Final Mitigated Negative Declaration

Alameda North Neighborhood Protection Plan Phase 2

City of Burbank

Prepared for:

City of Burbank
Community Development Department
150 North Third Street
Burbank, CA 91502

Prepared by:

Meridian Consultants, LLC
910 Hampshire Road, Suite V
Westlake Village, California 91361

August 2016

EXHIBIT G-1

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1.0 INTRODUCTION

PURPOSE

This Mitigated Negative Declaration (MND) has been prepared for the Alameda North Neighborhood Protection Plan Phase 2 Project (proposed Project). The City of Burbank, acting as lead agency, has prepared the MND in accordance with the requirements of the California Environmental Quality Act (CEQA)[1] and the State *CEQA Guidelines*.[2]

Prior to approving the Project, the City Council must consider the proposed MND together with any comments received during the public review process. The Council may adopt the proposed MND only if it finds on the basis of the whole record before it that there is no substantial evidence that the project will have a significant effect on the environment and that the MND reflects the lead agency's independent judgment and analysis.[3]

ORGANIZATION OF THIS DOCUMENT

This Final MND consists of the following information:

- Summary of the Project (**Section 2.0**).
- Summary of impacts and mitigation (**Section 3.0**).
- Review process (**Section 4.0**).
- Comments received (**Section 5.0**).
- Conclusion (**Section 6.0**)

2.0 SUMMARY OF PROJECT

In 2003, the City Council directed staff to create a Neighborhood Protection Program (NPP) for the area north of Alameda and Olive and south of Oak, between Hollywood Way and Buena Vista. The Council was concerned about existing parking problems and cut-through traffic experienced by the residents. City staff developed a two phase program that was approved by the City Council in May 2005.

Phase 1, which has been mostly implemented, included restriping and curb markings, news stop signs, and new parking restrictions. Prior to the implementation of Phase 2, City Council suggested that staff

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1 California Code of Regulations, sec. 21000 et seq.
2 California Code of Regulations, sec. 15070–15075, State CEQA Guidelines.
3 California Code of Regulations, sec. 15074(a)

hold additional neighborhood meetings to assess resident attitudes. In addition, further implementation of the NPP was delayed until the California Department of Transportation (Caltrans) completed work on the nearby SR 134 Ramp Project. Subsequent to neighborhood meetings in 2014, temporary road closures were implemented at Cordova Street, Avon Street, Lima Street and California Street. These temporary measures were extended while additional traffic data was collected. Subsequently the City decided to move forward with implementing permanent measures.

The Alameda North Neighborhood Protection Plan Phase 2 consists of the following elements:

- Permanently close Cordova Street, Avon Street, Lima Street, and California Street at Alameda.
- Provide angled diverters on Cordova and California Streets to and from the alley north of Alameda.
- Improve the intersection of Ontario Street and Alameda Avenue by constructing a raised median to limit access to right turns in and out on Alameda Avenue only; providing a right-turn signal from Ontario Street to Alameda Avenue; installing continental crosswalks across Ontario Street and Alameda Avenue; adding additional signage and on Ontario Street to discourage commercial traffic from using the Street; and adjusting on-street commercial parking restrictions to one-hour parking.
- Restrict left-turns from Buena Vista Street onto Oak Street and vice versa.
- Install speed humps on any neighborhood street that meets the City's criteria for installation.
- Improve Stevenson Elementary School drop-off through relocating the existing drop-off zone and/or relocating the pedestrian crosswalk.
- Provide additional parking for Stevenson Elementary School faculty and staff by constructing a parking lot in the Los Angeles Department of Water and Power transmission line right-of-way off of California Street or by striping angled parking on California Street and/or Whitnall Highway.
- Install intersection channelizations or other treatment at the intersection of Fairview Street and Whitnall Highway or Fairview Street and "Little" Whitnall Highway.
- Install speed bumps on all neighborhood streets from Fairview Street to Naomi Street south of Oak Street where they City's criteria is met.
- Install gateway treatments (such as landscaped median islands) at the southern ends of Niagara Street, Florence Street, and Naomi Street north of Olive Avenue.

3.0 SUMMARY OF IMPACTS

The California Environmental Quality Act (CEQA) requires State and local agencies to identify potential significant environmental impacts of their actions and where possible avoid or mitigate those impacts. The City of Burbank, as the Lead Agency for the proposed Project, produced an Initial Study, contained in Appendix A, that evaluated the potential impacts of the Project. The analysis contained in the Initial Study identified one potentially significant impact. Specifically, traffic flow at the intersection of Hollywood Way and Oak Street would be significantly adversely affected by the Project.

The following mitigation measure was identified to reduce the potential impact to a less than significant level:

TRA-1 The eastbound and westbound approaches on Oak Street to the intersection with Hollywood Way shall be restriped to provide an exclusive left-turn lane and a shared through/right-turn lane in each direction. In order to accommodate this change, on-street parking shall be removed along Oak Street within the area being restriped.

A Mitigation Monitoring Program, as required by the CEQA Guidelines,[4] is contained in Appendix B.

4.0 REVIEW PROCESS

On July 23, 2016, the City circulated the Initial Study (Appendix A) with a Notice of Intent to adopt a Mitigated Negative Declaration (MND) for a 30-day review and comment period lasting through August 22, 2016. As discussed in Section 5.0, comment was received from residents and public agencies.

A Traffic Commission meeting was held on July 28, 2016 to review the Project and provide input on the proposed neighborhood protection improvements. In addition, a community meeting was held on August 3, 2016.

The Project is scheduled to be considered by the Burbank City Council on September 13, 2016. This Final MND will be available for review at the City's Community Development Department office, located at 150 N. Third Street, Burbank, California 91502, and on the City's website at:

http://www.burbankca.gov/departments/community-development/transportation/projects/alameda-north-npp

4 California Code of Regulations, sec. 15074(d), State CEQA Guidelines.

5.0 COMMENTS RECEIVED

As contained in Appendix C, the City received comment letters from three public agencies and from 126 members of the public.

AGENCY COMMENTS

Comments were received from The Metropolitan Water District of Southern California (MWD); from the Los Angeles County Metropolitan Transportation Authority (METRO); and from The California Department of Transportation (CALTRANS).

MWD highlighted the presence of the Santa Monica Feeder water pipeline within the right-of-way of Olive Avenue. The City is aware of this easement. The Project does not include changes to Olive Avenue and as such no infringement or restriction of MWD's easement is foreseen.

Metro identified the bus lines the serve the neighborhood and stated that existing stops must be maintained. The Project would not interfere with any existing bus route or bus stop.

The Caltrans letter included recommendations and reminders and is appreciated by the City.

These agency letters do not identify issues that require additional analysis as part of CEQA

PUBLIC COMMENTS

The comments received from the public predominantly expressed support or opposition to the project. In addition, some comments requested clarification or information. In the judgment of City staff, these comments do not identify new information or effects that were not evaluated in the Initial Study and do not require response or additional analysis as part of CEQA. Because these comments are important to be considered by the City Council prior to making their decision, all written public comments received during the public comment period are included in Appendix C of the MND for consideration by the City Council in making their decision.

6.0 CONCLUSION

This Final MND, together with the Initial Study and the comments received, constitutes the complete environmental review document for the Project. With the proposed mitigation, there is no substantial evidence of a significant effect on the environment.

APPENDIX A: INITIAL STUDY

Alameda North Neighborhood Protection Plan

Phase 2

Initial Study

Prepared for:

City of Burbank
Community Development Department
Transportation Division
150 North Third Street
Burbank, CA 91502

Prepared by:

Meridian Consultants LLC
910 Hampshire Road, Suite V
Westlake Village, CA 91361

July 2016

EXHIBIT G-8

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1.0 INTRODUCTION

Project Title: Alameda North Neighborhood Protection Plan Phase 2

Project Location: Alameda North Neighborhood, City of Burbank

Lead Agency: City of Burbank
Community Development Department
Planning and Transportation Division
150 North Third Street
Burbank, California 91502

Contact Person: David Kriske, Assistant Community Development Director
(818) 238-5269
dkriske@burbankca.gov

PROJECT SUMMARY

The City of Burbank proposes to make roadway alterations within the Alameda North neighborhood that are intended to reduce cut-through traffic, improve safety, and facilitate traffic flow. The components of the proposed action include street closures, intersection improvements, speed humps, changes to school drop-off, and additional school parking.

PURPOSE OF THIS INITIAL STUDY

The California Environmental Quality Act (CEQA) requires State and local agencies to identify potential significant environmental impacts of their actions and where possible avoid or mitigate those impacts. The City of Burbank is the Lead Agency for the proposed Project. This Initial Study is a preliminary analysis prepared in accordance with CEQA by the City as Lead Agency to determine whether an Environmental Impact Report (EIR), Negative Declaration (ND), or Mitigated Negative Declaration (MND) must be prepared to evaluate the potential impacts of the Project.

This Initial Study is an informational document and its preparation and distribution by the City neither presupposes nor mandates any action on the part of the City, or other agencies from whom permits and other discretionary approvals would be sought, with respect to the Project. If, through an Initial Study, the City concludes that there is evidence that a project may cause a significant environmental effect, the City shall find that an Environmental Impact Report (EIR) shall be prepared to analyze potential environmental impacts. The analysis contained in this Initial Study indicates that an MND is sufficient to evaluate the Project.

ORGANIZATION OF INITIAL STUDY

This Initial Study is organized into six sections as follows:

Section 1.0, Introduction, identifies the Project and provides a brief summary. The Introduction also summarizes the purpose and structure of this study.

Section 2.0, Environmental Setting*,* describes the existing conditions, surrounding land use, general plan, and existing zoning of the Project Site.

Section 3.0, Project Description*,* provides a detailed description of the Project.

Section 4.0, Environmental Analysis, includes an analysis for each resource topic and identifies the potential impacts of implementing the Project.

Section 5.0, References, identifies printed references and individuals cited in this Initial Study.

Section 6.0, List of Preparers*,* identifies the individuals who prepared this Initial Study.

2.0 ENVIRONMENTAL SETTING

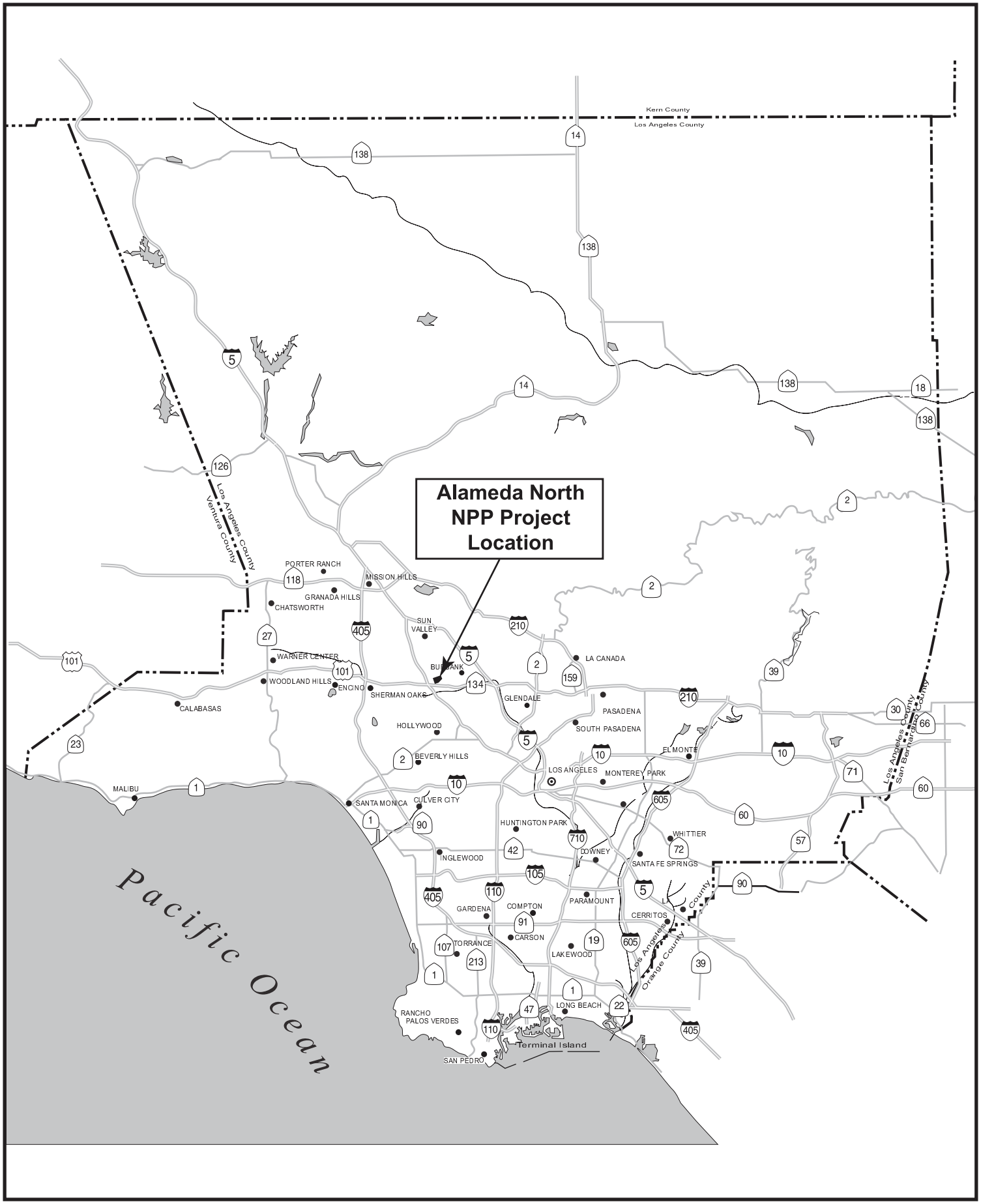
PROJECT LOCATION

Alameda North ("Project area") is a residential neighborhood of the City of Burbank. The regional location of the Project Site is shown in **Figure 2.0-1, Project Location Map.** As shown in **Figure 2.0-2, Aerial View of Project Site**, The Project area encompasses an approximately 200-acre area that is bounded by Verdugo Avenue to the north, Buena Vista Street to the east, Alameda Avenue and Olive Avenue to the south, and Hollywood Way to the west. To the south of the Project area is the Burbank media center and State Route (SR) 134. To the north is the Magnolia Park residential neighborhood.

