0	Cumulative With Project	0	0	0	0	0	0	0	0	0	0	0	0	0	Difference	0	0	0	0	0	0	0	0	0	0	0	0	0				
		Cumulative Without Project	0	0	0	0	0	0	0	0	0	0	0	0	0	Cumulative Without Project	0	0	0	0	0	0	0	0	0	0	0	0	0	Cumulative With Project	0	0	0	0	0	0	0	0	0	0	0	0	0	Difference	0	0	0	0	0	0	0	0	0	0	0	0	0				
#4-Hollywood Way and Winona Avenue	AM	Cumulative Without Project	39	898	79	131	1,835	39	9	1	21	31	5	34	3,122	Cumulative Without Project	39	898	79	131	1,835	39	9	1	21	31	5	34	3,122	Cumulative With Project	39	898	79	131	1,835	39	9	1	21	31	5	34	3,122	Difference	0	0	0	0	0	0	0	0	0	0	0	0	0				
		Cumulative Without Project	30	1,764	60	69	1,471	21	38	4	23	133	3	168	3,784	Cumulative Without Project	30	1,764	60	69	1,471	21	38	4	23	133	3	168	3,784	Cumulative With Project	30	1,764	60	69	1,471	21	38	4	23	133	3	168	3,784	Difference	0	0	0	0	0	0	0	0	0	0	0	0	0				
		Cumulative Without Project	174	707	104	93	1,219	184	134	23	127	169	109	45	3,088	Cumulative Without Project	174	707	104	93	1,219	184	134	23	127	169	109	45	3,088	Cumulative With Project	174	707	104	93	1,219	184	134	23	127	169	109	45	3,088	Difference	0	0	0	0	0	0	0	0	0	0	0	0	0				
#5-Hollywood Way and Thomson Avenue	PM	Cumulative Without Project	255	1,294	126	56	1,057	255	7	1	13	21	(32)	(7)	(21)	Cumulative Without Project	255	1,294	126	56	1,057	255	7	1	13	21	(32)	(7)	(21)	Cumulative With Project	255	1,294	126	56	1,057	255	7	1	13	21	(32)	(7)	(21)	Difference	0	0	0	0	0	0	0	0	0	0	0	0	0				
		Cumulative Without Project	231	1,284	108	44	1,088	246	296	94	272	279	137	145	4,224	Cumulative Without Project	231	1,284	108	44	1,088	246	296	94	272	279	137	145	4,224	Cumulative With Project	231	1,284	108	44	1,088	246	296	94	272	279	137	145	4,224	Difference	0	0	0	0	0	0	0	0	0	0	0	0	0				
		Cumulative Without Project	56	890	295	163	1,344	15	54	10	23	86	19	153	3,108	Cumulative Without Project	56	890	295	163	1,344	15	54	10	23	86	19	153	3,108	Cumulative With Project	56	890	295	163	1,344	15	54	10	23	86	19	153	3,108	Difference	0	0	0	0	0	0	0	0	0	0	0	0	0				
#6-Hollywood Way and North Avon Street	PM	Cumulative Without Project	66	1,286	90	56	1,391	25	68	7	34	297	21	309	3,848	Cumulative Without Project	66	1,286	90	56	1,391	25	68	7	34	297	21	309	3,848	Cumulative With Project	66	1,286	90	56	1,391	25	68	7	34	297	21	309	3,848	Difference	0	0	0	0	0	0	0	0	0	0	0	0	0				
		Cumulative Without Project	0	0	0	0	0	0	0	0	0	0	0	0	Cumulative Without Project	0	0	0	0	0	0	0	0	0	0	0	0	0	Cumulative With Project	0	0	0	0	0	0	0	0	0	0	0	0	0	Difference	0	0	0	0	0	0	0	0	0	0	0	0	0					
		Cumulative Without Project	0	0	0	0	0	0	0	0	0	0	0	0	Cumulative Without Project	0	0	0	0	0	0	0	0	0	0	0	0	0	Cumulative With Project	0	0	0	0	0	0	0	0	0	0	0	0	0	Difference	0	0	0	0	0	0	0	0	0	0	0	0	0					
#7-Empire Avenue and North Avon Street	AM	Cumulative Without Project	0	0	0	0	210	0	22	138	586	0	0	380	281	1,617	Cumulative Without Project	0	0	0	0	210	0	22	138	586	0	0	380	281	1,617	Cumulative With Project	0	0	0	0	210	0	22	138	586	0	0	380	281	1,617	Difference	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Cumulative Without Project	0	0	0	0	214	0	45	151	639	0	0	535	273	1,857	Cumulative Without Project	0	0	0	0	214	0	45	151	639	0	0	535	273	1,857	Cumulative With Project	0	0	0	0	214	0	45	151	639	0	0	535	273	1,857	Difference	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Cumulative Without Project	0	0	0	0	0	0	0	0	0	0	0	0	Cumulative Without Project	0	0	0	0	0	0	0	0	0	0	0	0	0	Cumulative With Project	0	0	0	0	0	0	0	0	0	0	0	0	0	Difference	0	0	0	0	0	0	0	0	0	0	0	0	0					

Notes:
^{1/} Left Turn Movement
^{2/} Through Movement
^{3/} Right Turn Movement

TRAFFIX REPORTS

Bob Hope Airport - Burbank, CA

Scenario Report

Scenario: Baseline 2009 AM Peak
Command: Default Command
Volume: AM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Vanowen St. @ Clyburne Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.367
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Clyburne Ave.				Vanowen St.				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Ovl		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	0

Volume Module:	Clyburne Ave.		Clyburne Ave.		Vanowen St.		Vanowen St.	
Base Vol:	0	0	29	0	317	359	484	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	29	0	317	359	484	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	29	0	317	359	484	0
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	29	0	317	359	484	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00
Final Vol.:	0	0	29	0	349	359	484	0

Saturation Flow Module:	Clyburne Ave.		Clyburne Ave.		Vanowen St.		Vanowen St.	
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.15	0.00	1.85	1.00	2.00
Final Sat.:	0	0	0	211	0	2539	1375	2750

Capacity Analysis Module:	Clyburne Ave.		Clyburne Ave.		Vanowen St.		Vanowen St.	
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.26	0.18
Crit Vol:	0	0	29	0	0	359	0	117
Crit Moves:			****		****		****	

Bob Hope Airport - Burbank, CA

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #2 Empire Ave. & Clyburne Ave.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HvVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

Upstream Signals:

Link Index: #1
 Dist(miles): 0.000
 Speed (mph): 0.00
 SignalIndex: #1
 Cycle Time: 0 secs
 InitVolume: 0 0
 Saturation: 0 0
 ArrivalType: 0 0
 G/C: 0.00 0.00

*** Computation 1: Time for Queue to Clear at Each Upstream Intersection

P: 0.000 0.000
 gq1: 0.00 0.00
 gq2: 0.00 0.00
 gq: 0.00 0.00

*** Computation 2: Time Intersection Blocked Because of Upstream Platoons

alpha: 0.000
 beta: 0.000
 ta (secs): 0.000
 P: 0.000
 f: 0.000 0.000
 vcmx: 0 0
 vcg: 0 0
 vcmin: 0 0
 tp: 0.0 0.0
 p: 0.000

*** Computation 3: Platoon Event Periods

pdom/psub0: 0.000/0.000/Unconstrained

*** Computation 4: Conflicting Flows During Each Unblocked Period

InitChfVol: 334 xxxxx xxxxx 0 xxxxx xxxxx 0 714 334 0 0 0
 UpstreamAdj: 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
 ConflictVol: 334 xxxxx xxxxx 0 xxxxx xxxxx 0 714 334 0 0 0

*** Computation 5: Capacity for Subject Movement During Unblocked Period

InitPotCap: 1237 xxxxx xxxxx 900 xxxxx xxxxx 900 359 712 900 900 900
 UpstreamAdj: 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
 PotentCap: 1237 xxxxx xxxxx 900 xxxxx xxxxx 900 359 712 900 900 900

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Empire Ave. @ Airport Entry/Exit Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.245
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	Airport Entry/Exit Road				Empire Ave.													
Approach:	North Bound		South Bound		East Bound		West Bound											
Movement:	L	T	R	L	T	R	L	T	R									
Control:	Protected		Protected		Protected		Protected											
Rights:	Include		Ignore		Include		Include											
Min. Green:	0	0	0	0	0	0	0	0	0									
Lanes:	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	0	0	75	0	76	66	296	0	0	358	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	75	0	76	66	296	0	0	358	16
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	75	0	0	66	296	0	0	358	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	75	0	0	66	296	0	0	358	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	83	0	0	66	296	0	0	358	16

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	1.00	0.00	0.00	1.91	0.09
Final Sat.:	0	0	0	2750	0	1375	1375	1375	0	0	2632	118

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.00	0.05	0.22	0.00	0.00	0.14	0.14
Crit Vol:	0	0	0	41	0	0	296	0	0	0	0	0
Crit Moves:				****			****				****	

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Hollywood Way @ Winona Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.527
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	Hollywood Way						Winona Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	0	1	0	1

Volume Module:

Base Vol:	38	866	108	175	1648	37	9	1	20	48	8	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	866	108	175	1648	37	9	1	20	48	8	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	866	108	175	1648	37	9	1	20	48	8	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	866	108	175	1648	37	9	1	20	48	8	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	38	866	108	175	1648	37	9	1	20	48	8	53

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	2.93	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2445	305	1375	4034	91	1375	1375	1375	1375	1375	1375

Capacity Analysis Module:

Vol/Sat:	0.03	0.35	0.35	0.13	0.41	0.41	0.01	0.00	0.01	0.03	0.01	0.04
Crit Vol:	487			175			9			53		
Crit Moves:	****			****			****			****		

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Hollywood Way @ Thornton Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.686
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Street Name:	Hollywood Way				Thornton Ave																
	North Bound		South Bound		East Bound		West Bound														
Approach:	L	T	R	L	T	R	L	T	R	L	T	R									
Control:	Protected		Protected		Protected		Protected		Protected		Protected										
Rights:	Include		Include		Include		Include		Include		Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0									
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	169	678	199	152	1078	183	133	38	124	167	109	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	678	199	152	1078	183	133	38	124	167	109	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	678	199	152	1078	183	133	38	124	167	109	45
Reduct Vol:	0	0	0	0	0	0	0	0	56	0	0	0
Reduced Vol:	169	678	199	152	1078	183	133	38	68	167	109	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	169	678	199	152	1078	183	146	38	63	167	109	45

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.71	0.29
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	973	402

Capacity Analysis Module:

Vol/Sat:	0.12	0.25	0.14	0.11	0.39	0.13	0.05	0.03	0.05	0.12	0.11	0.11
Crit Vol:	169			539			63	167				
Crit Moves:	****			****			****	****				

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Hollywood Way @ Avon St.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.667
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Street Name:	Hollywood Way				Avon St.															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	T	R	L	T	R	L	T	R											
Control:	Protected		Protected		Protected		Protected													
Rights:	Include		Include		Include		Include													
Min. Green:	0	0	0	0	0	0	0	0	0											
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	54	877	102	38	1325	15	53	10	22	55	18	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	877	102	38	1325	15	53	10	22	55	18	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	877	102	38	1325	15	53	10	22	55	18	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	877	102	38	1325	15	53	10	22	55	18	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	54	877	102	38	1325	15	53	10	22	55	18	130

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	2.00	1.00	1.00	0.31	0.69	1.00	0.12	0.88
Final Sat.:	1375	2463	287	1375	2750	1375	1375	430	945	1375	167	1208

Capacity Analysis Module:

Vol/Sat:	0.04	0.36	0.36	0.03	0.48	0.01	0.04	0.02	0.02	0.04	0.11	0.11
Crit Vol:	54			663			53			148		
Crit Moves:	****			****			****			****		

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Empire Ave. @ Avon St.