EXISTING CONDITIONS

The Project area is a fully developed residential neighborhood. Predominantly single-family residences, there are medium density residential uses along Florence Street and some multifamily and commercial properties along Buena Vista Street, Alameda Avenue, Olive Avenue, and Hollywood Way. The neighborhood also contains the RL Stevenson Elementary School and a Los Angeles Department of Water and Power transmission line right-of-way. Landscaping within the neighborhood is characterized by street trees, laws, shrubs, and other ornamental plants.

The Project area is bisected by Oak Street, which runs east–west between Hollywood Way and Buena Vista Street. A total of 11 north–south streets run through Alameda North and various alleys, including one at the far west end of the neighborhood that runs the entire distance between Verdugo Avenue and Alameda Avenue.



SOURCE: Meridian Consultants, LLC - July 2016

FIGURE **2.0-1**

Meridian Consultants

EXHIBIT G-14

Project Location Map

024-007-15

SOURCE: Google Earth - 2016

FIGURE **2.0-2**

Meridian Consultants

Aerial Photograph of Project Area

EXHIBIT G-15

024-007-15

3.0 PROJECT DESCRIPTION

BACKGROUND

In 2003, the City Council directed staff to create a Neighborhood Protection Program (NPP) for the area north of Alameda and Olive Avenues and south of Oak Street, between Hollywood Way and Buena Vista Street. The Council was concerned about existing parking problems and cut-through traffic experienced by the residents. For approximately 2 years, the City held meetings with the neighborhood to come up with a plan to alleviate some of the problems. In addition, a resident survey was conducted. The result was a two-phase improvement program that was approved by City Council in May 2005.

Phase 1, which has been mostly implemented, included restriping and curb markings, new stop signs, and new parking restrictions. Prior to the implementation of Phase 2, City Council suggested that staff hold additional neighborhood meetings to assess resident attitudes. In addition, further implementation of the NPP was delayed until the California Department of Transportation (Caltrans) completed work on the nearby SR 134 Ramp Project. In 2014 the City held a neighborhood meeting to resume assessment of the neighborhood protections; discussions with the neighborhood continued through the public approval process of the nearby Talaria development project, where many residents expressed desire to install full street closures of neighborhood streets at Alameda Avenue. As a result of this outreach, in early 2015 the City Council approved the implementation of temporary road closures at Cordova Street, Avon Street, Lima Street, and California Street. These temporary measures were extended while additional traffic data was collected. Subsequently, the City decided leave these closures in place and move forward to study implementing permanent measures. Based on a review of this data, analysis of the remaining unbuilt NPP improvements, and outreach from the neighborhood, the City prepared a Traffic Study to recommend updated Alameda North NPP Phase 2 improvements.

PROJECT COMPONENTS

The Alameda North Neighborhood Protection Plan Phase 2 consists of the following elements, depicted in **Figure 3.0-1, Project Plan**:

- Permanently close Cordova Street, Avon Street, Lima Street, and California Street at Alameda Avenue.
- Provide angled diverters on Cordova and California Streets to and from the alley north of Alameda Avenue.
- Improve the intersection of Ontario Street and Alameda Avenue as shown in **Figure 3.0-2, Ontario Street at Alameda Avenue Intersection Improvements**, by constructing a painted or raised median to limit access to right turns in and out on Alameda Avenue only; providing a right-turn signal from

Ontario Street to Alameda Avenue; installing continental crosswalks across Ontario Street and Alameda Avenue; adding additional signage on Ontario Street to discourage commercial traffic from using the street; and adjusting on-street commercial parking restrictions to 1-hour parking.

- Restrict left-turns from Buena Vista Street onto Oak Street and vice versa, as shown in **Figure 3.0-3, Buena Vista Street at Oak Street Improvements.**

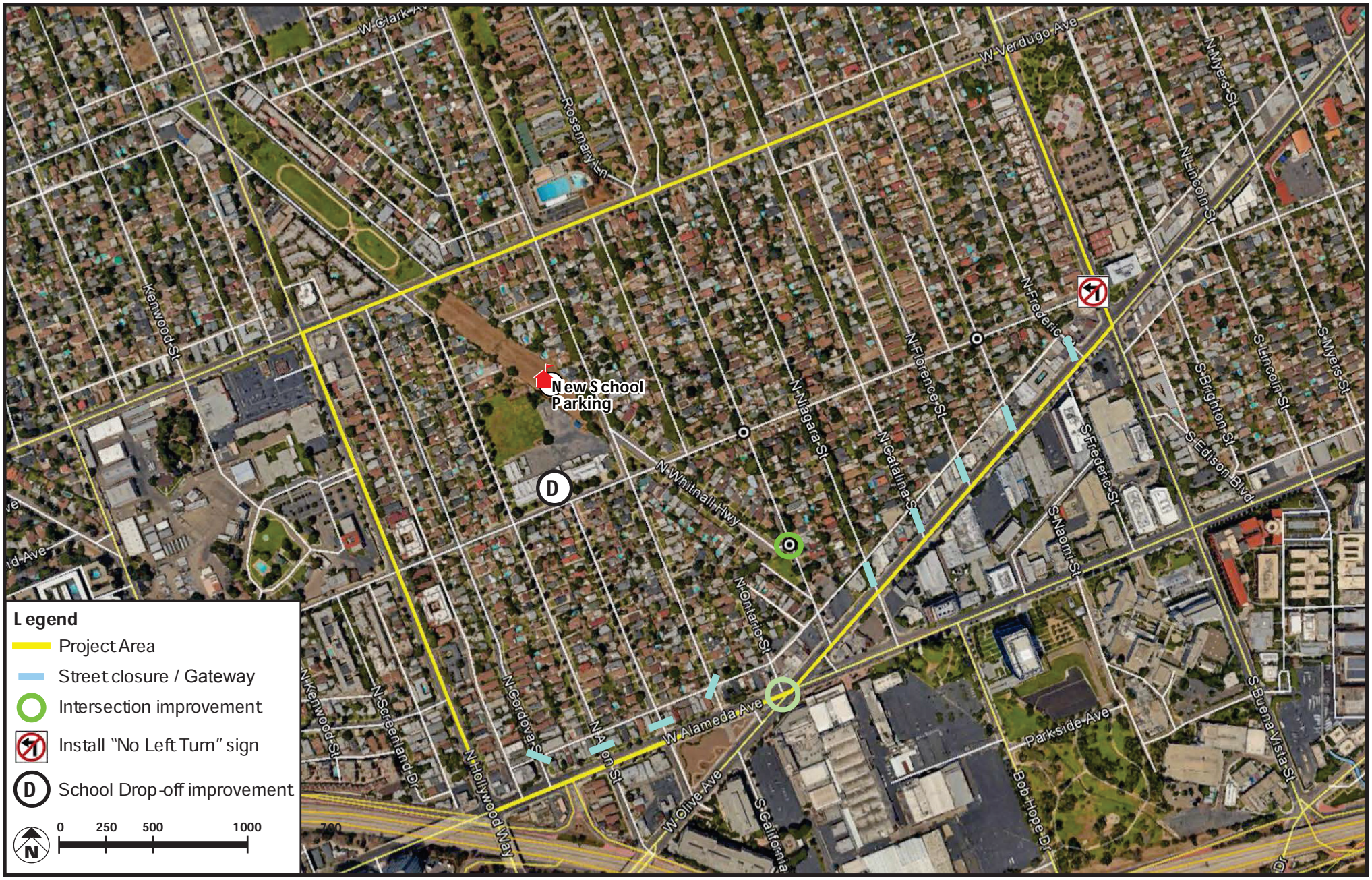
- Improve Stevenson Elementary School drop-off through relocating the existing drop-off zone and/or relocating the pedestrian crosswalk, as shown in **Figure 3.0-4, Stevenson Elementary Drop-Off Options**.

- Provide additional parking for Stevenson Elementary School faculty and staff by constructing a parking lot in the Los Angeles Department of Water and Power transmission line right-of-way off of California Street or by striping angled parking on California Street and/or Whitnall Highway, as shown in **Figure 3.0-5, Stevenson Elementary Parking Options**.

- Install speed humps on any neighborhood street that meets the City's criteria for installation.

- Install intersection channelization or other treatment at the intersection of Fairview Street and Whitnall Highway or Fairview Street and "Little" Whitnall Highway.

- Install gateway treatments (such as landscaped median islands) at the southern ends of Niagara Street, Catalina Street, Florence Street, Naomi Street, and Frederic Street north of Olive Avenue.



SOURCE: Google Earth - 2016

FIGURE **3.0-1**

Meridian Consultants

Project Plan

EXHIBIT G-18

024-007-15

NOT TO SCALE

SOURCE: Traffic Analysis for the Alameda North Neighborhood Protection Plan, Burbank, CA, Gibson Transportation Consulting - July 2016

FIGURE **3.0-2**

Meridian Consultants

EXHIBIT G-19

Ontario Street at Alameda Avenue Intersection Improvements

024-007-16

Traffic Sign Post

NOT TO SCALE

SOURCE: Traffic Analysis for the Alameda North Neighborhood Protection Plan, Burbank, CA, Gibson Transportation Consulting - July 2016

FIGURE **3.0-3**

Meridian Consultants

Buena Vista Street at Oak Street Improvements

EXHIBIT G-20

024-007-16

LEGEND

Existing Curb and Striping

Conceptual Proposed Curb and Striping

N

NOT TO SCALE

SOURCE: Traffic Analysis for the Alameda North Neighborhood Protection Plan, Burbank, CA, Gibson Transportation Consulting - July 2016

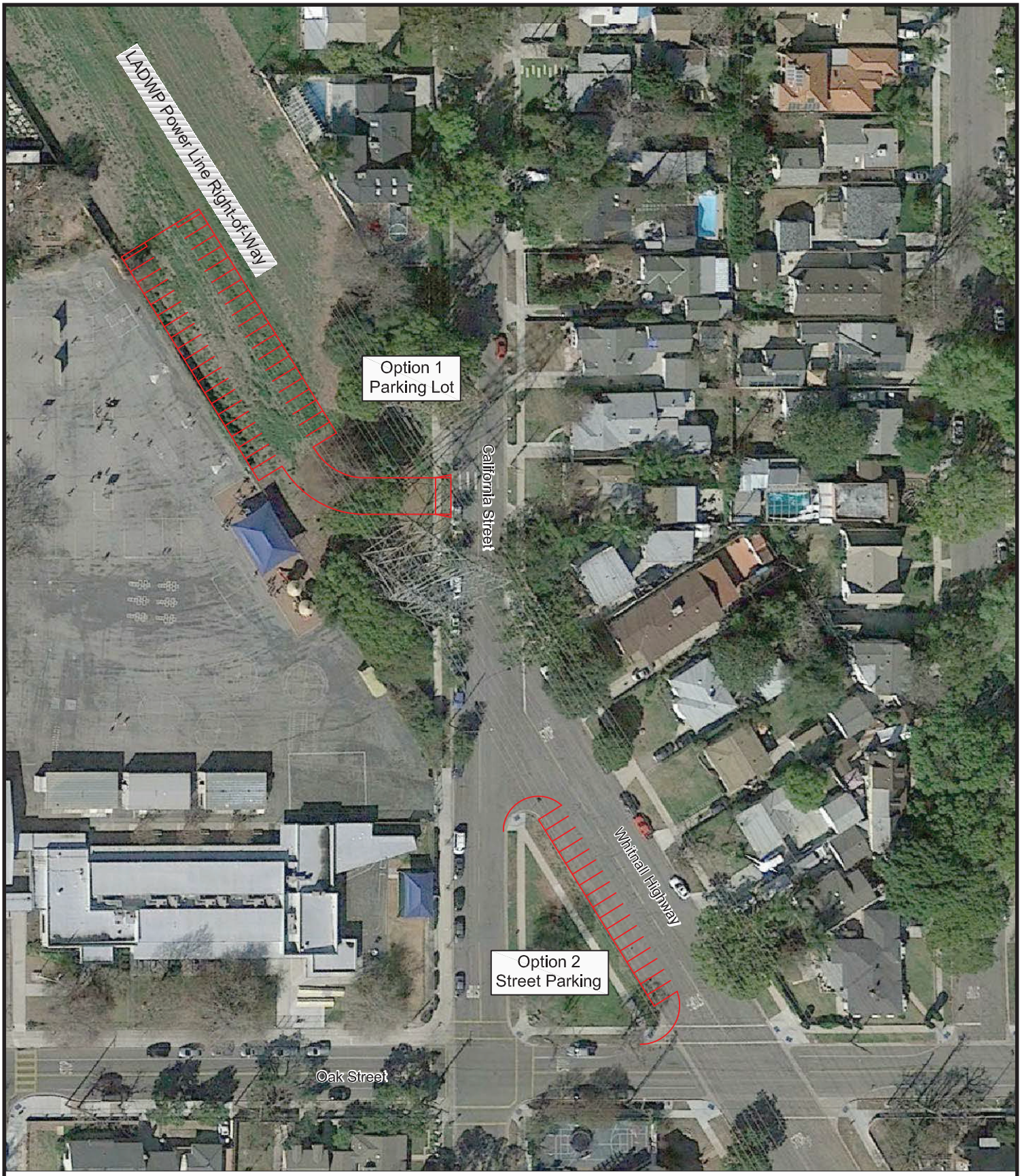
FIGURE **3.0-4**

Meridian Consultants

Stevenson Elementary Drop-Off Options

EXHIBIT G-21

024-007-16



NOT TO SCALE

SOURCE: Traffic Analysis for the Alameda North Neighborhood Protection Plan, Burbank, CA, Gibson Transportation Consulting - July 2016

FIGURE **3.0-5**

Meridian Consultants

Stevenson Elementary Parking Options

EXHIBIT G-22

024-007-16

4.0 ENVIRONMENTAL ANALYSIS

This section of the Initial Study contains an assessment and discussion of impacts associated with the environmental issues and subject areas identified in the Initial Study Checklist (Appendix G to the State CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, Sections 15000–15387).

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would involve at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐	Aesthetics	☐	Agriculture and Forestry	☐	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Geology/Soils
☐	Greenhouse Gas Emissions	☐	Hazards & Hazardous Materials	☐	Hydrology/Water Quality
☐	Land Use Planning	☐	Mineral Resources	☐	Noise
☐	Population/Housing	☐	Public Services	☐	Recreation
☐	Transportation/Traffic	☐	Utilities/Service Systems	☐	Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial 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 revisions in the project have been made by or agreed to by the project proponent. 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 "potentially significant impact" or "potentially significant unless mitigated" impact 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. 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, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

David Kriske, Assist. Community Development Director

July 22, 2016
Date

EXHIBIT G-23

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, 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 "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 which 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 significant.

4.1 AESTHETICS

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
AESTHETICS—Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Discussion

a. Have a substantial adverse effect on a scenic vista?

***No Impact*.** Scenic vistas within the City include views of the Verdugo Mountains to the northeast and views of the eastern Santa Monica Mountains to the southwest. The Project area is a developed neighborhood. Views across the Project area are limited due to the height and density of adjacent developments. The Project includes measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures that would not alter views from or across the Project area. As such, no impact would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. No unique natural features or other visual resources are located in the Project area. As such, the Project would not substantially damage scenic resources. No impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation is necessary.

c. Substantially degrade the existing visual character or quality of the site and its surroundings?

No Impact. The Project would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures and would not result in the construction of buildings or any structures that would alter the existing views. As such, the Project would not substantially alter the visual character of the surroundings. No Impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation is necessary.

d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

No Impact. A significant impact could occur if the Project were to introduce new sources of light or glare on the Project Site that would be incompatible with the areas surrounding the Project Site or that would pose a safety hazard, such as to motorists utilizing adjacent streets. In addition, a significant impact could occur if the Project were to cast extensive shadows on shade-sensitive uses. The Project would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures and would not result in the construction of buildings or any structures. The Project components are not sources of light or glare, nor are they large enough to cast extensive shadow. As such, no impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation is necessary.

4.2 AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
AGRICULTURE AND FORESTRY RESOURCES—Would the 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 nonagricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forestland or conversion of forestland to nonforest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature could result in conversion of Farmland, to nonagricultural use or conversion of forestland to nonforest use?	☐	☐	☐	☒

Discussion

No Impact. The Project area is a developed residential neighborhood in the City of Burbank. According to the EIR for the *Burbank2035* General Plan, no designated Important Farmland or forestland is located within the City.[1] Also, no Williamson Act contracts are located within the City. The Project area involves alteration of currently developed land and would not result in the conversion of agricultural lands, forestlands, or timberland to urbanized uses. No impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation is necessary.

1 City of Burbank, *Burbank2035 General Plan, Environmental Impact Report* (February 19, 2013).

4.3. AIR QUALITY

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
AIR QUALITY—*Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:*				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Discussion

a. Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. The Project Site is located within the South Coast Air Basin (SCAB). The 2012 Air Quality Management Plan (AQMP) of the South Coast Air Quality Management District (SCAQMD) is the applicable air quality plan. Projects that are consistent with the regional population, housing, and employment forecasts are considered to be consistent with the AQMP. The Project would not generate additional housing or population growth. As such, it would not conflict with the AQMP. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than Significant Impact. The Project would involve street improvements that would not require the use of substantial heavy equipment. The level of construction intensity would be low compared to building

construction activity. As such, the Project is not expected to generate emissions in excess of SCAQMD significant thresholds for criteria pollutants. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

c. *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?*

Less than Significant Impact. The SCAB is currently in State nonattainment for O3, NO2, PM10, and PM2.5. Cumulative growth could exceed an air quality standard or contribute to an existing or projected air quality exceedance. The Project would involve street improvements that would not require the use of heavy equipment. As such, the Project would not generate considerable net increases in criteria pollutants. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

d. Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. As mentioned previously, the Project would reduce cut-through traffic within the Project Site and reduce speeding within the residential neighborhoods. As such, pollutant concentrations would not be substantially increased. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

e. Create objectionable odors affecting a substantial number of people?

Less than Significant Impact. The Project would involve street improvements that do not generate substantial objectionable odors. Adherence with SCAQMD Rule 402 (Nuisance) and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts. As such, impacts would be less than significant, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

4.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
BIOLOGICAL RESOURCES—Would the 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 Wildlife	☐	☐	☐	☒
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 Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

DISCUSSION

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 Wildlife

No Impact. The Project area is a developed residential neighborhood in the City of Burbank. The Project area does not contain any natural open spaces, nor is it an identified wildlife corridor; additionally, it does not possess any areas of significant biological resource value. Due to the lack of biotic resources on site, no candidate, sensitive, or special-status species identified in local plans, policies, or regulations by the California Department of Fish and Wildlife (CDFW), the California Native Plant Society (CNPS), or the US Fish and Wildlife Service (USFWS) would be expected to occur in the Project area. Furthermore, the proposed actions involve alterations to roadways that would not substantially alter natural features. No impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

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 Wildlife or U.S. Fish and Wildlife Service?

No Impact. The Project area is an existing residential neighborhood of Burbank. No riparian or other sensitive natural community is located on or adjacent to the Project area. Therefore, no impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

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?

No Impact. The Project area does not contain nor is it near wetland habitat. As such, the Project would not have a substantial adverse effect on federally protected wetlands. No impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

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?

No Impact. The Project area is a developed residential neighborhood in the City of Burbank. The Project area does contain trees and other vegetation that could provide nesting for migratory birds. However, the project actions do not involve removal of trees. As such, the Project would have no impact on the movement of native resident or migratory fish or wildlife species. Therefore, no impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. Pursuant to BMC Section 7-4-108, the City maintains a restricted list of trees in the City, including landmark trees, trees of outstanding size and beauty, and dedicated trees. These trees must be identified, mapped and recorded, and given special treatment to retain and protect them. The Project area does contain numerous trees. However, the Project does not include any tree removal. As such, Impacts would not occur, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

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?

No Impact. No habitat conservation plans, natural community conservation plans, or similar plans are applicable to the Project area. Therefore, no impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

4.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
CULTURAL RESOURCES—Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
e. Cause a substantial adverse change in the significance of a Tribal Cultural Resources as defined in Public Resources Code §21074?	☐	☐	☐	☒

Discussion

a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

No Impact. Based on the criteria established in Section 15064.5 of the State CEQA Guidelines, a significant impact could occur if the Project were to disturb historic or prehistoric resources that presently exist within the Project area. The State Office of Historic Preservation also recommends that properties more than 45 years of age be evaluated for their potential as historic resources. The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures and would not result in the impacts on buildings or structures. Therefore, the Project would not have the potential to disturb any historic resources. No impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

No Impact. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that either meet the criteria for historical resources or constitute unique archaeological

resources. A Project-related significant adverse effect could occur if the Project were to affect archaeological resources that fall under either of these categories. The Project Site is currently a developed residential neighborhood. The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures. No substantial subsurface excavation is planned. Therefore, the Project would not disturb archaeological resources. No impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. A Project-related significant adverse effect could occur if grading or excavation activities associated with the Project were to disturb paleontological resources or geologic features that presently exist within the Project Site. The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures. No substantial subsurface excavation is planned. Therefore, the Project would not disturb paleontological resources or subsurface geologic features. No impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

d. Disturb any human remains, including those interred outside of formal cemeteries?

No Impact. A Project-related significant adverse effect could occur if grading or excavation activities associated with the Project were to disturb previously interred human remains. The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures. No substantial subsurface excavation is planned. Furthermore, no known human burials have been identified in the Project area. No impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

e. Cause a substantial adverse change in the significance of a Tribal Cultural Resources as defined in Public Resources Code §21074?

No Impact. Assembly Bill (AB) 52, signed into law in 2014, established a formal consultation process for California Native American tribes to identify potential significant impacts to Tribal Cultural Resources (TCRs), as defined in Section 21074 of the Public Resources Code. No TCRs have been previous identified

within the Project Area. The City has provided notification of the Project to tribes traditionally and culturally affiliated with the geographic area. The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures. No substantial subsurface excavation is planned. As such, no impacts to TCRs are anticipated. No impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

4.6 GEOLOGY AND SOILS

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
GEOLOGY AND SOILS—Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of 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?	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv. Landslides	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

DISCUSSION

a. Would the project expose people or structures to potential substantial adverse effects, including the risk of 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?

ii. Strong seismic ground shaking?

iii. Seismic-related ground failure, including liquefaction?

iv. Landslides

No Impact. The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures along existing roadways. As such, these actions would not expose people of structures to seismic risks different from those under existing conditions. No impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation measures are necessary.

b. Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. The Project area is a developed residential neighborhood. The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures along existing roadways. Minor areas of soil may be exposed during construction, creating the potential for erosion. However, implementation of required erosion control measures during construction would minimize or avoid any erosion. Impacts would be less than significant, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation measures are necessary.

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?

No Impact. A significant impact could occur if a project were to be built in an unstable area without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures along

existing roadways. The Project would not result in the construction of buildings or structures. No impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation measures are necessary.

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?

No Impact. A significant impact could occur if a project were to be built on expansive soils without proper site preparation or design features, thus posing a hazard to life and property. The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures along existing roadways. The Project would not result in the construction of buildings or structures. No impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation measures are necessary.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Project area is located in a developed area that is served by the wastewater collection, conveyance, and treatment system operated by the City. No impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation measures are necessary.

4.7 GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
GREENHOUSE GAS EMISSIONS—Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Discussion

Less than Significant Impact. Project construction would involve street improvements such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures. These types of improvements would not require the use of heavy equipment; thus, greenhouse gas (GHG) emissions of would be minimal.

The City has prepared a Greenhouse Gas Reduction Plan (GGRP) to work toward GHG reductions of 15 percent below 2010 levels by 2020, and 30 percent below 2010 levels by 2035. The GGRP is the primary tool the City will use to achieve GHG reduction goals and demonstrate consistency with the State's AB 32 and the California Air Resources Board Climate Change Scoping Plan. The GGRP includes measures intended to improve energy efficiency, decrease the need to drive, promote efficient use and conservation of water, and reduce solid waste. The Project would not conflict with the policies and measures of the GGRP. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.8 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
HAZARDS AND HAZARDOUS MATERIALS—Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to *Government Code* Section 65962.5 [inclusive of Section 25356 of the Health & Safety Code] and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
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?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Discussion

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. A significant impact may occur if, as part of its routine operations, the Project were to use or dispose of hazardous materials in a way that could affect the public or the environment. Construction activities will be limited to implementing speed humps, bulb-outs, raised and/or planted medians, signs. The types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used in roadway construction. The routine and proper use of standard roadway construction equipment and materials would not result in significant hazard to the public or the environment. Impacts would be less than significant, and no further evaluation is required.

Mitigation Measures: No mitigation is necessary.

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact. A significant impact may occur if an upset or accident associated with the Project were to potentially release hazardous materials that could have a substantial effect. Hazardous materials used during construction of the Project are expected to be used in accordance with regulatory standards and protocols. As such, impacts would be less than significant, and no further evaluation is required.

Mitigation Measures: No mitigation is necessary.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than Significant Impact. The RL Stevenson Elementary school, is located at 3333 West Oak Street, within the Project area. Construction activities are expected to comply with applicable federal, State, and local regulations that would reduce potential hazards during construction activities. As such, emissions of pollutants or other hazardous materials during construction of the Project is not expected to significantly affect nearby schools or other uses. Impacts would be less than significant, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to* Government Code *Section 65962.5 [inclusive of Section 25356 of the Health & Safety Code] and, as a result, would it create a significant hazard to the public or the environment?

No Impact. The Project area is a developed residential neighborhood. Hazardous material sites have not been identified within the Project area.[2] The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures along existing roadways. As such, the Project would not create a significant hazard to the public or the environment. No impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

e. For a project located within an airport land use plan or, where such plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The Project area is located approximately 2.25 miles south of the Bob Hope Airport. Given that the Project area is not located within an airport land use plan for the Bob Hope Airport or within 2 miles of a public airport or public use airport, there would be no impact. No further evaluation is required.

Mitigation Measures: No mitigation is necessary.

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?

No Impact. The Project area is not located within 2 miles of a private airstrip or airport. Thus, the Project would not result in a safety hazard associated with an airport for people residing or working in the Project area. No further evaluation is required.

Mitigation Measures: No mitigation is necessary.

2 http://www.envirostor.dtsc.ca.gov/

g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. A significant impact could occur if the Project were to interfere with an emergency response plan or emergency evacuation plan. The Project is located just northwest of West Olive Avenue and north of SR 134, which are selected disaster routes as identified by *Burbank2035*.[3] The Project involves street closures and other traffic pattern changes within a residential neighborhood. However, identified emergency evacuation routes would not be effected and the proposed changes would not substantially interfere with emergency access within the Project area. Therefore, impacts would be less than significant, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. According to the EIR for *Burbank2035*, two areas within the City have been mapped by the Burbank Fire Department (BFD) as a Mountain Fire Zone.[4] One is an approximately 3,000-acre area along the foothills of the Verdugo Mountains, 3 miles northeast of the Project area, and the other overlaps with Warner Bros. Studio and residential development adjacent to undeveloped hillsides, 0.75 miles south of the Project area. The Project area is not located within either of these designated wildfire hazard areas. No impact will occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

3 City of Burbank, *Burbank2035 General Plan*, Exhibit S-2, Evacuation Routes (2013).
4 City of Burbank, *Burbank2035 General Plan, Environmental Impact Report* (February 19, 2013).

4.9 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
HYDROLOGY AND WATER QUALITY—Would the project:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
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 preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
f. Otherwise substantially degrade water quality?	☐	☐	☒	☐
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?	☐	☐	☐	☒
h. Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	☐	☐	☐	☒
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?	☐	☐	☒	☐
j. Be subject to inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

Discussion

a. Violate any water quality standards or waste discharge requirements?

Less than Significant Impact. The Project area is served by the City's stormwater runoff infrastructure. Construction activities could contribute to increased soil erosion and sedimentation in stormwater runoff. In addition, general construction activities could contribute pollutants such as waste, diesel and oil from equipment. However, construction activity would be temporary and would be required to comply with regulatory measures. Burbank Municipal Code Section 9-9-1-907, Best Management Practices (BMPs), describes requirements for sediment and erosion control BMPs and stormwater pollution prevention plans. Compliance with these requirements would reduce potential impacts to water quality standards to less than significant. No further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

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 preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

No Impact. A significant impact could occur if the Project were to include deep excavations, which have the potential to interfere with groundwater movement, or the withdrawal of groundwater or paving of existing permeable surfaces that are important to groundwater recharge. The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures. No substantial subsurface excavation is planned. The net change in impervious surface would be negligible. Therefore, no impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

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?

No Impact. The Project area is a developed neighborhood. No streams or river courses are located on or within the Project area. The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures. No substantial subsurface excavation is planned. The Project would not substantially increase

site runoff or result in changes to the local drainage patterns. As such no Impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

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?

No Impact. A significant impact could occur if the Project were to result in increased runoff volumes during construction, or if operation of the Project would result in flooding conditions affecting the Project Site or nearby properties. The Project area is a developed neighborhood. No streams or river courses are located on or within the Project area. The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures and would not result in the construction of buildings or any structures. As such, construction and operation of the Project would not result in a significant increase in site runoff or cause any changes in the local drainage patterns that would result in flooding on or off site. As such no Impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

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?