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: C [18.2]

Street Name:	Avon St.				Empire Ave.														
Approach:	North Bound		South Bound		East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R							
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled												
Rights:	Include		Include		Include		Include												
Lanes:	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	1	1	0

Volume Module:

Base Vol:	0	0	0	109	0	18	110	398	0	0	212	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	109	0	18	110	398	0	0	212	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volumc:	0	0	0	109	0	18	110	398	0	0	212	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	109	0	18	110	398	0	0	212	86

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	674	xxxx	149	298	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	393	xxxx	877	1275	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	367	xxxx	877	1275	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.30	xxxx	0.02	0.09	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	400	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	18.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			18.2			xxxxxxx			xxxxxxx		
ApproachLOS:	*			C			*			*		

Bob Hope Airport - Burbank, CA

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #7 Empire Ave. @ Avon St.

Approach: Movement:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

Upstream Signals:

Link Index: #5
 Dist(miles): 0.000
 Speed (mph): 0.00
 SignalIndex: #3
 Cycle Time: 0 secs
 InitVolume: 0 0
 Saturation: 0 0
 ArrivalType: 0 0
 G/C: 0.00 0.00
 *** Computation 1: Time for Queue to Clear at Each Upstream Intersection
 P: 0.000 0.000
 gq1: 0.00 0.00
 gq2: 0.00 0.00
 gq: 0.00 0.00
 *** Computation 2: Time Intersection Blocked Because of Upstream Platoons
 alpha: 0.000
 beta: 0.000
 ta (secs): 0.000
 F: 0.000
 f: 0.000 0.000
 vcmax: 0 0
 vcg: 0 0
 vcmin: 0 0
 tp: 0.0 0.0
 p: 0.000

*** Computation 3: Platoon-Event Periods

pdom/psubo: 0.000/0.000/Unconstrained

*** Computation 4: Conflicting Flows During Each Unblocked Period

InitCnflVol: 0 0 0 674 0 149 298 xxxxx xxxxx 0 xxxxx xxxxx
 UpstreamAdj: 1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
 ConflictVol: 0 0 0 674 0 149 298 xxxxx xxxxx 0 xxxxx xxxxx

*** Computation 5: Capacity for Subject Movement During Unblocked Period

InitPotCap: 900 900 900 393 900 877 1275 xxxxx xxxxx 900 xxxxx xxxxx
 UpstreamAdj: 1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
 PotentCap: 900 900 900 393 900 877 1275 xxxxx xxxxx 900 xxxxx xxxxx

Bob Hope Airport - Burbank, CA

Scenario Report

Scenario: Baseline 2009 PM Peak
Command: Default Command
Volume: PM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Vanowen St. @ Clyburne Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.467
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name: Clyburne Ave. Vanowen St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 0 1 0 1 1 0 0

Volume Module:
Base Vol: 0 0 0 33 0 627 369 539 0 0 461 20
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 33 0 627 369 539 0 0 461 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 33 0 627 369 539 0 0 461 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 33 0 627 369 539 0 0 461 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 33 0 690 369 539 0 0 461 20

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 0.09 0.00 1.91 1.00 2.00 0.00 0.00 1.92 0.08
Final Sat.: 0 0 0 126 0 2624 1375 2750 0 0 2636 114

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.26 0.00 0.26 0.27 0.20 0.00 0.00 0.17 0.17
Crit Vol: 0 33 369 240
Crit Moves: **** **** ****

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Empire Ave. @ Clyburne Ave.

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: D [29.5]

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Clyburne Ave. and Empire Ave. with various movement types like North Bound, South Bound, East Bound, West Bound.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Vol for different movements.

Critical Gap Module table showing Critical Gp and FollowUpTim for different movements.

Capacity Module table showing Conflict Vol, Potent Cap, Move Cap, and Volume/Cap for different movements.

Level Of Service Module table showing Queue, Stopped Del, LOS by Move, Movement, Shared Cap, Shared Queue, Shrd StpDel, Shared LOS, ApproachDel, and ApproachLOS for different movements.

Bob Hope Airport - Burbank, CA

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #2 Empire Ave. @ Clyburne Ave.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

Upstream Signals:

Link Index: #1
Dist(miles): 0.000
Speed (mph): 0.00
SignalIndex: #1
Cycle Time: 0 secs
InitVolume: 0 0
Saturation: 0 0
ArrivalType: 0 0
G/C: 0.00 0.00

*** Computation 1: Time for Queue to Clear at Each Upstream Intersection

P: 0.000 0.000
gq1: 0.00 0.00
gq2: 0.00 0.00
gq: 0.00 0.00

*** Computation 2: Time Intersection Blocked Because of Upstream Platoons

alpha: 0.000
beta: 0.000
ta (secs): 0.000
E: 0.000
f: 0.000 0.000
vcmax: 0 0
vcg: 0 0
vcmin: 0 0
tp: 0.0 0.0
p: 0.000

*** Computation 3: Platoon Event Periods

pdom/psubo: 0.000/0.000/Unconstrained

*** Computation 4: Conflicting Flows During Each Unblocked Period

InitCnflVol: 630 xxxxx xxxxx 0 xxxxx xxxxx 1024 1024 630 0 0 0
UpstreamAdj: 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 630 xxxxx xxxxx 0 xxxxx xxxxx 1024 1024 630 0 0 0

*** Computation 5: Capacity for Subject Movement During Unblocked Period

InitPotCap: 962 xxxxx xxxxx 900 xxxxx xxxxx 263 237 485 900 900 900
UpstreamAdj: 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
PotentCap: 962 xxxxx xxxxx 900 xxxxx xxxxx 263 237 485 900 900 900

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Empire Ave. @ Airport Entry/Exit Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.332
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Airport Entry/Exit Road				Empire Ave.				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Ignore		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	1	0	1	0	1

Volume Module:	Airport Entry/Exit Road			Airport Entry/Exit Road			Empire Ave.			Empire Ave.		
Base Vol:	0	0	0	92	0	150	102	296	0	0	570	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	92	0	150	102	296	0	0	570	38
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	92	0	0	102	296	0	0	570	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	92	0	0	102	296	0	0	570	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	101	0	0	102	296	0	0	570	38

Saturation Flow Module:	Airport Entry/Exit Road			Airport Entry/Exit Road			Empire Ave.			Empire Ave.		
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	1.00	0.00	0.00	1.88	0.12
Final Sat.:	0	0	0	2750	0	1375	1375	1375	0	0	2578	172

Capacity Analysis Module:	Airport Entry/Exit Road			Airport Entry/Exit Road			Empire Ave.			Empire Ave.		
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.00	0.07	0.22	0.00	0.00	0.22	0.22
Crit Vol:	0			51			102			304		
Crit Moves:	****			****			****			****		

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Hollywood Way @ Winona Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.856
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 159 Level Of Service: D

Street Name:	Hollywood Way			Winona Ave.		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Protected		Protected	Protected		Protected
Rights:	Include		Include	Include		Include
Min. Green:	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1

Volume Module:	Hollywood Way		South Bound	Winona Ave.	
Base Vol:	29	1606	81	93	1405
Growth Adj:	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	1606	81	93	1405
User Adj:	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	1606	81	93	1405
Reduct Vol:	0	0	0	0	0
Reduced Vol:	29	1606	81	93	1405
PCE Adj:	1.00	1.00	1.00	1.00	1.00
MLE Adj:	1.00	1.00	1.00	1.00	1.00
Final Vol.:	29	1606	81	93	1405

Saturation Flow Module:	Hollywood Way		South Bound	Winona Ave.	
Sat/Lane:	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	2.96
Final Sat.:	1375	2618	132	1375	4067

Capacity Analysis Module:	Hollywood Way		South Bound	Winona Ave.	
Vol/Sat:	0.02	0.61	0.61	0.07	0.35
Crit Vol:	843		93	57	
Crit Moves:	****		****	****	

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Hollywood Way @ Thornton Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.899
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	Hollywood Way				Thornton Ave.					
	North Bound		South Bound		East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	249	1172	161	73	1042	257	292	118	256	243	157	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	1172	161	73	1042	257	292	118	256	243	157	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	249	1172	161	73	1042	257	292	118	256	243	157	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	1172	161	73	1042	257	292	118	256	243	157	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	249	1172	161	73	1042	257	321	118	256	243	157	148

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.51	0.49
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	708	667

Capacity Analysis Module:

Vol/Sat:	0.18	0.43	0.12	0.05	0.38	0.19	0.12	0.09	0.13	0.18	0.22	0.22
Crit Vol:	249			521			161			305		
Crit Moves:	****			****			****			****		

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Hollywood Way @ Avon St.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.774
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 Level Of Service: C

Street Name:	Hollywood Way						Avon St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	64	1283	51	31	1434	25	66	7	33	127	20	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1283	51	31	1434	25	66	7	33	127	20	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1283	51	31	1434	25	66	7	33	127	20	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1283	51	31	1434	25	66	7	33	127	20	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	64	1283	51	31	1434	25	66	7	33	127	20	197

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	2.00	1.00	1.00	0.18	0.82	1.00	0.09	0.91
Final Sat.:	1375	2645	105	1375	2750	1375	1375	241	1134	1375	127	1248

Capacity Analysis Module:

Vol/Sat:	0.05	0.49	0.49	0.02	0.52	0.02	0.05	0.03	0.03	0.09	0.16	0.16
Crit Vol:	64			717			66			217		
Crit Moves:	****			****			****			****		

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Empire Ave. @ Avon St.