No Impact. A significant impact could occur if the Project were to increase the volume of stormwater runoff to a level that exceeds the capacity of the storm drain system serving the Project area, or if the Project would introduce substantial new sources of polluted runoff. Runoff from the Project area currently is, and would continue to be, collected on the site and directed toward existing storm drains in the Project vicinity. The Project would introduce traffic reducing measures and therefore, the Project would not create or contribute substantial additional runoff. No impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

f. Otherwise substantially degrade water quality?

Less than Significant Impact. Construction activities would be subject to the NPDES requirements and would be required to eliminate or reduce non-stormwater discharges to storm sewer systems and other

waters and consider the use of post-construction permanent BMPs. The Project would be required to develop and implement BMPs employed to prevent soil erosion and discharge of other construction-related pollutants, as well as a monitoring program to ensure that BMPs are implemented appropriately and are effective at controlling discharges of pollutants that are related to stormwater. As noted above, Burbank Municipal Code Section 9-1-9-907 describes BMPs for sediment and erosion control. The implementation of BMPs and compliance with all federal, State, and local regulations governing stormwater discharge would reduce the impacts of the Project on surrounding water quality. Impacts would be less than significant, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

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?

No Impact. A significant impact could occur if the Project were to place housing within a 100-year flood hazard area. According to *Burbank2035*, the Project area is not located within a designated flood zone.[5] Therefore, the Project would not place housing within a 100-year flood hazard area. No further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

h. Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

No Impact. A significant impact could occur if the Project area were to be located within a 100-year flood zone and the proposed buildings would impede or redirect flood flows. As previously mentioned, the Project area is not located within a designated flood zone.[6] The Project area is located in a highly urbanized area, and no changes to the local drainage pattern would occur with implementation of the Project. No further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

5 City of Burbank, *Burbank2035 General Plan*, Exhibit S-6, FEMA Flood Zone Areas (2013).
6 City of Burbank, *Burbank2035 General Plan*, Exhibit S-6, FEMA Flood Zone Areas (2013).

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?

Less than Significant Impact. The Project area is not located in any area susceptible to floods associated with a levee or dam. However, the City contains three reservoirs (Reservoirs #1, #4, and #5), as classified by the California Department of Water Resources.[7] These three reservoirs are relatively small and are not large enough to result in considerable risk of inundation in the City. As such, the Project would not 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. Impacts would be less than significant, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

j. Be subject to inundation by seiche, tsunami, or mudflow?

Less than Significant Impact. The Project area is not located near an ocean or enclosed body of water, and therefore would not be subject to inundation by seiche or tsunami. With respect to the potential impact from a mudflow, the risk of mudflow in the City is limited to areas at the base of undeveloped or unimproved slopes in the Verdugo Mountains, north of Sunset Canyon Drive.[8] As such, there are no sources of mudflow near the Project Site. Impacts would be less than significant, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

7 City of Burbank, *Burbank2035 General Plan*, "Safety Element" (2013).
8 City of Burbank, *Burbank2035 General Plan*, "Safety Element" (2013).

4.10 LAND USE AND PLANNING

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
LAND USE AND PLANNING—Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Conflict with 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?	☐	☐	☐	☒
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion

a. Physically divide an established community?

No Impact. The Project area is an established residential neighborhood. The Project would not result in the separation of uses or disruption of access between land use types. Street closures would limit traffic entering the Project area from outside the neighborhood though would not divide portions of the neighborhood, and all proposed street closures would still remain open for all walking or bicycling circulation. As such, no impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

b. Conflict with 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?

No Impact. The Project would modify the street network in the Project area. Goal 6 set forth in the Mobility Element in the Burbank General Plan states that "transportation infrastructure should minimize cut-through traffic in residential neighborhoods to maintain neighborhood quality of life. This is followed by policy statements that the City should "Maintain arterial street efficiency to discourage spillover traffic into residential neighborhoods"; "Consider reconfiguring travel lanes and introducing reduced speed limits as part of comprehensive efforts to calm traffic"; and "Pursue comprehensive neighborhood

protection programs to avoid diverting unwanted traffic to adjacent streets and neighborhoods".[9] The Project is designed to implement these goals and policies of the General Plan. As such, no impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The Project area is not subject to any applicable habitat conservation plan or natural community conservation plan. The Project area is a developed residential neighborhood within a heavily urbanized area of Burbank. Therefore, the Project would not conflict with any conservation plans, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

9 City of Burbank, *Burbank2035 General Plan*, "Mobility Element" (2013).

4.11 MINERAL RESOURCES

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
MINERAL RESOURCES—Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion

The Project area does not contain mineral resources extraction or mineral resource recovery sites. The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures. The proposed improvements would occur to existing roadways. As such, the Project would not change the availability of mineral resources. No impacts would occur, and further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

4.12 NOISE

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
NOISE—Would the project:				
a. Result in 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?	☐	☐	☒	☐
b. Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. Result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?	☐	☐	☒	☐
d. Result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	☐	☐	☒	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose students or staff to excessive noise levels?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion

a. Result in 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?

Less than Significant Impact. A significant impact could occur if the Project were to elevate the ambient noise environment at the Project Site in excess of noise level standards set forth in the *Burbank2035* Noise Element (Noise Element) and the City of Burbank Noise Ordinance (Noise Ordinance). Project construction would involve street improvements such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures.

Construction of the proposed Project could expose surrounding off-site receptors to increased ambient exterior noise levels comparable to ambient conditions. It should be noted that any increase in noise levels at off-site receptors during construction of the proposed Project would be temporary in nature, and would

not generate continuously high noise levels, although occasional single-event disturbances from construction are possible. However, these street improvements would not require the use of heavy equipment that would significantly increase noise levels at nearby receptors. According to the City's General Plan, construction noise that occurs between the hours of 7:00 AM and 7:00 PM from Monday through Friday, and 8:00 AM to 5:00 PM on Saturdays, is exempt from applicable noise standards, noting that "With this regulatory exemption, the City acknowledges that construction noise is an acceptable public nuisance when conducted during the least noise-sensitive hours of the day." [10] Construction of the Project would be managed by the City so that construction activity only occurred within those hours. As such, the Project's construction-related noise levels would not violate noise regulations established in the City's General Plan or Municipal Code, and construction impacts would be considered less than significant.

The Project would alter the distribution of traffic within the Project Area. As shown in **Appendix A, Noise Report**, changes in traffic noise as a result of the proposed Project would be within the allowable noise increases for existing noise exposure. As such, operational impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

b. *Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Less than Significant Impact. Vibration is sound radiated through the ground. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels.

Street improvement activities for the proposed Project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate though the ground and diminishes in intensity with distance from the source. The construction activities associated with the proposed Project could have an adverse impact on both sensitive structures (i.e., building damage) and populations (i.e., annoyance). The Federal Transit Administration's (FTA's) and Caltrans' adopted vibration standards for buildings are used to evaluate potential impacts related to project construction. Based on the FTA and Caltrans criteria, construction impacts relative to groundborne vibration would be considered significant if the following were to occur:[11]

- Project construction activities would cause a PPV groundborne vibration level to exceed 0.5 inches per second at any building that is constructed with reinforced concrete, steel, or timber.

10 City of Burbank, *Burbank2035 General Plan,* "Noise Element"(adopted February 19, 2013).

11 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment* (May 2006); and California Department of Transportation, *Transportation- and Construction-Induced Vibration Guidance Manual* (June 2004).

- Project construction activities would cause a PPV groundborne vibration level to exceed 0.3 inches per second at any engineered concrete and masonry buildings.
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.2 inches per second at any non-engineered timber and masonry buildings.
- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.12 inches per second at any historical building or building that is extremely susceptible to vibration damage.

This analysis also uses the FTA's vibration impact thresholds for human annoyance. These thresholds include 80 VdB at residences and buildings where people normally sleep (e.g., nearby residences) and 83 VdB at institutional buildings, which includes schools and churches. No thresholds have been adopted or recommended for commercial and office uses.

Table 4.12-1, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate at the Project Site during construction. As shown in **Table 4.12-1,** vibration velocities could range from 0.003 to 0.089 inch/sec PPV at 25 feet from the source activity, with corresponding vibration levels ranging from 58 VdB to 87 VdB at 25 feet from the source activity, depending on the type of construction equipment in use.

Table 4.12-1
Vibration Source Levels for Construction Equipment

	Approximate PPV (in/sec)					Approximate RMS (VdB)				
Equipment	**25 Feet**	**50 Feet**	**60 Feet**	**75 Feet**	**100 Feet**	**25 Feet**	**50 Feet**	**60 Feet**	**75 Feet**	**100 Feet**
Large bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, 2006.

No known historic or otherwise vibration-sensitive structures are within 25 feet of the Project Site. As shown in **Table 4.12-1,** at distances greater than 25 feet from the Project Site boundary, construction-related vibration levels would not exceed 0.089 PPV. As discussed previously, the most restrictive threshold for building damage from vibration is 0.12 PPV for historic buildings and buildings that are extremely susceptible to vibration damage. As maximum off-site vibration levels would not exceed 0.089 PPV, there would be no potential for Project construction to result in vibration levels exceeding the most

restrictive threshold of significance. Impacts with respect to building damage resulting from Project-generated vibration would be less than significant.

In terms of human annoyance resulting from vibration generated during the street improvements, residential uses located in the vicinity of the Project Site could be exposed to increased vibration levels. The distance between residential uses and the street improvement activities would vary throughout the Project site. As mentioned above, these improvements would involve the installation of speed humps, bulb-outs, raised and/or planted mediums, signs, and other traffic-calming measures. These improvements would not require the use of heavy equipment that would cause annoyance to nearby residential uses. As such, human annoyance impacts with respect to construction-generated vibration increases would be less than significant.

Operation

The proposed Project would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large commercial and industrial projects. Although groundborne vibration at the Project Site and immediate vicinity may currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways, the proposed land uses at the Project Site would not result in the increased use of these heavy-duty vehicles on the public roadways. While refuse trucks may be used for the removal of solid waste at the Project Site, these trips would typically only occur once a week and would not be any different from those presently occurring near the Project Site. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

c. Result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?

Less than Significant. A significant impact could occur if a project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the Project. The dominant noise source in the vicinity is traffic noise.[12] The Noise Report in **Appendix A** reviews the change in traffic noise for the proposed Project. Based on the findings identified therein, roadway noise level increases would be within the allowable noise increases for existing noise exposure. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

12 City of Burbank, *Burbank2035 General Plan,* "Mobility Element" (adopted February 19, 2013).

EXHIBIT G-55

d. Result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?

Less than Significant Impact. Construction of the Project has the potential to temporarily or periodically increase ambient noise levels above existing levels. The City exempts construction noise that occurs between the hours of 7:00 AM to 7:00 PM weekdays, and 8:00 AM to 5:00 PM Saturdays.[13] Additionally, based on the finding identified in **Appendix A,** roadway noise level increases would be within the allowable noise increases for existing noise exposure. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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?

No Impact. The Project area is not located within an airport land use plan of a public airport or public use airport. The closest airport is Bob Hope Airport, located more than 2 miles north of the Project. No impact will occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation measures are necessary.

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?

No Impact. The Project Site is not located in the vicinity of a private airstrip. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels. No further evaluation of this issue is required.

Mitigation Measures: No mitigation measures are necessary.

13 City of Burbank, *Burbank2035 General Plan,* "Noise Element" (adopted February 19, 2013).

4.13 POPULATION AND HOUSING

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
POPULATION AND HOUSING—Would the 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 of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion

a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. A significant impact could occur if a project were to introduce substantial new population or would substantially induce growth that would otherwise not have occurred as rapidly or in as great a magnitude. The Project includes measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures constructed within existing roadways. No housing or other structures are proposed. As such, no impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project includes measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures constructed within existing roadways. The Project does not include the removal or displacement of any housing. Therefore, no impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. The Project includes measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures constructed within existing roadways. The Project would not result in displacement of any residential uses. Therefore, no impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

4.14 PUBLIC SERVICES

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
PUBLIC SERVICES—Would the Project result in substantial adverse physical impacts to:				
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:				
i. Fire Protection?	☐	☐	☐	☒
ii. Police Protection?	☐	☐	☐	☒
iii. Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☐	☒
v. Other public services?	☐	☐	☐	☒

Discussion

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:

i. Fire Protection?

No Impact. Fire protection and emergency medical services in the City are provided by the Burbank Fire Department (BFD). The Project area is served by BFD Station 11, BFD Headquarters, located at 311 East Orange Grove Avenue, approximately 1.8 miles northeast of the Project area.

The Project would implement full closures of four residential streets and other measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures on existing roadways. While these changes would alter some travel routes and could increase emergency response times on certain trips, overall emergency access to all locations within the Project area would be

maintained and overall service ratios, response times, and other performance objectives would not be substantially affected. Impacts would not occur, and no further evaluation is required

Mitigation Measures: No mitigation is necessary.

ii. Police Protection?

No Impact. Police protection services in the City are provided by the Burbank Police Department (BPD). The Project includes the development of measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures and would not result in the construction of buildings or any structures. Implementation of the Project would not result in an increase of visitors or residents that could increase demand for police protection. No impacts would occur, and no further evaluation is required.

Mitigation Measures: No mitigation necessary.

iii. Schools?

No Impact. School services within the City are provided by the Burbank Unified School District (BUSD). A significant impact could occur if a project were to include substantial employment or population growth, which could generate demand for school facilities that would exceed the capacity of the BUSD. The Project involves the development of traffic control measures within a residential neighborhood. As such, the Project would not generate substantial residential growth. No impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

iv. Parks?

No Impact. There are more than 700 acres of parkland within the City, including a total of 26 parks and other recreational facilities.[14] *Burbank2035* establishes a Citywide goal of 5 acres of park facilities per 1,000 residents. The current ratio is approximately 7 acres per resident.[15] The Project is a series of traffic control measures; therefore, it would not generate substantial residential growth. No impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

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14 City of Burbank, *Burbank2035 General Plan, Environmental Impact Report* (February 19, 2013).
15 City of Burbank, *Burbank2035 General Plan,* "Open Space and Conservation Element" (2013).

v. Other Public Services?

No Impact. Library services within the City are provided by the Burbank Public Library (BPL). The BPL includes three branches: the Central Library, the Buena Vista Library, and the Northwest Library. The City currently meets its recommended standards for adequate library facilities.[16] The Project is a series of traffic control measures and would not result in the generation of new residents. No impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

16 City of Burbank, *Burbank2035,* "Environmental Impact Report" (February 19, 2013).

4.15 RECREATION

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
RECREATION—Would the project:				
a. 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?	☐	☐	☒	☐
b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion

a. 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?

Less than Significant Impact. The Project involves the development of traffic control measures in a residential neighborhood and would not substantially increase population or employment in Burbank. Therefore, impacts would be less than significant, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

No Impact. The Project does not include any recreational facilities or require the construction of recreational facilities. No impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

4.16 TRANSPORTATION AND TRAFFIC

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
TRANSPORTATION/TRAFFIC—Would the project:				
a. Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☒	☐	☐
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e. Result in inadequate emergency access?	☐	☐	☐	☒
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

Discussion

a. Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

The follow section summarizes and incorporates by reference information from the *Traffic Analysis for the Alameda North Neighborhood Protection Plan*, dated July 2016 and prepared by Gibson Transportation Inc.[17] The Traffic Study is included as **Appendix B** to this Initial Study.

Less than Significant with Project Mitigation. A significant impact could occur if the Project were to conflict with the transportation plans and policies of the City of Burbank. The City has an established traffic impact analysis methodology and thresholds of significance. The Project would not be a source of new trips but would redistribute traffic through the neighborhood. Significant impacts could occur if intersections operating at Level of Service (LOS) D, E, or F were to experience noticeable declines in the ratio of volume to capacity. Significant impacts could also occur if residential street segments were to experience substantial increases in daily traffic volume cause by new Project trips. The following eight intersections within the Project area were evaluated:

1. Hollywood Way & Oak Street
2. Buena Vista Street & Oak Street
3. Buena Vista Street & Olive Avenue
4. Hollywood Way & Alameda Avenue
5. Cordova Street/SR 134 Westbound Ramps & Alameda Avenue
6. Lima Street & Alameda Avenue
7. Olive Avenue/Ontario Street & Alameda Avenue
8. Hollywood Way & Verdugo Avenue

Current traffic data was collected for these study intersections. Future traffic conditions were calculated, assuming related projects and planned infrastructure improvements other than the Project. The expected effect of the Project was then compared to this future condition. As shown in **Table 4.16-1, Traffic Impact of Project,** the Project is projected to have a significant impact at the intersection of Hollywood Way and Oak Street.

17 Gibson Transportation Consulting Inc., *Traffic Analysis for the Alameda North Neighborhood Protection Plan* (July 2016).

Table 4.16-1
Traffic Impact of Project

			Without Project		With Project		Impact	
	Intersection	**Peak Hour**	**V/C Ratio**	**LOS**	**V/C Ratio**	**LOS**	**Change in V/C**	**Significant?**
1	Hollywood Way & Oak Street	AM	0.840	D	0.884	D	0.044	***Yes***
		PM	0.749	C	0.638	B	-0.111	No
2	Buena Vista Street & Oak Street	AM	29.8	D	18.3	C	-11.5	No
		PM	18.5	C	12.0	B	-6.5	No
3	Buena Vista Street & Olive Avenue	AM	0.825	D	0.839	D	0.014	No
		PM	0.901	E	0.899	D	-0.002	No
4	Hollywood Way & Alameda Avenue	AM	0.978	E	0.987	E	0.009	No
		PM	0.820	D	0.810	D	-0.010	No
5	Cordova Street/SR 134 Westbound Ramps & Alameda Avenue	AM	0.904	E	0.895	D	-0.009	No
		PM	0.771	C	0.692	B	-0.079	No
6	Lima Street & Alameda Avenue	AM	0.586	A	0.593	A	0.007	No
		PM	0.489	A	0.445	A	—	No
7	Olive Avenue/Ontario Street & Alameda Avenue	AM	0.641	B	0.649	B	0.007	No
		PM	0.678	B	0.706	C	-0.044	No
8	Hollywood Way & Verdugo Avenue	AM	0.922	E	0.926	E	0.008	No
		PM	0.927	E	0.924	E	0.028	No

Source: Gibson Transportation Consulting, July 2016

Mitigation Measures: To mitigate the impact on the intersection of Hollywood Way and Oak Street, the following mitigation measure shall be incorporated into the Project:

- The eastbound and westbound approaches on Oak Street to the intersection with Hollywood Way shall be restriped to provide an exclusive left-turn lane and a shared through/right-turn lane in each direction. To accommodate this change, on-street parking shall be removed along Oak Street within the area being restriped.

With implementation of this mitigation traffic flow at the intersection of Hollywood Way and Oak Street would improve, and impacts would be reduced to a less than significant level. The proposed street closures included in the proposed Project increase traffic on some neighboring streets as traffic originating from or accessing destinations within the study area must shift to other streets. However, because the project is a neighborhood protection project no new trips are added to the street network and the overall number of trips entering and exiting the study area remained relatively constant. Thus, no impacts to residential streets occur as part of the project.

b. Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

No Impact. The Los Angeles County Congestion Management Program (CMP) is intended to manage traffic congestion on a regional level. Though it would redistribute trips within the neighborhood, the Project would not generate new trips. As such, the Project would not contribute traffic to roads of highways designated by the CMP. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

c. Would the project 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?

No Impact. A significant impact could occur if a project were to include an aviation-related use and would result in safety risks associated with such use. The Project does not include any aviation-related uses. Therefore, no impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation measures are necessary.

d. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. A significant impact would occur if a project were to include new roadway design or introduces into an area with specific transportation requirements, characteristics, project access, or other features a new land use or project features designed in such a way as to create hazardous conditions. The proposed Project would not include unusual or hazardous design features. However, the proposed Project will include speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures to reduce cut-through traffic and driving speeds. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

e. Would the project result in inadequate emergency access?

Less than Significant Impact. A significant impact could occur if the Project design were not to provide adequate emergency access or were to threaten the ability of emergency vehicles to access and serve adjacent uses. Development of the Project would include closure of four residential streets within the Project area and other measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures on existing roadways. While these closures would alter some travel routes and could increase emergency response times on certain trips, overall emergency access to all locations within the Project area would be maintained; overall service ratios, response times, and other performance objectives would not be substantially affected. However adequate access into, through, and around the Project area would remain. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

f. Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. A significant impact could occur if the Project were to conflict with adopted polices of the City of Burbank or of transportation agencies, such as Metro. The Project would not require the disruption of public transportation services or the alteration of public transportation routes. California Street is designated as an existing Class III Bicycle Route throughout the study area, and the angled barrier closure proposed at California Street just north of Alameda Avenue is planned to allow through movements for bicycles and pedestrians. Thus the proposed Project would not interfere with any bike lanes or paths. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

4.17 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
UTILITIES AND SERVICE SYSTEMS—Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
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 environmental effects?	☐	☐	☐	☒
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded entitlements needed?	☐	☐	☐	☒
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 commitments?	☐	☐	☐	☒
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

Discussion

a. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. A significant impact could occur if the wastewater generated from the Project were to exceed treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB). Wastewater collection and treatment are provided by the City of Burbank through the Burbank Water Reclamation Plant (BWRP). The Project will implement traffic control measures and would not generate additional wastewater. As such, impacts would not occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

b. Would the project 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 environmental effects?

No Impact. A significant impact could occur if the water demand or wastewater generated from the Project were to exceed existing supplies or treatment capacity. The Project will implement traffic control measures and would not create additional water demand or generate wastewater. Impacts would not occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

c. Would the project 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 effects?

Less than Significant Impact. A significant impact could occur if the volume of stormwater runoff were to increase to a level exceeding the capacity of the existing storm drain system. The Project would make alterations to existing roadways. The overall change in pervious surface and in stormwater runoff would be minor. Runoff would not exceed current facilities. Impacts would be less than significant, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

d. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded entitlements needed?

No Impact. A significant impact could occur if the Project were to increase water consumption to such a degree that new water sources would need to be identified. The Project would implement traffic control measures. No change in water consumption would result. No impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

e. Would the project 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 commitments?

No Impact. A significant impact could occur if the Project were to increase wastewater flow that exceeded the capacity of the BWRP. The Project would implement traffic control measures and therefore not contribute to wastewater demand. No impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

f. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less than Significant Impact. The Project would generate solid waste during construction activities. The City of Burbank owns and operates the Burbank Landfill. As of 2012, it was reported that the landfill has an estimated remaining life of 41 years and a remaining capacity of 2,95 million tons.[18] As such, there is sufficient permitted capacity to accommodate any waste associated with the Project. Impacts would be less than significant.

Mitigation Measures: No mitigation is necessary.

g. Would the project comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. A significant impact could occur if a project were to generate solid waste that was not disposed of in accordance with applicable regulations. The Project would implement traffic control measures under the supervision of the City. Construction waste would be disposed of in accordance with City rules and regulations. No impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

18 Los Angeles County Department of Public Works, *2012 Annual Report: Los Angeles County Countywide Integrate Waste Management Plan* (August 2013).

4.18 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
MANDATORY FINDINGS OF SIGNIFICANCE—Does the project:				
a. 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?	☐	☐	☒	☐
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐
c. Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Discussion

a. Would the 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?

Less than Significant Impact. The Project is a Neighborhood Protection Plan that would implement measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic-calming measures. No habitat of a fish or wildlife species would be affected; no plant or animal community would be eliminated; no examples of the major periods of California history or prehistory would be affected. No impacts would occur, and no further evaluation of this issue is required.

Mitigation Measures: No mitigation is necessary.

b. Would the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less than Significant with Project Mitigation. A significant impact may occur if the Project, in conjunction with other related projects in the area of the Project area, were to result in impacts that would be less than significant when viewed separately, but would be significant when viewed together. As described previously in subsection 4.16, the Project would have a significant impact on the intersection of Hollywood Way and Oak Street.

Mitigation Measures: Mitigation to reduce the significant impact of the Project was described in subsection 4.16.

c. Would the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact. A significant impact could occur if a project were to result in significant impacts that adversely effect human beings. Based on the preceding discussions, the Project would not have significant environmental effects on human beings, either directly or indirectly. Any potentially significant impacts would be reduced to less than significant levels through the implementation of the applicable mitigation measures stated. Impacts would be less than significant.

Mitigation Measures: No mitigation is necessary.

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NOISE ANALYSIS TECHNICAL REPORT

ALAMEDA NORTH NEIGHBORHOOD PROECTION PLAN – PHASE 2

A. INTRODUCTION

This Noise Analysis Technical Report ("Noise Report") analyzes potential traffic noise for the Alameda North Neighborhood Protection Plan ("proposed Project"). This reports discusses applicable federal, State, and local noise regulations, monitoring data, applicable noise thresholds, and the methodology used to analyze potential noise impacts.

B. PROJECT DESCRIPTION

Alameda North ("Project site") is a residential neighborhood of approximately 200 acres located north of Alameda Avenue and Olive Avenue near the Burbank Media District. The Project site is bounded by Verdugo Avenue to the north, Alameda Avenue and Olive Avenue to the south, and Buena Vista Street to the east. The Project site is bisected by Oak Street, which runs east and west between Hollywood Way and Buena Vista Street. In addition, an alley approximately 125 feet north of Alameda Avenue and Olive Avenue runs nearly the entire width of the neighborhoods to the east and west directions.

The proposed Project plans to reduce cut-through traffic within the Project site and to reduce speeding within the residential neighborhoods. The Project features include speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic calming measures. Nearly all of the streets within the neighborhood are residential streets for single family residential units providing direct access to adjacent land uses. The speed limit throughout the neighborhood is 25 miles per hour.

C. ENVIRONMENTAL SETTING

Fundamentals of Sound

Sound is technically described in terms of loudness and frequency. The loudness of sound or noise, two terms that are used interchangeably throughout this section, is measured using a logarithmic scale with 10 as the base. The standard unit of sound measurement is the decibel (dB), or dB scale, which describes the physical intensity of the pressure vibrations that make up any sound; the decibel scale sets the hearing threshold as 0 dB. The frequency of the sound is related to the pressure vibration, which is measured in Hertz (Hz), which is measured in cycles per second.

The human ear can detect a wide range of frequencies and sound pressure levels; the subjective audible sound pressure range is from 0 dB to 140 dB. Human ears can detect not only changes in overall sound pressure level but can also detect sound with a sound pressure well below the background noise level.

The hearing thresholds show considerable variability from individual to individual with a standard variation among individuals of about 5 dB. The just noticeable difference is typically around 1 dB for sound level. Studies have shown that sound is perceived to be twice as loud for sound level increase of 10 dB; a 20 dB increase in the sound level is perceived as four times as loud by the normal human ear.

In response to this sensitivity of the human ear to different frequencies, the A-weighted noise level, referenced in units of dBA, was developed to better correspond with subjective judgment of sound levels by individuals.

A doubling of sound energy results in a 3 dBA increase in sound, which means that a doubling of sound wave energy (e.g., doubling the volume of traffic on a roadway) would result in a barely perceptible change in sound level. In general, changes in a noise level of less than 3 dBA are not typically noticed by the human ear.[1] Changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. An increase of greater than 5 dBA is readily noticeable, while the human ear perceives a 10 dBA increase in sound level to be a doubling of sound volume.

Noise sources can generally be categorized as one of two types: 1) point sources, such as stationary mechanical equipment; and 2) line sources, such as a roadway. Sound generated by a point source typically diminishes or attenuates at a rate of 6 dBA for each doubling of distance from the source to the receptor at acoustically hard sites and at a rate of 7.5 dBA at acoustically soft sites. A hard or reflective site consists of asphalt, concrete, and very hard-packed soil, which does not provide any excess ground-effect attenuation while an acoustically soft site consists of normal earth and ground with vegetation.[2]

As an example, a 60 dBA noise level measured at 50 feet from a point source at an acoustically hard site would be 54 dBA at 100 feet from the source and it would be 48 dBA at 200 feet from the source. Noise from the same point source at an acoustically soft site would be 52.5 dBA at 100 feet and 45 dBA at 200 feet from the source. Sound generated by a line source typically attenuates at a rate of 3 dBA and 4.5 dBA per doubling of distance from the source to the receptor for hard and soft sites, respectively.[3]

Man-made or natural barriers can also attenuate sound levels. Solid walls and berms may reduce noise levels by 5 to 10 dBA.[4] Sound levels from a source may also be attenuated 3 to 5 dBA by the first row of houses and 1.5 dBA for each additional row of houses in a residential neighborhood.

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1 U.S. Department of Transportation. 1980. Federal Highway Administration, Fundamentals and Abatement of Highway Traffic Noise. September), p. 81.
2 Ibid,. p. 97.
3 Ibid, p. 97.
4 Ibid, p. 18.