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: C [21.8]

Street Name:	Avon St.				Empire Ave.														
Approach:	North Bound		South Bound		East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R							
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled												
Rights:	Include		Include		Include		Include												
Lanes:	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	1	1	0

Volume Module:

Base Vol:	0	0	0	54	0	22	142	337	0	0	0	413	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	54	0	22	142	337	0	0	0	413	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	54	0	22	142	337	0	0	0	413	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	54	0	22	142	337	0	0	0	413	168

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	949	xxxx	291	581	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	262	xxxx	712	1003	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	234	xxxx	712	1003	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.23	xxxx	0.03	0.14	xxxx	xxxx	xxxx	xxxx	xxxx

Level of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	290	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	21.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx				21.8		xxxxxxx				xxxxxxx	
ApproachLOS:	*				C	*	*			*	*	*

Bob Hope Airport - Burbank, CA

Level of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #7 Empire Ave @ Avon St.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
RevVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

Upstream Signals:

Link Index: #5
 Dist(miles): 0.000
 Speed (mph): 0.00
 SignalIndex: #3
 Cycle Time: 0 secs
 InitVolume: 0 0
 Saturation: 0 0
 ArrivalType: 0 0
 G/C: 0.00 0.00

*** Computation 1: Time for Queue to Clear at Each Upstream Intersection

P: 0.000 0.000
 qq1: 0.00 0.00
 qq2: 0.00 0.00
 qq: 0.00 0.00

*** Computation 2: Time Intersection Blocked Because of Upstream Platoons

alpha: 0.000
 beta: 0.000
 ta (secs): 0.000
 F: 0.000
 f: 0.000 0.000
 vcmx: 0 0
 vcg: 0 0
 vcmin: 0 0
 tp: 0.0 0.0
 P: 0.000

*** Computation 3: Platoon Event Periods

pdom/psub: 0.000/0.000/Unconstrained

*** Computation 4: Conflicting Flows During Each Unblocked Period

InitCnflVol: 0 0 0 950 0 291 581 xxxxx xxxxx 0 xxxxx xxxxx
 UpstreamAdj: 1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
 ConflictVol: 0 0 0 950 0 291 581 xxxxx xxxxx 0 xxxxx xxxxx

*** Computation 5: Capacity for Subject Movement During Unblocked Period

InitPotCap: 900 900 900 262 900 712 1003 xxxxx xxxxx 900 xxxxx xxxxx
 UpstreamAdj: 1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
 PotentCap: 900 900 900 262 900 712 1003 xxxxx xxxxx 900 xxxxx xxxxx

Future 2012 Without Project AM

Bob Hope Airport - Burbank, CA

Scenario Report

Scenario: Future 2012 Without Project AM Peak

Command: Default Command
Volume: AM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

Future 2012 Without Project AM

Bob Hope Airport - Burbank, CA

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Vanowen St. @ Clyburne Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.403
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level of Service: A

Street Name:	Clyburne Ave.			Vanowen St.														
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Protected			Protected			Protected			Protected								
Rights:	Include			Ovl			Include			Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Lanes:	0	0	0	0	0	1	0	1	1	0	2	0	0	0	0	1	1	0

Volume Module:

Base Vol:	0	0	0	31	0	330	400	499	0	0	227	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	31	0	330	400	499	0	0	227	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	31	0	330	400	499	0	0	227	19
Reduct. Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	31	0	330	400	499	0	0	227	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	31	0	363	400	499	0	0	227	19

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.16	0.00	1.84	1.00	2.00	0.00	0.00	1.85	0.15
Final Sat.:	0	0	0	216	0	2534	1375	2750	0	0	2538	212

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.29	0.18	0.00	0.00	0.09	0.09
Crit Vol:	0			31			400				123	
Crit Moves:				****			****				****	

Future 2012 Without Project AM

Bob Hope Airport - Burbank, CA

Level of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #2 Empire Ave. @ Clyburne Ave.

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: C [19.0]

Street Name:	Clyburne Ave.				Empire Ave.			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T - R	L	T - R	L - T - R	L	T - R	
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign	
Rights:	Include		Include		Include		Include	
Lanes:	1	0 1 0 0	0	0 1 0 1	0	0 0 1 0	0	0 0 0 0

Volume Module:

Base Vol:	15	383	0	0	367	0	0	83	16	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	383	0	0	367	0	0	83	16	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	383	0	0	367	0	0	83	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	15	383	0	0	367	0	0	83	16	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	6.5	6.2	xxxx	xxxx	xxxx
FollowUpTim:	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.0	3.3	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	367	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	780	367	xxxx	xxxx	xxxx
Potent Cap.:	1203	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	329	683	xxxx	xxxx	xxxx
Move Cap.:	1203	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	325	683	xxxx	xxxx	xxxx
Volume/Cap.:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.26	0.02	xxxx	xxxx	xxxx

Level of Service Module:

Queue:	0.0	xxxx										
Stopped Del:	8.0	xxxx										
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	xxxx	355	xxxx	xxxx	xxxx	xxxx						
SharedQueue:	xxxx	1.1	xxxx	xxxx	xxxx	xxxx						
Shrd StpDel:	xxxx	19.0	xxxx	xxxx	xxxx	xxxx						
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				19.0			xxxxxx	
ApproachLOS:	*			*				C			*	

Future 2012 Without Project AM

Bob Hope Airport - Burbank, CA

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #2 Empire Ave. @ Clyburne Ave.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HavVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

Upstream Signals:

Link Index: #1
Dist(miles): 0.000
Speed (mph): 0.00
SignalIndex: #1
Cycle Time: 0 secs
InitVolume: 0 0
Saturation: 0 0
ArrivalType: 0 0
G/C: 0.00 0.00

*** Computation 1: Time for Queue to Clear at Each Upstream Intersection

P: 0.000 0.000
gq1: 0.00 0.00
gq2: 0.00 0.00
gq: 0.00 0.00

*** Computation 2: Time Intersection Blocked Because of Upstream Platoons

alpha: 0.000
beta: 0.000
ta (secs): 0.000
F: 0.000
f: 0.000 0.000
vcmax: 0 0
vcg: 0 0
vcmin: 0 0
tp: 0.0 0.0
p: 0.000

*** Computation 3: Platoon Event Periods

pdom/psubo: 0.000/0.000/Unconstrained

*** Computation 4: Conflicting Flows During Each Unblocked Period

InitCnflVol: 367 xxxxx xxxxx 0 xxxxx xxxxx 0 780 367 0 0 0
UpstreamAdj: 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 367 xxxxx xxxxx 0 xxxxx xxxxx 0 780 367 0 0 0

*** Computation 5: Capacity for Subject Movement During Unblocked Period

InitPotCap: 1203 xxxxx xxxxx 900 xxxxx xxxxx 900 329 683 900 900 900
UpstreamAdj: 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
PotentCap: 1203 xxxxx xxxxx 900 xxxxx xxxxx 900 329 683 900 900 900

Future 2012 Without Project AM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Empire Ave. @ Airport Entry/Exit Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.364
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Airport Entry/Exit Road				Empire Ave.				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Ignore		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	1	0	1	0	1

Volume Module:

Base Vol:	0	0	0	102	0	78	68	444	0	0	395	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	102	0	78	68	444	0	0	395	17
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	102	0	0	68	444	0	0	395	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	102	0	0	68	444	0	0	395	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	112	0	0	68	444	0	0	395	17

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	1.00	0.00	0.00	1.92	0.08
Final Sat.:	0	0	0	2750	0	1375	1375	1375	0	0	2637	113

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.00	0.05	0.32	0.00	0.00	0.15	0.15
Crit Vol:	0			56			444		0			
Crit Moves:				****			****		****			

Future 2012 Without Project AM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Hollywood Way @ Winona Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.520
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	Hollywood Way				Winona Ave.					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1	0

Volume Module:	North Bound		South Bound		East Bound		West Bound					
Base Vol:	39	898	79	131	1835	39	9	1	21	31	5	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	898	79	131	1835	39	9	1	21	31	5	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	898	79	131	1835	39	9	1	21	31	5	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	898	79	131	1835	39	9	1	21	31	5	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	39	898	79	131	1835	39	9	1	21	31	5	34

Saturation Flow Module:	North Bound		South Bound		East Bound		West Bound				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	2.94	0.06	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2528	222	1375	4039	86	1375	1375	1375	1375	1375

Capacity Analysis Module:	North Bound		South Bound		East Bound		West Bound					
Vol/Sat:	0.03	0.36	0.36	0.10	0.45	0.45	0.01	0.00	0.02	0.02	0.00	0.02
Crit Vol:	39			625			21		31			
Crit Moves:	****			****			****		****			

Future 2012 Without Project AM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Hollywood Way @ Thornton Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.743
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: C

Street Name: Hollywood Way Thornton Ave.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 2 0 1 0 1 1 0 0 1 0

Volume Module:
Base Vol: 174 707 104 93 1219 184 134 23 127 169 109 45
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 174 707 104 93 1219 184 134 23 127 169 109 45
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 174 707 104 93 1219 184 134 23 127 169 109 45
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 174 707 104 93 1219 184 134 23 69 169 109 45
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.: 174 707 104 93 1219 184 147 23 69 169 109 45

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.00 1.00 1.00 0.71 0.29
Final Sat.: 1375 2750 1375 1375 2750 1375 2750 1375 1375 1375 973 402

Capacity Analysis Module:
Vol/Sat: 0.13 0.26 0.08 0.07 0.44 0.13 0.05 0.02 0.05 0.12 0.11 0.11
Crit Vol: 174 610 69 169
Crit Movs: **** **

Future 2012 Without Project AM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Hollywood Way @ Avon St.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.714
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Street Name:	Hollywood Way						Avon St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	0

Volume Module:

Base Vol:	56	890	295	163	1344	15	54	10	23	86	19	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	890	295	163	1344	15	54	10	23	86	19	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	890	295	163	1344	15	54	10	23	86	19	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	890	295	163	1344	15	54	10	23	86	19	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	56	890	295	163	1344	15	54	10	23	86	19	153

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.50	0.50	1.00	2.00	1.00	1.00	0.30	0.70	1.00	0.11	0.89
Final Sat.:	1375	2065	685	1375	2750	1375	1375	417	958	1375	152	1223

Capacity Analysis Module:

Vol/Sat:	0.04	0.43	0.43	0.12	0.49	0.01	0.04	0.02	0.02	0.06	0.13	0.13
Crit Vol:	593			163			54			172		
Crit Moves:	****			****			****			****		

Future 2012 Without Project AM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Empire Ave. @ Avon St.

Average Delay (sec/veh): 23.2 Worst Case Level Of Service: F[156.2]

Street Name:	Avon St.				Empire Ave.														
Approach:	North Bound		South Bound		East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R										
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled												
Rights:	Include		Include		Include		Include												
Lanes:	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	1	1	0

Volume Module:												
Base Vol:	0	0	0	210	0	22	138	586	0	0	380	281
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	210	0	22	138	586	0	0	380	281
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	210	0	22	138	586	0	0	380	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	210	0	22	138	586	0	0	380	281

Critical Gap Module:												
Critical Gap:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	1089	xxxx	331	661	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	213	xxxx	671	937	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	189	xxxx	671	937	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.11	xxxx	0.03	0.15	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	203	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	11.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	156	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			156.2			xxxxxxx			xxxxxxx		
ApproachLOS:	*			F			*			*		

Future 2012 Without Project AM

Bob Hope Airport - Burbank, CA

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #7 Empire Ave. @ Avon St.

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

Upstream Signals:

Link Index: #5
Dist(miles): 0.000
Speed(mph): 0.00
Signal Index: #3
Cycle Time: 0 secs
InitVolume: 0 0
Saturation: 0 0
ArrivalType: 0 0
G/C: 0.00 0.00

*** Computation 1: Time for Queue to Clear at Each Upstream Intersection

P: 0.000 0.000
qq1: 0.00 0.00
qq2: 0.00 0.00
qq: 0.00 0.00

*** Computation 2: Time Intersection Blocked Because of Upstream Platoons

alpha: 0.000
beta: 0.000
ta (secs): 0.000
F: 0.000
f: 0.000 0.000
vcmax: 0 0
vcg: 0 0
vcmin: 0 0
tp: 0.0 0.0
p: 0.000

*** Computation 3: Platoon Event Periods

pdom/psubo: 0.000/0.000/Unconstrained

*** Computation 4: Conflicting Flows During Each Unblocked Period

InitCnflVol: 0 0 0 1090 0 331 661 xxxxx xxxxx 0 xxxxx xxxxx
UpstreamAdj: 1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
ConflictVol: 0 0 0 1090 0 331 661 xxxxx xxxxx 0 xxxxx xxxxx

*** Computation 5: Capacity for Subject Movement During Unblocked Period

InitPotCap: 900 900 900 213 900 671 937 xxxxx xxxxx 900 xxxxx xxxxx
UpstreamAdj: 1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
PotentCap: 900 900 900 213 900 671 937 xxxxx xxxxx 900 xxxxx xxxxx

Future 2012 Without Project PM

Bob Hope Airport - Burbank, CA

Scenario Report

Scenario: Future 2012 Without Project PM Peak

Command: Default Command
Volume: PM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

Future 2012 Without Project PM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Vanowen St. @ Clyburne Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.489
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Clyburne Ave.						Vanowen St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	1

Volume Module:	Clyburne Ave.			Clyburne Ave.			Vanowen St.			Vanowen St.		
Base Vol:	0	0	0	38	0	671	387	555	0	0	475	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	38	0	671	387	555	0	0	475	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	38	0	671	387	555	0	0	475	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	38	0	671	387	555	0	0	475	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	38	0	738	387	555	0	0	475	21

Saturation Flow Module:	Clyburne Ave.			Clyburne Ave.			Vanowen St.			Vanowen St.		
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.10	0.00	1.90	1.00	2.00	0.00	0.00	1.92	0.08
Final Sat.:	0	0	0	135	0	2615	1375	2750	0	0	2634	116

Capacity Analysis Module:	Clyburne Ave.			Clyburne Ave.			Vanowen St.			Vanowen St.		
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.28	0.28	0.20	0.00	0.00	0.18	0.18
Crit Vol:	0	0	0	38	0	387	387	555	0	0	248	21
Crit Moves:				****		****	****			****		

Future 2012 Without Project PM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Empire Ave. @ Clyburne Ave.

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: D [32.7]

Street Name:	Clyburne Ave.				Empire Ave.				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign		
Rights:	Include		Include		Include		Include		
Lanes:	1	0	1	0	0	0	1	0	0

Volume Module:	North Bound		South Bound		East Bound		West Bound	
Base Vol:	12	385	0	0	660	0	1	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	385	0	0	660	0	1	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	385	0	0	660	0	1	95
Reduct Vol:	0	0	0	0	0	0	0	0
Final Vol.:	12	385	0	0	660	0	1	95

Critical Gap Module:	North Bound		South Bound		East Bound		West Bound	
Critical Gp:	4.1	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3

Capacity Module:	North Bound		South Bound		East Bound		West Bound	
Cnflct Vol:	660	xxxx	xxxx	xxxx	xxxx	1069	1069	660
Potent Cap.:	938	xxxx	xxxx	xxxx	xxxx	247	223	467
Move Cap.:	938	xxxx	xxxx	xxxx	xxxx	245	220	467
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	0.00	0.43	0.07

Level Of Service Module:	North Bound		South Bound		East Bound		West Bound	
Queue:	0.0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Stopped Del:	8.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	A	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	253	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	2.6	xxxx	xxxx
Shrd StpDel:	xxxx	xxxx	xxxx	xxxx	xxxx	32.7	xxxx	xxxx
Shared LOS:	*	*	*	*	*	D	*	*
ApproachDel:	xxxxxx		xxxxxx		32.7		xxxxxx	
ApproachLOS:	*		*		D		*	

Future 2012 Without Project PM

Bob Hope Airport - Burbank, CA

Level Of Service Detailed Computation Report
 2000 HCM Unsignalized Method
 Base Volume Alternative

 Intersection #2 Empire Ave. @ Clyburne Ave.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HeyVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

Upstream Signals:
 Link Index: #1
 Dist(miles): 0.000
 Speed (mph): 0.00
 SignalIndex: #1
 Cycle Time: 0 secs
 InitVolume: 0 0
 Saturation: 0 0
 ArrivalType: 0 0
 G/C: 0.00 0.00

*** Computation 1: Time for Queue to Clear at Each Upstream Intersection

P: 0.000 0.000
 qq1: 0.00 0.00
 qq2: 0.00 0.00
 qq: 0.00 0.00

*** Computation 2: Time Intersection Blocked Because of Upstream Platoons

alpha: 0.000
 beta: 0.000
 ta (secs): 0.000
 F: 0.000
 f: 0.000 0.000
 vcmx: 0 0
 vcg: 0 0
 vcmin: 0 0
 tp: 0.0 0.0
 p: 0.000

*** Computation 3: Platoon Event Periods

pdom/psubo: 0.000/0.000/Unconstrained

*** Computation 4: Conflicting Flows During Each Unblocked Period

InitCnflVol: 660 xxxxx xxxxx 0 xxxxx xxxxx 1069 1069 660 0 0 0
 UpstreamAdj: 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
 ConflictVol: 660 xxxxx xxxxx 0 xxxxx xxxxx 1069 1069 660 0 0 0

*** Computation 5: Capacity for Subject Movement During Unblocked Period

InitPotCap: 938 xxxxx xxxxx 900 xxxxx xxxxx 247 223 467 900 900 900
 UpstreamAdj: 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
 PotentCap: 938 xxxxx xxxxx 900 xxxxx xxxxx 247 223 467 900 900 900

Future 2012 Without Project PM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Empire Ave. @ Airport Entry/Exit Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.362
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Airport Entry/Exit Road				Empire Ave.						
Approach:	North Bound		South Bound		East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R		
Control:	Protected		Protected		Protected		Protected				
Rights:	Include		Ignore		Include		Include				
Min Green:	0	0	0	0	0	0	0	0	0		
Lanes:	0	0	0	0	1	1	0	0	1	1	0

Volume Module:

Base Vol:	0	0	0	131	0	153	104	431	0	0	604	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	131	0	153	104	431	0	0	604	40
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	131	0	0	104	431	0	0	604	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	131	0	0	104	431	0	0	604	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	144	0	0	104	431	0	0	604	40

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	1.00	0.00	0.00	1.88	0.12
Final Sat.:	0	0	0	2750	0	1375	1375	1375	0	0	2579	171

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.08	0.31	0.00	0.00	0.23	0.23
Crit Vol:	0			72			104				322	
Crit Moves:				****			****				****	

Future 2012 Without Project PM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Hollywood Way @ Winona Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.863
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 167 Level Of Service: D

Street Name:	Hollywood Way				Winona Ave.			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L	T - R	L	T - R	L	T - R	L	T - R
Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0 1 1	1	0 2 1	1	0 1 0 1	1	0 1 1 0

Volume Module:	Hollywood Way		Hollywood Way		Winona Ave		Winona Ave	
Base Vol:	30	1764 60	69	1471 21	38	4 23	133	3 168
Growth Adj:	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00
Initial Bse:	30	1764 60	69	1471 21	38	4 23	133	3 168
User Adj:	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00
PHF Adj:	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00
PHF Volume:	30	1764 60	69	1471 21	38	4 23	133	3 168
Reduct Vol:	0	0 0	0	0 0	0	0 0	0	0 0 0
Reduced Vol:	30	1764 60	69	1471 21	38	4 23	133	3 168
PCE Adj:	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00
MLF Adj:	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00
Final Vol.:	30	1764 60	69	1471 21	38	4 23	133	3 168

Saturation Flow Module:	Hollywood Way		Hollywood Way		Winona Ave		Winona Ave	
Sat/Lane:	1375	1375 1375	1375	1375 1375	1375	1375 1375	1375	1375 1375 1375
Adjustment:	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00 1.00
Lanes:	1.00	1.93 0.07	1.00	2.96 0.04	1.00	1.00 1.00	1.00	1.00 1.00 1.00
Final Sat.:	1375	2660 90	1375	4067 58	1375	1375 1375	1375	1375 1375 1375

Capacity Analysis Module:	Hollywood Way		Hollywood Way		Winona Ave		Winona Ave	
Vol/Sat:	0.02	0.66 0.66	0.05	0.36 0.36	0.03	0.00 0.02	0.10	0.00 0.12
Crit Vol:	912		69		38			168
Crit Moves:	****		****		****			****

Future 2012 Without Project PM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Hollywood Way @ Thornton Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.919
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Hollywood Way				Thornton Ave.					
	North Bound		South Bound		East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	255	1284	126	56	1067	255	291	92	262	254	164	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	255	1284	126	56	1067	255	291	92	262	254	164	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	255	1284	126	56	1067	255	291	92	262	254	164	151
Reduct Vol:	0	0	0	0	0	0	0	0	85	0	0	0
Reduced Vol:	255	1284	126	56	1067	255	291	92	177	254	164	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	255	1284	126	56	1067	255	320	92	177	254	164	151

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.52	0.48
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	716	659

Capacity Analysis Module:

Vol/Sat:	0.19	0.47	0.09	0.04	0.39	0.19	0.12	0.07	0.13	0.18	0.23	0.23
Crit Vol:	255			534		160				315		
Crit Moves:	****			****		****				****		

Future 2012 Without Project PM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Hollywood Way @ Avon St.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.842
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 144 Level Of Service: D

Street Name:	Hollywood Way						Avon St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	0	1	0

Volume Module:

Base Vol:	66	1286	90	56	1391	25	66	7	34	297	21	309
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	1286	90	56	1391	25	66	7	34	297	21	309
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	1286	90	56	1391	25	66	7	34	297	21	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1286	90	56	1391	25	66	7	34	297	21	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	66	1286	90	56	1391	25	66	7	34	297	21	309

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	1.00	0.17	0.83	1.00	0.06	0.94
Final Sat.:	1375	2570	180	1375	2750	1375	1375	235	1140	1375	88	1288

Capacity Analysis Module:

Vol/Sat:	0.05	0.50	0.50	0.04	0.51	0.02	0.05	0.03	0.03	0.22	0.24	0.24
Crit Vol:	66			696			66			330		
Crit Moves:	****			****			****			****		

Future 2012 Without Project PM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Empire Ave. @ Avon St.

Average Delay (sec/veh): 53.1 Worst Case Level Of Service: F[374.4]

Street Name:	Avon St.						Empire Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	0	0	0	0	1	0	2	0	0	1

Volume Module:	Avon St.			Avon St.			Empire Ave.			Empire Ave.		
Base Vol:	0	0	0	214	0	45	151	639	0	0	535	273
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	214	0	45	151	639	0	0	535	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	214	0	45	151	639	0	0	535	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol:	0	0	0	214	0	45	151	639	0	0	535	273

Critical Gap Module:	Avon St.			Avon St.			Empire Ave.			Empire Ave.		
Critical Gp:	xxxx	xxxx	xxxx	6.8	xxxx	6.9	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:	Avon St.			Avon St.			Empire Ave.			Empire Ave.		
Cnflct Vol:	xxxx	xxxx	xxxx	1293	xxxx	404	808	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	157	xxxx	602	826	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	135	xxxx	602	826	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.58	xxxx	0.07	0.18	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	Avon St.			Avon St.			Empire Ave.			Empire Ave.		
Queue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.7	xxxx	xxxx	xxxx	xxxx	xxxx
Stopped Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	10.3	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	156	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared Queue:	xxxx	xxxx	xxxx	xxxx	18.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd StpDel:	xxxx	xxxx	xxxx	xxxx	374	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			374.4			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Future 2012 Without Project PM

Bob Hope Airport - Burbank, CA

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #7 Empire Ave. @ Avon St.