The minimum attenuation of exterior to interior noise provided by typical residential and institutional buildings in California is 17 dBA with open windows and 25 dBA with closed windows.

Environmental Noise

Noise level increases are used to determine the effect of noise in environmental settings. Many methods have been developed for evaluating community noise to account for, among other things:

- The variation of noise levels over time;
- The influence of periodic individual loud events; and
- The community response to changes in the community noise environment.

Table 1, Noise Descriptors, identifies various noise descriptors developed to measure sound levels over different periods.

Table 1
Noise Descriptors

Term	Definition
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measure sound to a reference pressure.
A-Weighted Decibel [dBA]	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Equivalent Sound Level (L_{eq})	The sound level containing the same total energy as a time varying signal over a given time period. The L_{eq} is the value that expresses the time averaged total energy of a fluctuating sound level. L_{eq} can be measured over any time period, but is typically measured for 1-minute, 15-minute, 1-hour, or 24-hour periods.
Community Noise Equivalent Level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments add 5 dBA for the evening, 7:00 PM to 10:00 PM, and add 10 dBA for the night, 10:00 PM to 7:00 AM. The 5 and 10 decibel penalties are applied to account for increased noise sensitivity during the evening and nighttime hours. The logarithmic effect of adding these penalties to the 1-hour L_{eq} measurements typically results in a CNEL measurement that is within approximately 3 dBA of the peak-hour L_{eq}.[1]
Sound pressure level	The sound pressure is the force of sound on a surface area perpendicular to the direction of the sound. The sound pressure level is expressed in dB.
Ambient Noise	The level of noise that is all encompassing within a given environment, being usually a composite of sounds from many and varied sources near to and far from the observer. No specific source is identified in the ambient.

Note:

1 *California Department of Transportation. 2009. Technical Noise Supplement; A Technical Supplement to the Traffic Noise Analysis Protocol, Sacramento, California. November, pp. N51-N54.*

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Health Effects of Noise

Human response to sound is highly individualized. Annoyance is the most common issue associated with community noise levels. Many factors influence the response to noise including the character of the noise, the variability of the sound level, the presence of tones or impulses, and the time of day of the occurrence. Additionally, non-acoustical factors, such as individual opinion of the noise source, the ability to adapt to the noise, the attitude towards the source and those associated with it, and the predictability of the noise, all influence the response to noise. These factors result in the reaction to noise being highly subjective with the perceived effect of a particular noise varying widely among individuals in a community.

The effects of noise can be grouped into three general categories:

- Subjective effects of annoyance, nuisance, dissatisfaction;
- Interference with activities such as speech, sleep, and learning; and
- Physiological effects such as the development of hearing loss.

Noise-induced hearing loss usually takes years to develop. Hearing loss is one of the most obvious and easily quantifiable effects of excessive exposure to noise. While the loss may be temporary at first, it can become permanent after continued exposure. When combined with hearing loss associated with aging, the amount of hearing loss directly due to the environment is difficult to quantify. Although the major cause of noise-induced hearing loss is occupational, non-occupational sources may also be a factor.

Noise can mask important sounds and disrupt communication between individuals in a variety of settings. This process can cause anything from a slight irritation to a serious safety hazard, depending on the circumstance. Noise can disrupt face-to-face communication and telephone communication, and the enjoyment of music and television in the home. Interference with communication has proved to be one of the most important components of noise-related annoyance. Noise-induced sleep interference is one of the critical components of community annoyance. Sound level, frequency distribution, duration, repetition, and variability can make it difficult to fall asleep and may cause momentary shifts in the natural sleep pattern, or level of sleep. It can produce short-term effects, with the possibility of more serious effects on health if it continues over long periods.

Annoyance can be defined as the expression of negative feelings resulting from interference with activities, as well as the disruption of one's peace of mind and the enjoyment of one's environment. The consequences of noise-induced annoyance are privately held dissatisfaction, publicly expressed complaints to authorities, and potential adverse health effects, as discussed above.

Existing Off-Site Roadway Noise Levels

Noise-prediction modeling was conducted and based on vehicular traffic volumes along nearby roadway segments to determine the ambient roadway noise environment related to traffic near the Project site. The average daily trips (ADTs) for these local roadway segments were obtained from the traffic impact analysis for the proposed Project prepared by Gibson Transportation Consulting, Inc.[5]

Existing roadway noise levels were modeled using the Federal Highway Administration Highway Prediction Noise Model (FHWA-RD-77-108). The model calculates the average noise level in dB(A) CNEL at a given roadway segment based on traffic volumes, vehicle mix, average speeds, roadway geometry, and site conditions. The noise model assumes a "hard" site condition (i.e., providing for the minimum amount of sound attenuation allowed by the traffic noise model, a 6.0 dB(A) noise reduction per doubling of distance), and no barriers between the roadway and receivers. Traffic noise levels were calculated for sensitive receptors at distances of 75 feet from the center of the roadway.

The data collected before and after implementation of the temporary street closures was analyzed to identify the predominate traffic patterns in Alameda North and to help determine traffic shifts caused by temporary closures. Directional data was analyzed during the morning (6:00 AM to 10:00 AM) and afternoon (3:00 PM to 7:00 PM) peak periods.

The estimated existing roadway noise levels for the north-south street segments north of Oak Street, from Cordova Street on the west to Frederick Street to the east are provided in **Table 2, Modeled Existing Roadway Noise Levels North-South Streets North of Oak Street.** The existing modeled vehicle generated noise levels at these street segments during the AM peak hour ranged from a low of 33.8 dB(A) CNEL at Florence Street north of Oak Street (northbound) to a high of 43.1 dB(A) CNEL at California Street north of N. Whitnall Highway (southbound). In addition, noise levels during the PM peak hour ranged from a low of 37.0 dB(A) CNEL at both Catalina Street north of Oak Street (southbound) and at Florence Street north of Oak Street (southbound) to a high of 43.3 dB(A) CNEL at Avon Street north of Oak Street (northbound).

5 Gibson Transportation Consulting, Inc., *Traffic Analysis for the Alameda North Neighborhood Protection Plan,* July 2016.

Table 2
Modeled Existing Roadway Noise Levels
North-South Streets North of Oak Street

No.	Location	Time	Direction	Before Temporary Street Closure (dBA CNEL)
2	Cordova Street n/o Oak Street	AM	NB	36.7
			SB	40.0
		PM	NB	39.4
			SB	39.8
3	Avon Street n/o Oak Street	AM	NB	42.2
			SB	41.9
		PM	NB	43.3
			SB	40.6
4	California Street n/o N. Whitnall Hwy	AM	NB	40.1
			SB	43.1
		PM	NB	43.4
			SB	41.4
5	Ontario Street n/o Oak Street	AM	NB	35.8
			SB	37.8
		PM	NB	38.4
			SB	37.2
6	Fairview Street n/o Oak Street	AM	NB	36.6
			SB	39.7
		PM	NB	40.8
			SB	37.5
7	Niagara Street n/o Oak Street	AM	NB	36.0
			SB	40.2
		PM	NB	40.7
			SB	37.1
8	Catalina Street n/o Oak Street	AM	NB	36.7
			SB	39.4
		PM	NB	41.2
			SB	37.0
9	Florence Street n/o Oak Street	AM	NB	33.8
			SB	36.4
		PM	NB	40.0
			SB	37.0
10	Naomi Street n/o Oak Street	AM	NB	37.4

No.	Location	Time	Direction	Before Temporary Street Closure (dBA CNEL)
			SB	40.3
		PM	NB	41.9
			SB	39.0
11	Frederick Street n/o Oak Street	AM	NB	36.7
			SB	39.1
		PM	NB	41.8
			SB	37.6

Note: Roadway noise levels are modeled 75 feet from the center of the roadway.
n/o = north of; NB = northbound; SB = southbound.

The estimated existing roadway noise levels for the north-south street segments south of Oak Street, from Cordova Street on the west to Frederick Street to the east are provided in **Table 3, Modeled Existing Roadway Noise Levels North-South Streets South of Oak Street.** The existing modeled vehicle generated noise levels at these street segments during the AM peak hour ranged from a low of 34.9 dB(A) CNEL at N. Whitnall Highway south of Oak Street (northbound) to a high of 45.6 dB(A) CNEL at Catalina Street south of Oak Street (northbound). In addition, noise levels during the PM peak hour ranged from a low of 36.4 dB(A) CNEL at N. Whitnall Highway south of Oak Street (southbound) to a high of 45.6 dB(A) CNEL at Catalina Street south of Oak Street (northbound).

Table 3
Modeled Existing Roadway Noise Levels
North-South Streets South of Oak Street

No.	Location	Time	Direction	Before Temporary Street Closure (dBA CNEL)
19	Cordova Street s/o Oak Street	AM	NB	35.2
			SB	41.3
		PM	NB	36.1
			SB	41.5
20	Avon Street s/o Oak Street	AM	NB	40.1
			SB	40.8
		PM	NB	44.0
			SB	38.4
21	Lima Street s/o Oak Street	AM	NB	39.3
			SB	40.3
		PM	NB	42.8
			SB	39.2
22	California Street s/o Oak Street	AM	NB	39.7
			SB	41.3
		PM	NB	42.8
			SB	39.7
23	N. Whitnall Hwy s/o Oak Street	AM	NB	34.9
			SB	35.6
		PM	NB	37.6
			SB	36.4
24	Fairview Street s/o Oak Street	AM	NB	45.2
			SB	43.4
		PM	NB	45.2
			SB	43.4
25	Niagara Street s/o Oak Street	AM	NB	35.2
			SB	39.6
		PM	NB	40.9
			SB	37.5
26	Catalina Street s/o Oak Street	AM	NB	45.6
			SB	44.9
		PM	NB	45.6
			SB	44.9
27	Florence Street s/o Oak Street	AM	NB	35.6

No.	Location	Time	Direction	Before Temporary Street Closure (dBA CNEL)
			SB	39.6
		PM	NB	40.5
			SB	37.5
28	Naomi Street s/o Oak Street	AM	NB	36.7
			SB	37.9
		PM	NB	42.2
			SB	36.8
29	Frederick Street s/o Oak Street	AM	NB	38.2
			SB	39.9
		PM	NB	42.8
			SB	38.0
31	Fairview Street s/o N. Whitnall Hwy	AM	NB	37.6
			SB	40.4
		PM	NB	42.4
			SB	38.8

Note: Roadway noise levels are modeled 75 feet from the center of the roadway.
s/o = south of; NB = northbound; SB = southbound.

The estimated existing roadway noise levels for various segments of Oak Street, from east of Hollywood Way to west of Buena Vista Street are provided in **Table 4, Modeled Existing Roadway Noise Levels Oak Street.** The existing modeled vehicle generated noise levels at these street segments during the AM peak hour ranged from a low of 42.1 dB(A) CNEL at Oak Street west of Buena Vista Street (westbound) to a high of 45.5 dB(A) CNEL Oak Street east of Hollywood Way (westbound). In addition, noise levels during the PM peak hour ranged from a low of 44.0 dB(A) CNEL at Oak Street east of Catalina Street (eastbound) to a high of 48.0 dB(A) CNEL at Oak Street east of Hollywood Way (westbound).

Table 4
Modeled Existing Roadway Noise Levels
Oak Street

No.	Location	Time	Direction	Before Temporary Street Closure
12	Oak Street e/o Hollywood Way	AM	EB	44.7
			WB	45.5
		PM	EB	46.8
			WB	48.0
13	Oak Street e/o Cordova Street	AM	EB	43.6
			WB	44.6
		PM	EB	45.0
			WB	47.6
14	Oak Street e/o California Street	AM	EB	42.3
			WB	43.4
		PM	EB	44.5
			WB	44.3
15	Oak Street e/o Fairview Street	AM	EB	42.8
			WB	42.8
		PM	EB	44.6
			WB	44.7
16	Oak Street e/o Catalina Street	AM	EB	42.7
			WB	42.0
		PM	EB	44.0
			WB	44.3
17	Oak Street w/o Buena Vista Street	AM	EB	43.8
			WB	42.1
		PM	EB	45.4
			WB	44.2

Note: Roadway noise levels are modeled 75 feet from the center of the roadway.
e/o = eastbound; EB = eastbound; WB = westbound.

The estimated existing roadway noise levels for various segments of the east-west alley just north of Alameda Avenue and Olive Avenue are provided in **Table 5, Modeled Existing Roadway Noise Levels East-West Alley North of Alameda Avenue.** The existing modeled vehicle generated noise levels at these street segments during the AM peak hour ranged from a low of 29.4 dB(A) CNEL at the Alley between Lima Street and California Street (westbound) to a high of 40.4 dB(A) CNEL at the Alley between Cordova Street and Avon Street (westbound). Noise levels during the PM peak hour ranged from a low of 32.9 dB(A) CNEL at the Alley between Lima Street and California Street (westbound) to a high of 40.7 dB(A) CNEL at the alley between Cordova Street and Avon Street (eastbound).

Table 5
Modeled Existing Roadway Noise Levels
East-West Alley North of Alameda Avenue

No.	Location	Time	Direction	Before Temporary Street Closure
32	Alley between Cordova Street and Avon Street	AM	EB	36.1
			WB	40.4
		PM	EB	40.7
			WB	37.6
33	Alley between Avon Street and Lima Street	AM	EB	35.4
			WB	31.2
		PM	EB	34.5
			WB	33.2
34	Alley between Lima Street and California Street	AM	EB	33.2
			WB	29.4
		PM	EB	32.7
			WB	32.9
36	Alley between Ontario Street and Fairview Street (Behind El Torito)	AM	EB	36.1
			WB	36.6
		PM	EB	38.8
			WB	36.9

Note: Roadway noise levels are modeled 75 feet from the center of the roadway.
EB = eastbound; WB = westbound.

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D. REGULATORY FRAMEWORK

Specific Noise policies are enacted at the local level. Key federal, state, and local laws, regulations, and specific policies that regulate are summarized.

Federal

Federal Transit Administration

The FTA has published guidelines for assessing the impacts of groundborne vibration associated with construction activities, which have been applied by other jurisdictions to other types of projects. The FTA's measure of the threshold of architectural damage for conventional sensitive structures (e.g., residential units) is 0.2 in/sec PPV.6 The vibration threshold of perception is 0.01 in/sec PPV. With respect to human annoyance, the FTA provides criteria for various land use categories and based on the frequency of vibration events. According to the FTA, a vibration criterion of 72 VdB should be used for residential land uses. With respect to potential building damage (primarily from construction activities), the FTA provides guidelines for the evaluation of potential groundborne vibration damage applicable to various building categories. According to FTA guidelines, a vibration criterion of 0.20 in/sec, or 106 VdB, should be considered as the significant impact level for nonengineered timber and masonry buildings. Structures engineered with concrete and masonry (no plaster) have vibration damage criteria of 0.3 in/sec, or 110 VdB. All structures or buildings constructed of reinforced concrete, steel, or timber, have vibration damage criteria of 0.50 in/sec, or 114 VdB.

U.S Environmental Protection Agency

The U.S. Environmental Protection Agency's (USEPA) Office of Noise Abatement and Control was originally established to coordinate federal noise control activities. After its inception, USEPA's Office of Noise Abatement and Control issued the Federal Noise Control Act of 1972, which established programs and guidelines to identify and address the effects of noise on public health, welfare, and the environment. In 1981, EPA administrators determined that subjective issues, such as noise, would be better addressed at lower levels of government, thereby allowing more individualized control for specific issues by designated federal, state, and local government agencies. Accordingly, in 1982, responsibilities for regulating noise control policies were transferred to designated federal agencies and state and local governments. However, noise control guidelines and regulations contained in EPA rulings from prior years remain in place.

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6 US Department of Transportation, Federal Transit Administration, *Transit and Vibration Impact Assessment*, FTA-VA-90-1003-06 (May 2006).

State

The State of California has adopted noise standards in areas of regulation not preempted by the federal government. State standards regulate noise levels of motor vehicles, sound transmission through buildings, occupational noise control, and noise insulation.

California Green Building Standards Code

Title 24 of the California Code of Regulations, also known as the California Green Building Standards Code, establishes building standards applicable to all occupancies throughout the state. The code provides acoustical regulations for exterior-to-interior sound insulation, as well as for sound and impact isolation between adjacent spaces of various occupied units. Title 24, Part 2, Chapter 12, Section 1207.11.2, states that interior noise levels generated by exterior noise sources shall not exceed 45 dBA L_{dn} in any habitable room.

Local Regulations

Burbank2035 Noise Element

The City of Burbank has established non-transportation related noise standards of 55 dBA Leq[h] for daytime hours (7:00 AM to 10:00 PM) and 45 dBA Leq[h] for nighttime hours (10:00 PM to 7:00 AM), and land use compatibility noise standards of up to 65 dBA Ldn for outdoor activity areas and 45 dBA Ldn for interior spaces for residential land uses. The City of Burbank exempts construction noise that occurs between the hours of 7:00 AM to 7:00 PM weekdays, and 8:00 AM to 5:00 PM Saturdays. Construction noise is held to regular noise standards outside the hours listed above and on Sundays and federal Holidays.

Burbank Noise Ordinance

The Burbank Noise Ordinance (Title 9, Building Regulations; Chapter 3, Environmental Protection; Article 2, Noise Control of the Burbank Municipal Code [BMC]) contains performance standards for the purpose of prohibiting unnecessary, excessive, and annoying sounds that, at certain levels and frequencies, are detrimental to the health and welfare of the city's residents. In addition, the Construction Hours of the Burbank Municipal Code identifies the days and hours that construction, alteration, movement, enlargement, replacement, repair, equipment, maintenance, removal, and demolition work can take place in the City.

The following sections of the City's Noise Ordinance are applicable to the proposed Project.

9-1-1-105.8: Construction Hours

The following construction hours shall apply to all construction, alteration, movement, enlargement, replacement, repair, equipment, maintenance, removal, and demolition work regulated by this code:

Construction Hours:

Monday – Friday: 7:00 AM to 7:00 PM
Saturday: 8:00 AM to 5:00 PM
Sunday and City Holidays: None

Exceptions:

1. 1. Single-family residential owner-builder permits when work is performed solely by the owner and family members:

   Monday – Friday: 7:00 AM to 7:00 PM

   Saturday: 8:00 AM to 5:00 PM

   Sunday and City Holidays: 8:00 AM to 5:00 PM

2. 2. Where work must be performed in an emergency situation, as defined in Section 9-3-204 of the Burbank Municipal Code.

3. 3. The Community Development Director may grant exceptions wherever there are practical difficulties involved in carrying out the provisions of this section or other specific onsite activity warrants unique consideration.

4. 4. The Planning Board or City Council may grant exceptions pursuant to land use entitlements.

9-3-208: Machinery, Equipment, Fans and Air Conditioning

5. A. Decibel Limit: No person shall operate any machinery, equipment, pump, fan, air conditioning apparatus, or similar mechanical device in such a manner as to cause the ambient noise level to be exceeded by more than five decibels. In the case of leaf blowers, as defined by Section 9-3-214 of this article, the ambient noise level may not be exceeded by more than 20 decibels.

6. B. Ambient Noise Base Level: For the purposes of this section only, all ambient noise measurements shall commence at the following ambient noise base levels in the zones and during the times shown:

Noise Level (dB)	Time of day	Land Use
45	Night	Residential
55	Day	Residential
65	Any	Commercial
70	Any	All other

Accordingly, and by way of illustration, the ambient noise level in commercial zones shall be deemed to be sixty five (65) dB notwithstanding a lower reading; provided, however, that when the ambient noise base level for the property on which the machinery, equipment, pump, fan, air conditioning apparatus or similar mechanical device is located is higher than the ambient noise base level for adjacent property, the ambient noise base level for the adjacent property shall apply. Properties separated by a street shall be deemed to be adjacent to one another.

E. METHODOLOGY

Analysis of the existing and future noise environments presented in this section is based on technical reports, noise monitoring, and noise prediction modeling. Predicted vibration impacts resulting from the implementation of the Project were determined using data from the Federal Transportation Administration (FTA). Noise modeling procedures involved the calculation of existing and future vehicular noise levels along individual roadway segments. This was accomplished using the Federal Highway Administration Highway Transportation Noise Model (TNM). This model calculates the average noise levels at specific locations based on traffic volumes, average speeds, roadway geometry, and site conditions.

For traffic-related noise, impacts are considered significant if Project-generated traffic results in exposure of sensitive receptors to an unacceptable increase in noise levels. Recommendations contained in the May 2006 Transit Noise and Vibration Impact Assessment prepared by the FTA were used to determine whether or not increase in roadway noise would be significant. The allowable noise exposure increase is reduced with increasing ambient noise exposure; such that higher ambient noise levels have a lower allowable noise exposure increase. **Table 6, Significance of Changes in Operational Roadway Noise Exposure,** shows the significance thresholds for increases in traffic-related noise levels caused either by the Project alone or by cumulative development. If sensitive receptors would be exposed to traffic noise increases exceeding the criteria shown in **Table 6,** impacts would be considered significant.

Data was collected both before and after implementation of the temporary street closures, in January 2015 and February 2015. The street segment data was collected at 36 locations over three days during each count (six days total). The speed data was collected at 15 locations on a single day during each (two days total). The intersection peak period data was collected at eight locations on two days during each count (four days total).

Table 6
Significance of Changes in Operational Roadway Noise Exposure

Existing Noise Exposure	Allowable Noise Exposure Increase
Ldn or Leq in dB(A)	
45-50	7
50-55	5
55-60	3
60-65	2
65-74	1
75+	0

Source: Federal Transit Administration (FTA), May 2006.

F. RESULTS AND ANALYSIS

According to the *Burbank2035* General Plan, Mobility Element, the dominant noise source in Burbank is traffic noise. Most of this noise originates from major roads such as Alameda Avenue, S. San Fernando Boulevard, Olive Avenue, and Glenoaks Boulevard and from freeway traffic on the Golden State (I-5) and Glendale (SR134). In addition, the City recognizes that the most efficient and effective means of controlling noise is to reduce noise at the source. However, the City also recognizes that it has no direct control over noise produced by trucks, cars, and trains because federal and state regulations preempt local laws. Therefore, the City does not provide any thresholds for vehicular noise. Nevertheless, vehicular noise can potentially affect land uses located along the studied roadway system.

North of Oak Street

Table 7, Before and After Temporary Street Closures Noise Levels North-South Streets – North of Oak Street, summarizes the post-closure street segments noise levels for the segments north of Oak Street. The modeled vehicle generated noise levels after temporary street closures at these street segments during the AM peak hour would range from a decrease of 3.4 dB(A) at Avon Street north of Oak Street (southbound) to an increase of 3.7 dB(A) at Florence Street north of Oak Street (southbound). In addition, vehicle noise levels during the PM peak hour would range from a decrease of 2.6 dB(A) at Avon Street north of Oak Street (northbound) to an increase of 1.2 dB(A) at Florence Street north of Oak Street (southbound). The roadway noise level increase of 3.7 dB(A) would be within the allowable noise increase for an existing noise exposure of 35-40 dB(A).

Table 7
Before and After Temporary Street Closures Noise Levels
North-South Streets – North of Oak Street

No.	Location	Time	Direction	Before Temporary Street Closure	After Temporary Street Closure	Difference	Significant Impact?
2	Cordova Street n/o Oak Street	AM	NB	36.7	37.3	0.6	No
			SB	40.0	39.0	-1.0	No
		PM	NB	39.4	39.0	-0.4	No
			SB	39.8	39.8	0.0	No
3	Avon Street n/o Oak Street	AM	NB	42.2	40.7	-1.5	No
			SB	41.9	38.5	-3.4	No
		PM	NB	43.3	40.7	-2.6	No
			SB	40.6	39.0	-1.6	No
4	California Street n/o N. Whitnall Hwy	AM	NB	40.1	39.9	-0.2	No
			SB	43.1	43.0	1.9	No
		PM	NB	43.4	42.1	-1.3	No
			SB	41.4	40.9	-0.5	No
5	Ontario Street n/o Oak Street	AM	NB	35.8	34.7	-1.1	No
			SB	37.8	37.5	-0.3	No
		PM	NB	38.4	38.0	-0.4	No
			SB	37.2	36.9	-0.3	No
6	Fairview Street n/o Oak Street	AM	NB	36.6	38.0	1.4	No
			SB	39.7	40.3	0.6	No
		PM	NB	40.8	41.2	0.4	No
			SB	37.5	38.2	0.7	No
7	Niagara Street n/o Oak Street	AM	NB	36.0	36.4	0.4	No
			SB	40.2	39.7	-0.5	No
		PM	NB	40.7	40.8	0.1	No
			SB	37.1	37.6	0.5	No
8	Catalina Street n/o Oak Street	AM	NB	36.7	37.2	0.5	No
			SB	39.4	39.7	0.3	No
		PM	NB	41.2	41.3	0.1	No
			SB	37.0	37.6	0.6	No
9	Florence Street n/o Oak Street	AM	NB	33.8	36.3	2.5	No
			SB	36.4	40.1	3.7	No
		PM	NB	40.0	40.0	0.0	No
			SB	37.0	38.2	1.2	No

No.	Location	Time	Direction	Before Temporary Street Closure	After Temporary Street Closure	Difference	Significant Impact?
10	Naomi Street n/o Oak Street	AM	NB	37.4	37.1	-0.3	No
			SB	40.3	40.7	0.4	No
		PM	NB	41.9	41.6	-0.3	No
			SB	39.0	39.1	0.1	No
11	Frederick Street n/o Oak Street	AM	NB	36.7	37.4	0.7	No
			SB	39.1	40.7	1.6	No
		PM	NB	41.8	41.8	0.0	No
			SB	37.6	36.7	0.1	No

Note: Roadway noise levels are modeled 75 feet from the center of the roadway.
n/o = north of; NB = northbound; SB = southbound.

South of Oak Street

Table 8, Before and After Temporary Street Closures Noise Levels North-South Streets – South of Oak Street, summarizes the post-closure street segments noise levels for the segments south of Oak Street. The modeled vehicle generated noise levels after temporary street closures at these street segments during the AM peak hour would range from a decrease of 8.0 dB(A) at Catalina Street south of Oak Street (northbound) to an increase of 5.5 dB(A) at N. Whitnall Highway south of Oak Street (southbound). In addition, vehicle noise levels during the PM peak hour would range from a decrease of 6.4 dB(A) at Catalina Street south of Oak Street (southbound) to an increase of 3.8 dB(A) at N. Whitnall Highway south of Oak Street (northbound). The 5.5 dB(A) and 3.8 dB(A) increase would be within the allowable noise increase for an existing noise exposure of 35-40 dB(A), respectively.

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Table 8
Before and After Temporary Street Closures Noise Levels
North-South Streets – South of Oak Street

No.	Location	Time	Direction	Before Temporary Street Closure	After Temporary Street Closure	Difference	Significant Impact?
19	Cordova Street s/o Oak Street	AM	NB	35.2	39.5	4.3	No
			SB	41.3	36.0	-5.3	No
		PM	NB	36.1	39.2	3.1	No
			SB	41.5	41.4	-0.1	No
20	Avon Street s/o Oak Street	AM	NB	40.1	38.4	-1.7	No
			SB	40.8	36.2	-4.6	No
		PM	NB	44.0	38.4	-5.6	No
			SB	38.4	38.0	-0.4	No
21	Lima Street s/o Oak Street	AM	NB	39.3	37.6	-1.7	No
			SB	40.3	34.7	-5.6	No
		PM	NB	42.8	36.5	-6.3	No
			SB	39.2	38.0	-1.2	No
22	California Street s/o Oak Street	AM	NB	39.7	39.9	0.2	No
			SB	41.3	37.3	-4.0	No
		PM	NB	42.8	38.5	-4.3	No
			SB	39.7	40.1	0.4	No
23	N. Whitnall Hwy s/o Oak Street	AM	NB	34.9	38.9	4.0	No
			SB	35.6	41.1	5.5	No
		PM	NB	37.6	41.4	3.8	No
			SB	36.4	38.9	2.5	No
24	Fairview Street s/o Oak Street	AM	NB	45.2	37.3	-7.9	No
			SB	43.4	40.1	-3.3	No
		PM	NB	45.2	41.7	-3.5	No
			SB	43.4	37.4	-6.0	No
25	Niagara Street s/o Oak Street	AM	NB	35.2	36.9	1.7	No
			SB	39.6	38.4	-1.2	No
		PM	NB	40.9	41.7	0.8	No
			SB	37.5	34.2	-3.3	No
26	Catalina Street s/o Oak Street	AM	NB	45.6	37.6	-8.0	No
			SB	44.9	41.4	-3.5	No

No.	Location	Time	Direction	Before Temporary Street Closure	After Temporary Street Closure	Difference	Significant Impact?
		PM	NB	45.6	42.2	-3.4	No
			SB	44.9	38.5	-6.4	No
27	Florence Street s/o Oak Street	AM	NB	35.6	36.7	1.1	No
			SB	39.6	40.2	0.6	No
		PM	NB	40.5	40.2	-0.3	No
			SB	37.5	37.3	-0.2	No
28	Naomi Street s/o Oak Street	AM	NB	36.7	33.2	-3.5	No
			SB	37.9	35.8	-2.1	No
		PM	NB	42.2	41.2	-1.0	No
			SB	36.8	37.4	0.6	No
29	Frederick Street s/o Oak Street	AM	NB	38.2	38.7	0.5	No
			SB	39.9	41.2	1.3	No
		PM	NB	42.8	42.9	0.1	No
			SB	38.0	38.2	0.2	No
31	Fairview Street s/o N. Whitnall Hwy	AM	NB	37.6	40.8	3.2	No
			SB	40.4	43.7	3.3	No
		PM	NB	42.4	44.5	2.1	No
			SB	38.8	40.7	1.9	No

Note: Roadway noise levels are modeled 75 feet from the center of the roadway.
s/o = south of; NB = northbound; SB = southbound.