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

Upstream Signals:

Link Index: #5
Dist(miles): 0.000
Speed (mph): 0.00
Signal Index: #3
Cycle Time: 0 secs
InitVolume: 0 0
Saturation: 0 0
ArrivalType: 0 0
G/C: 0.00 0.00

*** Computation 1: Time for Queue to Clear at Each Upstream Intersection

P: 0.000 0.000
gq1: 0.00 0.00
gq2: 0.00 0.00
gq: 0.00 0.00

*** Computation 2: Time Intersection Blocked Because of Upstream Platoons

alpha: 0.000
beta: 0.000
ta (secs): 0.000
F: 0.000
f: 0.000 0.000
vcmax: 0 0
vcg: 0 0
vcmin: 0 0
tp: 0:0 0.0
p: 0.000

*** Computation 3: Platoon Event Periods

pdom/psubc: 0.000/0.000/Unconstrained

*** Computation 4: Conflicting Flows During Each Unblocked Period

InitCnflVol: 0 0 0 1293 0 404 808 xxxxx xxxxx 0 xxxxx xxxxx
UpstreamAdj: 1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
ConflictVol: 0 0 0 1293 0 404 808 xxxxx xxxxx 0 xxxxx xxxxx

*** Computation 5: Capacity for Subject Movement During Unblocked Period

InitPotCap: 900 900 900 157 900 602 826 xxxxx xxxxx 900 xxxxx xxxxx
UpstreamAdj: 1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
PotentCap: 900 900 900 157 900 602 826 xxxxx xxxxx 900 xxxxx xxxxx

Future 2012 With Project AM

Bob Hope Airport - Burbank, CA

Scenario Report

Scenario: Future 2012 With Project AM Peak

Command: Default Command
Volume: AM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

Future 2012 With Project AM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Vanowen St. @ Clyburne Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.405
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name: Clyburne Ave. Vanowen St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	1

Volume Module:

Base Vol:	0	0	0	34	0	328	400	499	0	0	227	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	34	0	328	400	499	0	0	227	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	34	0	328	400	499	0	0	227	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	34	0	328	400	499	0	0	227	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	0	0	0	34	0	361	400	499	0	0	227	19

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.17	0.00	1.83	1.00	2.00	0.00	0.00	1.85	0.15
Final Sat:	0	0	0	237	0	2513	1375	2750	0	0	2538	212

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.29	0.18	0.00	0.00	0.09	0.09
Crit Vol:	0	0	0	34	0	400	400	0	0	123	0	0
Crit Moves:				***		***	***			***		

Future 2012 With Project AM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Empire Ave. @ Clyburne Ave.

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B [10.4]

Street Name:	Clyburne Ave.				Empire Ave.								
Approach:	North Bound		South Bound		East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Uncontrolled		Uncontrolled		Stop Sign		Stop Sign						
Rights:	Include		Include		Include		Include						
Lanes:	1	0	1	0	0	0	1	0	1	0	0	0	0

Volume Module:

Base Vol:	15	383	0	0	367	0	0	0	16	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	383	0	0	367	0	0	0	16	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	383	0	0	367	0	0	0	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	15	383	0	0	367	0	0	0	16	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	6.2	xxxx	xxxx	xxxx						
FollowUpTim:	2.2	xxxx	3.3	xxxx	xxxx	xxxx						

Capacity Module:

Cnflct Vol:	367	xxxx	367	xxxx	xxxx	xxxx						
Potent Cap.:	1203	xxxx	683	xxxx	xxxx	xxxx						
Move Cap.:	1203	xxxx	683	xxxx	xxxx	xxxx						
Volume/Cap:	0.01	xxxx	0.02	xxxx	xxxx	xxxx						

Level Of Service Module:

Queue:	0.0	xxxx	0.1	xxxx	xxxx	xxxx						
Stopped Del:	8.0	xxxx	10.4	xxxx	xxxx	xxxx						
LOS by Move:	A	*	*	*	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	xxxx											
SharedQueue:	xxxx											
Shrd StpDel:	xxxx											
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx			10.4		xxxxxx				
ApproachLOS:	*		*			B		*				

Future 2012 With Project AM

Bob Hope Airport - Burbank, CA

Level Of Service Detailed Computation Report
 2000 HCM Unsignalized Method
 Base Volume Alternative

 Intersection #2 Empire Ave. @ Clyburne Ave.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HvVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

Upstream Signals:

Link Index: #1
 Dist(miles): 0.000
 Speed (mph): 0.00
 SignalIndex: #1
 Cycle Time: 0 secs
 InitVolume: 0 0
 Saturation: 0 0
 ArrivalType: 0 0
 G/C: 0.00 0.00

*** Computation 1: Time for Queue to Clear at Each Upstream Intersection

P: 0.000 0.000
 gq1: 0.00 0.00
 gq2: 0.00 0.00
 gq: 0.00 0.00

*** Computation 2: Time Intersection Blocked Because of Upstream Platoons

alpha: 0.000
 beta: 0.000
 ta (secs): 0.000
 F: 0.000
 f: 0.000 0.000
 vcmx: 0 0
 vcg: 0 0
 vcmin: 0 0
 tp: 0.0 0.0
 P: 0.000

*** Computation 3: Platoon Event Periods

pdom/psub: 0.000/0.000/Unconstrained

*** Computation 4: Conflicting Flows During Each Unblocked Period

InitCnflVol: 367 xxxxx xxxxx 0 xxxxx xxxxx 0 0 367 0 0 0
 UpstreamAdj: 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
 ConflictVol: 367 xxxxx xxxxx 0 xxxxx xxxxx 0 0 367 0 0 0

*** Computation 5: Capacity for Subject Movement During Unblocked Period

InitPotCap: 1203 xxxxx xxxxx 900 xxxxx xxxxx 900 900 683 900 900 900
 UpstreamAdj: 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
 PotentCap: 1203 xxxxx xxxxx 900 xxxxx xxxxx 900 900 683 900 900 900

Future 2012 With Project AM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Empire Ave. @ Airport Entry/Exit Road

Cycle (sec): 100 Critical Vol./Cap: (X): 0.370
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Airport Entry/Exit Road						Empire Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	1	0	1	1	0	0	0	1

Volume Module:	Airport Entry/Exit Road			Airport Entry/Exit Road			Empire Ave.			Empire Ave.		
Base Vol:	0	0	0	102	0	78	68	452	0	0	438	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bsc:	0	0	0	102	0	78	68	452	0	0	438	44
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	102	0	0	68	452	0	0	438	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	102	0	0	68	452	0	0	438	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	112	0	0	68	452	0	0	438	44

Saturation Flow Module:	Airport Entry/Exit Road			Airport Entry/Exit Road			Empire Ave.			Empire Ave.		
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	1.00	0.00	0.00	1.82	0.18
Final Sat.:	0	0	0	2750	0	1375	1375	1375	0	0	2499	251

Capacity Analysis Module:	Airport Entry/Exit Road			Airport Entry/Exit Road			Empire Ave.			Empire Ave.		
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.00	0.05	0.33	0.00	0.00	0.18	0.18
Crit Vol:	0	0	0	56	0	0	452	0	0	0	0	0
Crit Moves:				****			****			****		

Future 2012 With Project AM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Hollywood Way @ Winona Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.520
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	Hollywood Way						Winona Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	0	1	0	1	0	1	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	39	898	79	131	1835	39	9	1	21	31	5	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	898	79	131	1835	39	9	1	21	31	5	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	898	79	131	1835	39	9	1	21	31	5	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	898	79	131	1835	39	9	1	21	31	5	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	39	898	79	131	1835	39	9	1	21	31	5	34

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	2.94	0.06	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2528	222	1375	4039	86	1375	1375	1375	1375	1375	1375

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.36	0.36	0.10	0.45	0.45	0.01	0.00	0.02	0.02	0.00	0.02
Crit Vol:	39			625			21		31			
Crit Moves:	****			****			****		****			

Future 2012 With Project AM

 Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
 Circular 212 Planning Method (Base Volume Alternative)

 Intersection #5 Hollywood Way @ Thornton Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.763
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 96 Level Of Service: C

Street Name:	Hollywood Way				Thornton Ave.											
	North Bound		South Bound		East Bound		West Bound									
Approach:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Protected		Protected		Protected		Protected		Protected		Protected					
Rights:	Include		Include		Include		Include		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	0	1	0

Volume Module:

Base Vol:	153	707	101	90	1233	173	141	24	140	190	77	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	707	101	90	1233	173	141	24	140	190	77	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	707	101	90	1233	173	141	24	140	190	77	38
Reduct Vol:	0	0	0	0	0	0	0	0	51	0	0	0
Reduced Vol:	153	707	101	90	1233	173	141	24	89	190	77	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	153	707	101	90	1233	173	155	24	89	190	77	38

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.67	0.33
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	921	454

Capacity Analysis Module:

Vol/Sat:	0.11	0.26	0.07	0.07	0.45	0.13	0.06	0.02	0.06	0.14	0.08	0.08
Crit Vol:	153			617			89	190				
Crit Moves:	****			****			****	****				

Future 2012 With Project AM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Hollywood Way @ Avon St.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.719
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

Street Name: Hollywood Way Avon St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 0 1 0 2 0 1 1 0 0 1 0

Volume Module:
Base Vol: 56 881 303 163 1380 27 54 10 35 86 19 161
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 56 881 303 163 1380 27 54 10 35 86 19 161
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 56 881 303 163 1380 27 54 10 35 86 19 161
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 56 881 303 163 1380 27 54 10 35 86 19 161
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 56 881 303 163 1380 27 54 10 35 86 19 161

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.49 0.51 1.00 2.00 1.00 1.00 0.22 0.78 1.00 0.11 0.89
Final Sat.: 1375 2046 704 1375 2750 1375 1375 306 1069 1375 145 1230

Capacity Analysis Module:
Vol/Sat: 0.04 0.43 0.43 0.12 0.50 0.02 0.04 0.03 0.03 0.06 0.13 0.13
Crit Vol: 592 163 54 180
Crit Movs: **** **

Future 2012 With Project AM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Empire Ave. @ Avon St.

Average Delay (sec/veh): 24.3 Worst Case Level Of Service: F[158.8]

Street Name: Avon St. Empire Ave.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 0 0 0 1 0 0 0 0 0 0 1 1 0

Volume Module:
Base Vol: 0 0 0 210 0 30 138 586 0 0 380 281
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 210 0 30 138 586 0 0 380 281
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 210 0 30 138 586 0 0 380 281
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Final Vol.: 0 0 0 210 0 30 138 586 0 0 380 281

Critical Gap Module:
Critical Gap: xxxxx xxxx xxxxx 6.8 xxxx 6.9 4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim: xxxxx xxxx xxxxx 3.5 xxxx 3.3 2.2 xxxx xxxxx xxxxx xxxx xxxxx

Capacity Module:
Conflict Vol: xxxx xxxx xxxxx 1089 xxxx 331 661 xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx 213 xxxx 671 937 xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx 189 xxxx 671 937 xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxxx 1.11 xxxx 0.04 0.15 xxxx xxxxx xxxx xxxx xxxxx

Level Of Service Module:
Queue: xxxxx xxxx xxxxx xxxxx xxxx xxxxx 0.5 xxxx xxxxx xxxxx xxxx xxxxx
Stopped Del: xxxxx xxxx xxxxx xxxxx xxxx xxxxx 9.5 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move: * * * * * A * * * * *
Movement: LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx xxxx 208 xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Shared Queue: xxxxx xxxx xxxxx xxxxx 11.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd StpDel: xxxxx xxxx xxxxx xxxxx 159 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS: * * * * * F * * * * *
ApproachDel: xxxxxx 158.8 xxxxxx xxxxxx
ApproachLOS: * F * *

Future 2012 With Project AM

Bob Hope Airport - Burbank, CA

Level of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #7 Empire Ave. @ Avon St.

Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

Upstream Signals:

Link Index: #5
Dist(miles): 0.000
Speed (mph): 0.00
SignalIndex: #3
Cycle Time: 0 secs
InitVolume: 0 0
Saturation: 0 0
ArrivalType: 0 0
G/C: 0.00 0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P: 0.000 0.000
gq1: 0.00 0.00
gq2: 0.00 0.00
gq: 0.00 0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha: 0.000
beta: 0.000
ta (secs): 0.000
F: 0.000
f: 0.000 0.000
vcmax: 0 0
vcg: 0 0
vcmin: 0 0
tp: 0.0 0.0
p: 0.000
*** Computation 3: Platoon Event Periods
pdom/psubo: 0.000/0.000/Unconstrained
*** Computation 4: Conflicting Flows During Each Unblocked Period
InitCnflVol: 0 0 0 1090 0 331 661 xxxxx xxxxx 0 xxxxx xxxxx
UpstreamAdj: 1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
ConflictVol: 0 0 0 1090 0 331 661 xxxxx xxxxx 0 xxxxx xxxxx
*** Computation 5: Capacity for Subject Movement During Unblocked Period
InitPotCap: 900 900 900 213 900 671 937 xxxxx xxxxx 900 xxxxx xxxxx
UpstreamAdj: 1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
PotentCap: 900 900 900 213 900 671 937 xxxxx xxxxx 900 xxxxx xxxxx

Future 2012 With Project PM

Bob Hope Airport - Burbank, CA

Scenario Report

Scenario: Future 2012 With Project PM Peak

Command: Default Command
Volume: PM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

Future 2012 With Project PM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection: #1 Vanowen St. @ Clyburne Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.489
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name: Clyburne Ave Vanowen St.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 0 0 1 0 1 1 0 2 0 0 0 0 0 1 1 0

Volume Module:
Base Vol: 0 0 0 38 0 671 387 555 0 0 475 21
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 38 0 671 387 555 0 0 475 21
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 38 0 671 387 555 0 0 475 21
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 38 0 671 387 555 0 0 475 21
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 38 0 738 387 555 0 0 475 21

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 0.10 0.00 1.90 1.00 2.00 0.00 0.00 1.92 0.08
Final Sat.: 0 0 0 135 0 2615 1375 2750 0 0 2634 116

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.28 0.00 0.28 0.28 0.20 0.00 0.00 0.18 0.18
Crit Vol: 0 38 387 248
Crit Moves: **** **** ****

Future 2012 With Project PM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

 Intersection #2 Empire Ave. @ Clyburne Ave.

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C [21.5]

Street Name:	Clyburne Ave.			Empire Ave.		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled		Uncontrolled	Stop Sign		Stop Sign
Rights:	Include		Include	Include		Include
Lanes:	1 0 1 0 0	0 0 1 0 1	0 0 1 0 0	0 0 1 0 0	0 0 0 0 0	0 0 0 0 0

Volume Module:

Base Vol:	12 385	0	0 660	0	1 38	31	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	
Initial Bse:	12 385	0	0 660	0	1 38	31	0	0	0
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	
PHF Volume:	12 385	0	0 660	0	1 38	31	0	0	0
Reduct Vol:	0 0	0	0 0	0	0 0	0	0 0	0	0
Final Vol.:	12 385	0	0 660	0	1 38	31	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	660	xxxx	xxxxx	xxxx	xxxx	xxxxx	1069	1069	660	xxxx	xxxx	xxxxx
Potent Cap.:	938	xxxx	xxxxx	xxxx	xxxx	xxxxx	247	223	467	xxxx	xxxx	xxxxx
Move Cap.:	938	xxxx	xxxxx	xxxx	xxxx	xxxxx	245	220	467	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.17	0.07	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	268	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.5	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx					21.5		xxxxxx		
ApproachLOS:	*		*					C		*		

Future 2012 With Project PM

Bob Hope Airport - Burbank, CA

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #2 Empire Ave. @ Clyburne Ave.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

Upstream Signals:

Link Index: #1
Dist (miles): 0.000
Speed (mph): 0.00
Signal Index: #1
Cycle Time: 0 secs
Init Volume: 0 0
Saturation: 0 0
Arrival Type: 0 0
G/C: 0.00 0.00

*** Computation 1: Time for Queue to Clear at Each Upstream Intersection

P: 0.000 0.000
gq1: 0.00 0.00
gq2: 0.00 0.00
gq: 0.00 0.00

*** Computation 2: Time Intersection Blocked Because of Upstream Platoons

alpha: 0.000
beta: 0.000
ta (secs): 0.000
F: 0.000
f: 0.000 0.000
vcmax: 0 0
vcg: 0 0
vcmin: 0 0
tp: 0.0 0.0
p: 0.000

*** Computation 3: Platoon Event Periods

pdom/psubo: 0.000/0.000/Unconstrained

*** Computation 4: Conflicting Flows During Each Unblocked Period

InitCnflVol: 660 xxxxx xxxxx 0 xxxxx xxxxx 1069 1069 660 0 0 0
UpstreamAdj: 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 660 xxxxx xxxxx 0 xxxxx xxxxx 1069 1069 660 0 0 0

*** Computation 5: Capacity for Subject Movement During Unblocked Period

InitPotCap: 938 xxxxx xxxxx 900 xxxxx xxxxx 247 223 467 900 900 900
UpstreamAdj: 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
PotentCap: 938 xxxxx xxxxx 900 xxxxx xxxxx 247 223 467 900 900 900

Future 2012 With Project PM

Bob Hope Airport - Burbank, CA

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Empire Ave. @ Airport Entry/Exit Road

Cycle (sec): 100 Critical Vol./Cap. (λ): 0.399
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Airport Entry/Exit Road				Empire Ave.							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected					
Rights:	Include		Ignore		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	1	0	1	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	131	0	153	108	437	0	0	640	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	131	0	153	108	437	0	0	640	96
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	131	0	0	108	437	0	0	640	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	131	0	0	108	437	0	0	640	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	144	0	0	108	437	0	0	640	96

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	1.00	0.00	0.00	1.74	0.26
Final Sat.:	0	0	0	2750	0	1375	1375	1375	0	0	2391	359

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.08	0.32	0.00	0.00	0.27	0.27
Crit Vol:	0			72			108			368		
Crit Moves:	****			****			****			****		

Future 2012 With Project PM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Hollywood Way @ Winona Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.863
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 167 Level Of Service: D

Street Name:	Hollywood Way				Winona Ave.					
	North Bound		South Bound		East Bound		West Bound			
Approach:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	1	0	1	0	1	0	1

Volume Module:

Base Vol:	30	1764	60	69	1471	21	38	4	23	133	3	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1764	60	69	1471	21	38	4	23	133	3	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1764	60	69	1471	21	38	4	23	133	3	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1764	60	69	1471	21	38	4	23	133	3	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	1764	60	69	1471	21	38	4	23	133	3	168

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	2.96	0.04	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2660	90	1375	4067	58	1375	1375	1375	1375	1375	1375

Capacity Analysis Module:

Vol/Sat:	0.02	0.66	0.66	0.05	0.36	0.36	0.03	0.00	0.02	0.10	0.00	0.12
Crit Vol:	912		69		38		168					
Crit Moves:	****		****		****		****					

Future 2012 With Project PM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Hollywood Way @ Thornton Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.908
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Hollywood Way				Thornton Ave.															
	North Bound		South Bound		East Bound		West Bound													
Approach:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected		Protected		Protected		Protected		Protected		Protected									
Rights:	Include		Include		Include		Include		Include		Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	0	1	1	0	0	1	0

Volume Module:

Base Vol:	231	1284	108	44	1088	246	296	94	272	279	137	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	1284	108	44	1088	246	296	94	272	279	137	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	1284	108	44	1088	246	296	94	272	279	137	145
Reduct Vol:	0	0	0	0	0	0	0	0	77	0	0	0
Reduced Vol:	231	1284	108	44	1088	246	296	94	195	279	137	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	231	1284	108	44	1088	246	326	94	195	279	137	145

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.49	0.51
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	668	707

Capacity Analysis Module:

Vol/Sat:	0.17	0.47	0.08	0.03	0.40	0.18	0.12	0.07	0.14	0.20	0.21	0.21
Crit Vol:	231			544					135	279		
Crit Moves:	****			****					****	****		

Future 2012 With Project PM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Hollywood Way @ Avon St.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.859
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 162 Level Of Service: D

Street Name:	Hollywood Way						Avon St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	66	1245	131	56	1435	37	66	7	46	297	21	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	1245	131	56	1435	37	66	7	46	297	21	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	1245	131	56	1435	37	66	7	46	297	21	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1245	131	56	1435	37	66	7	46	297	21	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	66	1245	131	56	1435	37	66	7	46	297	21	311

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	2.00	1.00	1.00	0.13	0.87	1.00	0.06	0.94
Final Sat.:	1375	2488	262	1375	2750	1375	1375	182	1193	1375	87	1288

Capacity Analysis Module:

Vol/Sat:	0.05	0.50	0.50	0.04	0.52	0.03	0.05	0.04	0.04	0.22	0.24	0.24
Crit Vol:	66			718			66			332		
Crit Moves:	****			****			****			****		

Future 2012 With Project PM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7: Empire Ave. @ Avon St.

Average Delay (sec/veh): 62.1 Worst Case Level Of Service: F[386.8]

Street Name:	Avon St.				Empire Ave.				
	North Bound		South Bound		East Bound		West Bound		
Approach:	L	T	R	L	T	R	L	T	R
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled		
Rights:	Include		Include		Include		Include		
Lanes:	0	0	0	0	0	0	1	0	1

Volume Module:	Avon St.				Empire Ave.							
Base Vol:	0	0	0	214	0	86	147	639	0	0	539	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	214	0	86	147	639	0	0	539	269
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	214	0	86	147	639	0	0	539	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	214	0	86	147	639	0	0	539	269

Critical Gap Module:	Avon St.				Empire Ave.							
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	Avon St.				Empire Ave.							
Cnflct Vol:	xxxx	xxxx	xxxxx	1287	xxxx	404	808	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	159	xxxx	602	826	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	137	xxxx	602	826	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.56	xxxx	0.14	0.18	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:	Avon St.				Empire Ave.							
Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	176	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	20.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	387	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			386.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Future 2012 With Project PM

Bob Hope Airport - Burbank, CA

Level of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #7: Empire Ave. @ Avon St.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

Upstream Signals:

Link Index: #5
Dist(miles): 0.000
Speed (mph): 0.00
SignalIndex: #3
Cycle Time: 0 secs
InitVolume: 0 0
Saturation: 0 0
ArrivalType: 0 0
G/C: 0.00 0.00
*** Computation 1: Time for Queue to Clear at Each Upstream Intersection
P: 0.000 0.000
gq1: 0.00 0.00
gq2: 0.00 0.00
gq: 0.00 0.00
*** Computation 2: Time Intersection Blocked Because of Upstream Platoons
alpha: 0.000
beta: 0.000
ta (secs): 0.000
F: 0.000
f: 0.000 0.000
vcmax: 0 0
vcg: 0 0
vcmin: 0 0
tp: 0.0 0.0
p: 0.000

*** Computation 3: Platoon Event Periods

pdom/psubo: 0.000/0.000/Unconstrained

*** Computation 4: Conflicting Flows During Each Unblocked Period

InitCnflVol:	0	0	0.1287	0	404	808	xxxxx	xxxxx	0	xxxxx	xxxxx	
UpstreamAdj:	1.00	1.000	1.000	1.00	1.000	1.000	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx
ConflictVol:	0	0	0.1287	0	404	808	xxxxx	xxxxx	0	xxxxx	xxxxx	

*** Computation 5: Capacity for Subject Movement During Unblocked Period

InitPotCap:	900	900	900	159	900	602	826	xxxxx	xxxxx	900	xxxxx	xxxxx
UpstreamAdj:	1.00	1.000	1.000	1.00	1.000	1.000	1.00	x.xxx	x.xxx	1.00	x.xxx	x.xxx
PotentCap:	900	900	900	159	900	602	826	xxxxx	xxxxx	900	xxxxx	xxxxx

Baseline 2009 plus Project AM

Bob Hope Airport - Burbank, CA

Scenario: Scenario Report
Baseline 2009 plus Project AM Peak

Command: Default Command
Volume: AM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

Baseline 2009 plus Project AM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Vanowen St. @ Clyburne Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.368
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Clyburne Ave.				Vanowen St.														
	North Bound		South Bound		East Bound		West Bound												
Approach:	L	T	R	L	T	R	L	T	R	L	T	R							
Control:	Protected		Protected		Protected		Protected		Protected		Protected								
Rights:	Include		Ovl		Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0							
Lanes:	0	0	0	0	0	0	1	0	1	1	0	2	0	0	0	0	1	1	0

Volume Module:

Base Vol:	0	0	0	29	0	319	360	484	0	0	220	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	29	0	319	360	484	0	0	220	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	29	0	319	360	484	0	0	220	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	319	360	484	0	0	220	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	29	0	351	360	484	0	0	220	14

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.15	0.00	1.85	1.00	2.00	0.00	0.00	1.88	0.12
Final Sat:	0	0	0	210	0	2540	1375	2750	0	0	2585	165

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.26	0.18	0.00	0.00	0.09	0.09
Crit Vol:	0			29			360			117		
Crit Moves:	****			****			****			****		

Baseline 2009 plus Project AM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Empire Ave. @ Clyburne Ave.

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[10.5]

Street Name:	Clyburne Ave.			Empire Ave.		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Uncontrolled		Uncontrolled	Stop Sign		Stop Sign
Rights:	Include		Include	Include		Include
Lanes:	1	0	0	0	0	0

Volume Module:

Base Vol:	15	351	0	0	336	0	0	1	16	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	351	0	0	336	0	0	1	16	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	351	0	0	336	0	0	1	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	15	351	0	0	336	0	0	1	16	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	336	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	717	336	xxxx	xxxx	xxxxx
Potent Cap.:	1235	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	358	711	xxxx	xxxx	xxxxx
Move Cap.:	1235	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	353	711	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.02	xxxx	xxxx	xxxx

Level Of Service Module:

Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Stopped Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	671	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx			
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.5	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	B	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx				10.5		xxxxxxx					
ApproachLOS:	*			*				B		*		*			

Baseline 2009 plus Project AM

Bob Hope Airport - Burbank, CA

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #2 Empire Ave. @ Clyburne Ave.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HevVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

Upstream Signals:

Link Index: #1
Dist(milcs): 0.000
Speed (mph): 0.00
SignalIndex: #1
Cycle Time: 0 secs
InitVolume: 0 0
Saturation: 0 0
ArrivalType: 0 0
G/C: 0.00 0.00

*** Computation 1: Time for Queue to Clear at Each Upstream Intersection

P: 0.000 0.000
gq1: 0.00 0.00
gq2: 0.00 0.00
gq: 0.00 0.00

*** Computation 2: Time Intersection Blocked Because of Upstream Platoons

alpha: 0.000
beta: 0.000
ta (secs): 0.000
F: 0.000
f: 0.000 0.000
vcmax: 0 0
vcg: 0 0
vcmin: 0 0
tp: 0.0 0.0
p: 0.000

*** Computation 3: Platoon Event Periods

pdom/psubo: 0.000/0.000/Unconstrained

*** Computation 4: Conflicting Flows During Each Unblocked Period

InitCnflVol: 336 xxxxx xxxxx 0 xxxxx xxxxx 0 717 336 0 0 0
UpstreamAdj: 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 336 xxxxx xxxxx 0 xxxxx xxxxx 0 717 336 0 0 0

*** Computation 5: Capacity for Subject Movement During Unblocked Period

InitPotCap: 1235 xxxxx xxxxx 900 xxxxx xxxxx 900 358 711 900 900 900
UpstreamAdj: 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
PotentCap: 1235 xxxxx xxxxx 900 xxxxx xxxxx 900 358 711 900 900 900

Baseline 2009 plus Project AM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Empire Ave. @ Airport Entry/Exit Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.252
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	Airport Entry/Exit Road				Empire Ave.							
	North Bound		South Bound		East Bound		West Bound					
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		Protected		Protected	
Rights:	Include		Ignore		Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	1	0	1	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	77	0	78	68	304	0	0	401	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	77	0	78	68	304	0	0	401	43
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	77	0	0	68	304	0	0	401	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	77	0	0	68	304	0	0	401	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	85	0	0	68	304	0	0	401	43

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	1.00	0.00	0.00	1.81	0.19
Final Sat.:	0	0	0	2750	0	1375	1375	1375	0	0	2484	266

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.00	0.05	0.22	0.00	0.00	0.16	0.16
Crit Vol:	0			42			304			0		
Crit Moves:	****			****			****			****		

Baseline 2009 plus Project AM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Hollywood Way @ Winona Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.528
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	Hollywood Way				Winona Ave.															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected		Protected		Protected		Protected													
Rights:	Include		Include		Include		Include													
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	1	1	0	1	0	2	1	0	1	0	1	0	1	1	0	1	1	0

Volume Module:

Base Vol:	38	869	108	175	1652	37	9	1	20	48	8	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	869	108	175	1652	37	9	1	20	48	8	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	869	108	175	1652	37	9	1	20	48	8	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	869	108	175	1652	37	9	1	20	48	8	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	38	869	108	175	1652	37	9	1	20	48	8	53

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	2.93	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2446	304	1375	4035	90	1375	1375	1375	1375	1375	1375

Capacity Analysis Module:

Vol/Sat:	0.03	0.36	0.36	0.13	0.41	0.41	0.01	0.00	0.01	0.03	0.01	0.04
Crit Vol:	488		175		9		53					
Crit Moves:	****		****		****		****					

Baseline 2009 plus Project AM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Hollywood Way @ Thornton Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.711
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Street Name:	Hollywood Way						Thornton Ave.							
	North Bound		South Bound		East Bound		West Bound							
Approach:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected		Protected		Protected		Protected							
Rights:	Include		Include		Include		Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	0

Volume Module:

Base Vol:	154	678	166	149	1092	176	143	40	140	188	79	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	678	166	149	1092	176	143	40	140	188	79	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	678	166	149	1092	176	143	40	140	188	79	38
Reduct Vol:	0	0	0	0	0	0	0	0	51	0	0	0
Reduced Vol:	154	678	166	149	1092	176	143	40	89	188	79	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	154	678	166	149	1092	176	157	40	89	188	79	38

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.68	0.32
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	928	447

Capacity Analysis Module:

Vol/Sat:	0.11	0.25	0.12	0.11	0.40	0.13	0.06	0.03	0.06	0.14	0.09	0.09
Crit Vol:	154				546				89	188		
Crit Moves:	****				****				****	****		

Baseline 2009 plus Project AM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Hollywood Way @ Avon St.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.688
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Street Name:	Hollywood Way						Avon St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Hollywood Way			Hollywood Way			Avon St.			Avon St.		
Base Vol:	54	871	111	38	1363	27	53	10	34	55	18	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	871	111	38	1363	27	53	10	34	55	18	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	871	111	38	1363	27	53	10	34	55	18	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	871	111	38	1363	27	53	10	34	55	18	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	54	871	111	38	1363	27	53	10	34	55	18	139

Saturation Flow Module:	Hollywood Way			Hollywood Way			Avon St.			Avon St.		
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	2.00	1.00	1.00	0.23	0.77	1.00	0.11	0.89
Final Sat.:	1375	2439	311	1375	2750	1375	1375	313	1063	1375	158	1217

Capacity Analysis Module:	Hollywood Way			Hollywood Way			Avon St.			Avon St.		
Vol/Sat:	0.04	0.36	0.36	0.03	0.50	0.02	0.04	0.03	0.03	0.04	0.11	0.11
Crit Vol:	54			682			53			157		
Crit Moves:	****			****			****			****		

Baseline 2009 plus Project AM

Bob Hope Airport - Burbank, CA

Level of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Empire Ave. @ Avon St.

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: C [17.9]

Street Name:	Avon St.				Empire Ave.									
	North Bound		South Bound		East Bound		West Bound							
Approach:	L	T	R	L	T	R	L	T	R					
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled							
Rights:	Include		Include		Include		Include							
Lanes:	0	0	0	0	0	1	0	2	0	0	0	1	1	0

Volume Module:

Base Vol:	0	0	0	109	0	27	110	400	0	0	212	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	109	0	27	110	400	0	0	212	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	109	0	27	110	400	0	0	212	87
Reduct Vcl:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	0	0	0	109	0	27	110	400	0	0	212	87

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	676	xxxx	150	299	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	392	xxxx	877	1274	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	366	xxxx	877	1274	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.30	xxxx	0.03	0.09	xxxx	xxxx	xxxx	xxxx	xxxx

Level of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	414	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	xxxxx	17.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			17.9			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Baseline 2009 plus Project AM

Bob Hope Airport - Burbank, CA

Level Of Service Detailed Computation Report
 2000 HCM Unsignalized Method
 Base Volume Alternative

 Intersection #7 Empire Ave. @ Avon St.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Heavy Veh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed:	4.00 feet/sec											
Lane Width:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

Upstream Signals:

Link Index: #5
 Dist (miles): 0.000
 Speed (mph): 0.00
 Signal Index: #3
 Cycle Time: 0 secs
 Init Volume: 0 0
 Saturation: 0 0
 Arrival Type: 0 0
 G/C: 0.00 0.00

*** Computation 1: Time for Queue to Clear at Each Upstream Intersection

P: 0.000 0.000
 gq1: 0.00 0.00
 gq2: 0.00 0.00
 gq: 0.00 0.00

*** Computation 2: Time Intersection Blocked Because of Upstream Platoons

alpha: 0.000
 beta: 0.000
 ta (secs): 0.000
 F: 0.000
 f: 0.000 0.000
 vcmax: 0 0
 vcg: 0 0
 vcmin: 0 0
 tp: 0.0 0.0
 p: 0.000

*** Computation 3: Platoon Event Periods

pdom/psub: 0.000/0.000/Unconstrained

*** Computation 4: Conflicting Flows During Each Unblocked Period

InitCnflVol: 0 0 0 676 0 150 299 xxxxx xxxxx 0 xxxxx xxxxx
 UpstreamAdj: 1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
 ConflictVol: 0 0 0 676 0 150 299 xxxxx xxxxx 0 xxxxx xxxxx

*** Computation 5: Capacity for Subject Movement During Unblocked Period

InitPotCap: 900 900 900 392 900 877 1274 xxxxx xxxxx 900 xxxxx xxxxx
 UpstreamAdj: 1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
 PotentCap: 900 900 900 392 900 877 1274 xxxxx xxxxx 900 xxxxx xxxxx

Baseline 2009 plus Project PM

Bob Hope Airport - Burbank, CA

Scenario Report

Scenario: Baseline 2009 plus Project PM Peak

Command: Default Command
Volume: PM
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Paths
Routes: Default Routes
Configuration: Default Configuration

Baseline 2009 plus Project PM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Vanowen St. @ Clyburne Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.469
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Clyburne Ave.						Vanowen St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	1

Volume Module:												
Base Vol:	0	0	0	33	0	630	371	539	0	0	461	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	33	0	630	371	539	0	0	461	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	33	0	630	371	539	0	0	461	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	33	0	630	371	539	0	0	461	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	33	0	693	371	539	0	0	461	20

Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.09	0.00	1.91	1.00	2.00	0.00	0.00	1.92	0.08
Final Sat.:	0	0	0	125	0	2625	1375	2750	0	0	2636	114

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.26	0.27	0.20	0.00	0.00	0.17	0.17
Crit Vol:	0			33			371			240		
Crit Moves:				****			****			****		

Baseline 2009 plus Project PM

Bob Hope Airport - Burbank, CA

Level Of Service Detailed Computation Report
2000 HCM Unsignalized Method
Base Volume Alternative

Intersection #2 Empire Ave. @ Clyburne Ave.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HvVeh:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
Peds/Hour:	0			0			0			0		
Pedestrian Walk Speed:	4.00 feet/sec											
LaneWidth:	12 feet			12 feet			12 feet			12 feet		
Time Period:	0.25 hour											

Upstream Signals:

Link Index: #1
Dist(miles): 0.000
Speed (mph): 0.00
SignalIndex: #1
Cycle Time: 0 secs
InitVolume: 0 0
Saturation: 0 0
ArrivalType: 0 0
G/C: 0.00 0.00

*** Computation 1: Time for Queue to Clear at Each Upstream Intersection

P: 0.000 0.000
qq1: 0.00 0.00
qq2: 0.00 0.00
qq: 0.00 0.00

*** Computation 2: Time Intersection Blocked Because of Upstream Platoons

alpha: 0.000
beta: 0.000
ta (secs): 0.000
F: 0.000
f: 0.000 0.000
vcmax: 0 0
vcg: 0 0
vcmin: 0 0
tp: 0.0 0.0
p: 0.000

*** Computation 3: Platoon Event Periods

pdom/psubo: 0.000/0.000/Unconstrained

*** Computation 4: Conflicting Flows During Each Unblocked Period

InitCnflVol: 633 xxxxx xxxxx 0 xxxxx xxxxx 1029 1029 633 0 0 0
UpstreamAdj: 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
ConflictVol: 633 xxxxx xxxxx 0 xxxxx xxxxx 1029 1029 633 0 0 0

*** Computation 5: Capacity for Subject Movement During Unblocked Period

InitPotCap: 960 xxxxx xxxxx 900 xxxxx xxxxx 261 236 483 900 900 900
UpstreamAdj: 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx 1.00 1.000 1.000 1.00 1.000 1.000
PotentCap: 960 xxxxx xxxxx 900 xxxxx xxxxx 261 236 483 900 900 900

Baseline 2009 plus Project PM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Empire Ave. @ Airport Entry/Exit Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.371
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name: Airport Entry/Exit Road Empire Ave.
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ignore Include Include
Min Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 1 0 0 1 1 0 1 0 0 0 0 0 1 1 0

Volume Module:
Base Vol: 0 0 0 94 0 153 108 302 0 0 606 95
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 94 0 153 108 302 0 0 606 95
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 94 0 0 108 302 0 0 606 95
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 94 0 0 108 302 0 0 606 95
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.10 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 103 0 0 108 302 0 0 606 95

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 1.00 1.00 1.00 0.00 0.00 1.73 0.27
Final Sat.: 0 0 0 2750 0 1375 1375 1375 0 0 2377 373

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.00 0.08 0.22 0.00 0.00 0.25 0.25
Crit Vol: 0 52 108 350
Crit Moves: **** **** ****

Baseline 2009 plus Project PM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Hollywood Way @ Winona Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.859
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 162 Level Of Service: D

Street Name:	Hollywood Way				Winona Ave.					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	1	0	1	0	1	0	1

Volume Module:	Hollywood Way		Winona Ave.	
Base Vol:	29	1612	82	93 1410 20
Growth Adj:	1.00	1.00	1.00	1.00 1.00 1.00
Initial Bse:	29	1612	82	93 1410 20
User Adj:	1.00	1.00	1.00	1.00 1.00 1.00
PHF Adj:	1.00	1.00	1.00	1.00 1.00 1.00
PHF Volume:	29	1612	82	93 1410 20
Reduct Vol:	0	0	0	0 0 0
Reduced Vol:	29	1612	82	93 1410 20
PCE Adj:	1.00	1.00	1.00	1.00 1.00 1.00
MLF Adj:	1.00	1.00	1.00	1.00 1.00 1.00
Final Vol.:	29	1612	82	93 1410 20

Saturation Flow Module:	Hollywood Way		Winona Ave.	
Sat/Lane:	1375	1375	1375	1375 1375 1375
Adjustment:	1.00	1.00	1.00	1.00 1.00 1.00
Lanes:	1.00	1.90	0.10	1.00 2.96 0.04
Final Sat.:	1375	2617	133	1375 4067 58

Capacity Analysis Module:	Hollywood Way		Winona Ave.	
Vol/Sat:	0.02	0.62	0.62	0.07 0.35 0.35
Crit Vol:	847		93	37
Crit Moves:	****		****	****

Baseline 2009 plus Project PM

Bob Hope Airport - Burbank, CA

Level of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Hollywood Way @ Thornton Ave.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.892
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level of Service: D

Street Name:	Hollywood Way				Thornton Ave.					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	232	1172	143	61	1063	254	305	123	272	268	134	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	1172	143	61	1063	254	305	123	272	268	134	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	232	1172	143	61	1063	254	305	123	272	268	134	142
Reduct Vol:	0	0	0	0	0	0	0	0	77	0	0	0
Reduced Vol:	232	1172	143	61	1063	254	305	123	195	268	134	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	232	1172	143	61	1063	254	336	123	195	268	134	142

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.49	0.51
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	668	707

Capacity Analysis Module:

Vol/Sat:	0.17	0.43	0.10	0.04	0.39	0.18	0.12	0.09	0.14	0.19	0.20	0.20
Crit Vol:	232		532		195		268					
Crit Moves:	****		****		****		****					

Baseline 2009 plus Project PM

Bob Hope Airport - Burbank, CA

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Hollywood Way @ Avon St.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.794
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 Level Of Service: C

Street Name:	Hollywood Way				Avon St.					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	1	0	1	0	0	1	0

Volume Module:

Base Vol:	64	1246	93	32	1483	37	66	7	45	127	20	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1246	93	32	1483	37	66	7	45	127	20	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1246	93	32	1483	37	66	7	45	127	20	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1246	93	32	1483	37	66	7	45	127	20	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	64	1246	93	32	1483	37	66	7	45	127	20	200

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	2.00	1.00	1.00	0.13	0.87	1.00	0.09	0.91
Final Sat.:	1375	2559	191	1375	2750	1375	1375	185	1190	1375	125	1250

Capacity Analysis Module:

Vol/Sat:	0.05	0.49	0.49	0.02	0.54	0.03	0.05	0.04	0.04	0.09	0.16	0.16
Crit Vol:	64			742			66			220		
Crit Moves:	****			****			****			****		

Baseline 2009 plus Project PM

Bob Hope Airport - Burbank, CA

Level of Service Computation Report
 2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Empire Ave. @ Avon St.

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: C [19.4]

Street Name:	Avon St.				Empire Ave.							
	North Bound		South Bound		East Bound		West Bound					
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Stop Sign		Stop Sign		Uncontrolled		Uncontrolled					
Rights:	Include		Include		Include		Include					
Lanes:	0	0	0	0	0	1	0	0	2	0	0	1

Volume Module:	North Bound		South Bound		East Bound		West Bound	
Base Vol:	0	0	55	0	64	138	339	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	55	0	64	138	339	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	55	0	64	138	339	0
Reduct Vol:	0	0	0	0	0	0	0	0
Final Vol:	0	0	55	0	64	138	339	0

Critical Gap Module:	North Bound		South Bound		East Bound		West Bound	
Critical Gp:	xxxxx	xxxx	6.8	xxxx	6.9	4.1	xxxx	xxxx
FollowUpTim:	xxxxx	xxxx	3.5	xxxx	3.3	2.2	xxxx	xxxx

Capacity Module:	North Bound		South Bound		East Bound		West Bound	
Cnflct Vol:	xxxx	xxxx	946	xxxx	292	583	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	263	xxxx	711	1001	xxxx	xxxx
Move Cap.:	xxxx	xxxx	236	xxxx	711	1001	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	0.23	xxxx	0.09	0.14	xxxx	xxxx

Level Of Service Module:	North Bound		South Bound		East Bound		West Bound	
Queue:	xxxxx	xxxx	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxx
LOS by Move:	*	*	*	*	A	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR
Shared Cap.:	xxxx	xxxx	368	xxxx	xxxx	xxxx	xxxx	xxxx
Shared Queue:	xxxxx	xxxx	xxxxx	1.4	xxxxx	xxxx	xxxx	xxxx
Shrd StpDel:	xxxxx	xxxx	xxxxx	19.4	xxxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	C	*	*	*	*	*
ApproachDel:	xxxxxx		19.4		xxxxxx		xxxxxx	
ApproachLOS:	*		C		*		*	

Baseline 2009 plus Project PM

 Bob Hope Airport - Burbank, CA

Level Of Service Detailed Computation Report
 2000 HCM Unsignalized Method
 Base Volume Alternative

 Intersection #7 Empire Ave. @ Avon St.

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
HevVeh:	0%	0%	0%	0%
Grade:	0%	0%	0%	0%
Peds/Hour:	0	0	0	0
Pedestrian Walk Speed: 4.00 feet/sec				
LaneWidth:	12 feet	12 feet	12 feet	12 feet
Time Period: 0.25 hour				

Upstream Signals:

Link Index: #5
 Dist(miles): 0.000
 Speed (mph): 0.00
 SignalIndex: #3
 Cycle Time: 0 secs
 InitVolume: 0 0
 Saturation: 0 0
 ArrivalType: 0 0
 G/C: 0.00 0.00

*** Computation 1: Time for Queue to Clear at Each Upstream Intersection

P: 0.000 0.000
 gq1: 0.00 0.00
 gq2: 0.00 0.00
 gq: 0.00 0.00

*** Computation 2: Time Intersection Blocked Because of Upstream Platoons

alpha: 0.000
 beta: 0.000
 ta (secs): 0.000
 E: 0.000
 f: 0.000 0.000
 vcmax: 0 0
 vcg: 0 0
 vcmin: 0 0
 tp: 0.0 0.0
 p: 0.000

*** Computation 3: Platoon Event Periods

pdom/psubc: 0.000/0.000/Unconstrained

*** Computation 4: Conflicting Flows During Each Unblocked Period

InitCnflVol: 0 0 0 946 0 292 583 xxxxx xxxxx 0 xxxxx xxxxx
 UpstreamAdj: 1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
 ConflictVol: 0 0 0 946 0 292 583 xxxxx xxxxx 0 xxxxx xxxxx

*** Computation 5: Capacity for Subject Movement During Unblocked Period

InitPotCap: 900 900 900 263 900 711 1001 xxxxx xxxxx 900 xxxxx xxxxx
 UpstreamAdj: 1.00 1.000 1.000 1.00 1.000 1.000 1.00 x.xxx x.xxx 1.00 x.xxx x.xxx
 PotentCap: 900 900 900 263 900 711 1001 xxxxx xxxxx 900 xxxxx xxxxx

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