Oak Street

Table 9, Before and After Temporary Street Closures Noise Levels – Oak Street, summarizes the post-closure street segments noise levels for the various segments of Oak Street, from east of Hollywood Way to west of Buena Vista Street. The modeled vehicle generated noise levels after temporary street closures at these street segments during the AM peak hour would range from a decrease of 0.9 dB(A) at Oak Street west of Buena Vista Street (eastbound) to an increase of 3.1 dB(A) at Oak Street east of California Street (eastbound). In addition, vehicle noise levels during the PM peak hour would range from a decrease of 1.3 dB(A) at Oak Street east of Hollywood Way (westbound) to an increase of 1.6 dB(A) at Oak Street east of California Street (westbound). The 3.1 dB(A) increase would be within the allowable noise increase for an existing noise exposure of 40-45 dB(A).

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Table 9
Before and After Temporary Street Closures Noise Levels – Oak Street

No.	Location	Time	Direction	Before Temporary Street Closure	After Temporary Street Closure	Difference	Significant Impact?
12	Oak Street e/o Hollywood Way	AM	EB	44.7	44.4	-0.3	No
			WB	45.5	46.6	1.1	No
		PM	EB	46.8	47.1	0.3	No
			WB	48.0	46.7	-1.3	No
13	Oak Street e/o Cordova Street	AM	EB	43.6	44.3	0.7	No
			WB	44.6	46.0	1.4	No
		PM	EB	45.0	46.3	1.3	No
			WB	47.6	46.4	-1.2	No
14	Oak Street e/o California Street	AM	EB	42.3	45.4	3.1	No
			WB	43.4	44.3	0.9	No
		PM	EB	44.5	45.3	0.8	No
			WB	44.3	45.9	1.6	No
15	Oak Street e/o Fairview Street	AM	EB	42.8	44.3	1.5	No
			WB	42.8	43.0	0.2	No
		PM	EB	44.6	44.6	0.0	No
			WB	44.7	45.3	0.6	No
16	Oak Street e/o Catalina Street	AM	EB	42.7	43.5	0.8	No
			WB	42.0	42.0	0.0	No
		PM	EB	44.0	44.3	0.3	No
			WB	44.3	44.3	0.0	No
17	Oak Street w/o Buena Vista Street	AM	EB	43.8	43.8	0.0	No
			WB	42.1	41.2	-0.9	No
		PM	EB	45.4	44.6	-0.8	No
			WB	44.2	43.2	-1.0	No

Note: Roadway noise levels are modeled 75 feet from the center of the roadway.
e/o = east of; EB = eastbound; WB = westbound.

Alley North of Alameda Avenue and Olive Avenue

Table 10, Before and After Temporary Street Closures Noise Levels East-West Alley – North of Alameda Avenue and Olive Avenue, summarizes the post-closure street segments noise levels for the various segments of the east-west alley just north of Alameda Avenue and Olive Avenue. The modeled vehicle generated noise levels after temporary street closures at these street segments during the AM peak would range from a decrease of 11.0 dB(A) at the alley between Cordova Street and Avon Street (westbound) to an increase of 2.1 dB(A) at the alley between Lima Street and California Street (westbound). In addition, vehicle noise levels during the PM peak hour would range from a decrease of 9.4 dB(A) at the alley between Cordova Street and Avon Street (westbound) to an increase of 0.7 dB(A) at the alley between Ontario Street and Fairview Street (westbound). The increase of 2.1 dB(A) would be within the allowable noise increase for an existing noise exposure of 25-30 dB(A).

Table 10
Before and After Temporary Street Closure Noise Levels
East-West Alley – North of Alameda Avenue and Olive Avenue

No.	Location	Time	Direction	Before Temporary Street Closure	After Temporary Street Closure	Difference	Significant Impact?
32	Alley between Cordova Street and Avon Street	AM	EB	36.1	31.5	-4.6	No
			WB	40.4	29.4	-11.0	No
		PM	EB	40.7	32.7	-8.0	No
			WB	37.6	28.2	-9.4	No
33	Alley between Avon Street and Lima Street	AM	EB	35.4	33.2	-2.2	No
			WB	31.2	32.7	1.5	No
		PM	EB	34.5	30.8	-3.7	No
			WB	33.2	30.8	-2.4	No
34	Alley between Lima Street and California Street	AM	EB	33.2	32.4	-0.8	No
			WB	29.4	31.5	2.1	No
		PM	EB	32.7	31.5	-1.2	No
			WB	32.9	30.4	-2.5	No
36	Alley between Ontario Street and Fairview Street (Behind El Torito)	AM	EB	36.1	38.1	2.0	No
			WB	36.6	37.6	1.0	No
		PM	EB	38.8	38.4	-0.4	No
			WB	36.9	37.6	0.7	No

Note: Roadway noise levels are modeled 75 feet from the center of the roadway.
EB = eastbound; WB = westbound.

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Existing with Permanent Improvement Package

Table 11, Existing with Permanent Improvement Package Conditions Noise Levels, shows the results of applying the City's residential street segment traffic significance thresholds to the 27 local street segments. As shown in **Table 11,** maximum noise level increases along roadways adjacent to residential uses by permanent improvement package would range from a decrease of 8.1 dB(A) at the alley between Cordova Street and Avon Street to an increase of 3.4 dB(A) at N. Whitnall Highway south of Oak Street. The roadway noise level increase of 3.4 dB(A) at N. Whitnall Highway south of Oak Street would be within the 7 dB(A) allowable noise increase for an existing noise exposure of 45-50 dB(A).

Table 11
Existing With Permanent Improvement Package Conditions Noise Levels

No.	Roadway Segment	Existing	Existing with Permanent Improvement Package	Change due to Project	Significant Impact?
1	Alley between Hollywood Way and Cordova Street n/o Oak Street	44.3	44.9	0.6	No
2	Cordova Street n/o Oak Street	47.9	47.7	-0.2	No
3	Avon Street n/o Oak Street	50.4	48.2	-2.2	No
5	Ontario Street n/o Oak Street	46.2	45.8	-0.4	No
6	Fairview Street n/o Oak Street	48.0	48.3	0.3	No
7	Niagara Street n/o Oak Street	47.6	47.8	0.2	No
8	Catalina Street n/o Oak Street	47.6	48.0	0.4	No
9	Florence Street n/o Oak Street	46.2	47.7	1.5	No
10	Naomi Street n/o Oak Street	48.9	48.7	-0.2	No
11	Frederick Street n/o Oak Street	48.0	48.5	0.5	No
18	Alley between Hollywood Way and Cordova Street s/o Oak Street	44.7	45.7	1.0	No
19	Cordova Street s/o Oak Street	48.3	48.9	0.6	No
20	Avon Street s/o Oak Street	49.7	47.0	-2.7	No
21	Lima Street s/o Oak Street	49.1	48.0	-1.1	No

No.	Roadway Segment	Existing	Existing with Permanent Improvement Package	Change due to Project	Significant Impact?
23	N. Whitnall Hwy s/o Oak Street	45.3	48.7	3.4	
24	Fairview Street s/o Oak Street	47.4	48.3	0.9	No
25	Niagara Street s/o Oak Street	47.6	47.5	-0.1	No
26	Catalina Street s/o Oak Street	48.2	48.8	0.6	No
27	Florence Street s/o Oak Street	47.5	47.8	0.3	No
28	Naomi Street s/o Oak Street	48.3	47.4	-0.9	No
29	Frederick Street s/o Oak Street	48.7	49.4	0.7	No
31	Fairview street s/o N. Whitnall Hwy	49.4	51.5	2.1	No
32	Alley between Cordova Street and Avon Street	47.7	39.6	-8.1	No
33	Alley between Avon Street and Lima Street	42.3	41.1	-1.2	No
34	Alley between Lima Street and California Street	41.3	40.4	-0.9	No
35	Ontario Street n/o Alameda Avenue	42.7	42.1	-0.6	No
36	Alley between Ontario Street and Fairview Street (Behind El Torito)	47.0	47.3	0.3	No

Note: Roadway noise levels are modeled 75 feet from the center of the roadway.
n/o = north of; s/o = south of.

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G. CUMULATIVE IMPACTS

The cumulative conditions analysis compares the Cumulative No Project conditions to the Cumulative with Permanent Improvement Package Conditions. Both analysis scenarios include related project traffic and the infrastructure improvements that would occur outside of the Project improvements. **Table 12, Cumulative Conditions with Permanent Improvement Package Noise Levels,** shows the result of the analysis for 27 local street segments. As shown in **Table 12,** maximum cumulative noise level increase along roadways adjacent to residential uses by permanent improvement package would range from a decrease in 7.2 dB(A) at the alley between Cordova Street and Avon Street to an increase of 3.0 dB(A) at N. Whitnall Highway south of Oak Street. The roadway noise level increase of 3.0 dB(A) at N. Whitnall Highway south of Oak Street would be within the 7 dB(A) allowable noise increase for an existing noise exposure of 45-50 dB(A).

Table 12
Cumulative Conditions with Permanent Improvement Package Noise Levels

No.	Roadway Segment	Cumulative	Cumulative with Permanent Improvement Package	Change due to Project	Significant Impact?
1	Alley between Hollywood Way and Cordova Street n/o Oak Street	44.7	45.2	0.5	No
2	Cordova Street n/o Oak Street	48.4	48.0	-0.4	No
3	Avon Street n/o Oak Street	50.5	48.1	-2.4	No
5	Ontario Street n/o Oak Street	46.2	46.1	-0.1	No
6	Fairview Street n/o Oak Street	48.0	48.1	0.1	No
7	Niagara Street n/o Oak Street	47.6	47.7	0.1	No
8	Catalina Street n/o Oak Street	47.6	47.8	0.2	No
9	Florence Street n/o Oak Street	46.2	46.7	0.5	No
10	Naomi Street n/o Oak Street	49.0	48.9	-0.1	No
11	Frederick Street n/o Oak Street	48.0	48.5	0.5	No
18	Alley between Hollywood Way and Cordova Street s/o Oak Street	44.7	45.7	1.0	No
19	Cordova Street s/o Oak Street	48.8	49.3	0.5	No
20	Avon Street s/o Oak Street	50.0	47.5	-2.5	No
21	Lima Street s/o Oak Street	49.3	48.2	-1.1	No
23	N. Whitnall Hwy s/o Oak Street	45.7	48.7	3.0	No

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24	Fairview Street s/o Oak Street	47.5	48.2	0.7	No
25	Niagara Street s/o Oak Street	47.7	47.6	-0.1	No
26	Catalina Street s/o Oak Street	48.3	48.7	0.4	No
27	Florence Street s/o Oak Street	47.5	47.4	-0.1	No
28	Naomi Street s/o Oak Street	48.4	47.7	-0.7	No
29	Frederick Street s/o Oak Street	48.8	49.3	1.5	No
31	Fairview street s/o N. Whitnall Hwy	49.6	51.4	1.8	No
32	Alley between Cordova Street and Avon Street	47.9	40.7	-7.2	No
33	Alley between Avon Street and Lima Street	42.9	41.9	-1.0	No
34	Alley between Lima Street and California Street	42.1	42.1	0.0	No
35	Ontario Street n/o Alameda Avenue	42.7	42.1	-0.6	No
36	Alley between Ontario Street and Fairview Street (Behind El Torito)	47.2	47.4	0.2	No

Note: Roadway noise levels are modeled 75 feet from the center of the roadway.
n/o = north of; s/o = south of.

H. CONCLUSION

As shown in **Table 7,** vehicle noise levels for the post-closure segments at the segments north of Oak Street during the AM peak hour would range from a decrease of 3.4 dB(A) at Avon Street north of Oak Street (southbound) to an increase of 3.7 dB(A) at Florence Street north of Oak Street (southbound). In addition, vehicle noise levels during the PM peak hour would range from a decrease of 2.6 dB(A) at Avon Street north of Oak Street (northbound) to an increase of 1.2 dB(A) at Florence Street north of Oak Street (southbound). The roadway noise level increase of 3.7 dB(A) would be within the allowable noise increase for an existing noise exposure of 35-40 dB(A).

As shown in **Table 8,** vehicle noise levels for the post-closure segments at the segments south of Oak Street during the AM peak hour would range from a decrease of 8.0 dB(A) at Catalina Street south of Oak Street (northbound) to an increase of 5.5 dB(A) at N. Whitnall Highway south of Oak Street (southbound). In addition, vehicle noise levels during the PM peak hour would range from a decrease of 6.4 dB(A) at Catalina Street south of Oak Street (southbound) to an increase of 3.8 dB(A) at N. Whitnall

Highway south of Oak Street (northbound). The 5.5 dB(A) and 3.8 dB(A) increase would be within the allowable noise increase for an existing noise exposure of 35-40 dB(A), respectively.

As shown in **Table 9,** vehicle noise levels for post-closure street segments of Oak Street, from east of Hollywood way to west of Buena Vista Street during the AM peak hour would range from a decrease of 0.9 dB(A) at Oak Street west of Buena Vista Street (eastbound) to an increase of 3.1 dB(A) at Oak Street east of California Street (eastbound). In addition, vehicle noise levels during the PM peak hour would range from a decrease of 1.3 dB(A) at Oak Street east of Hollywood Way (westbound) to an increase of 1.6 dB(A) at Oak Street east of California Street (westbound). The 3.1 dB(A) increase would be within the allowable noise increase for an existing noise exposure of 40-45 dB(A).

As shown in **Table 10,** vehicle noise levels for the post-closure street segments of the east-west alley just north of Alameda Avenue and Olive Avenue during the AM peak would range from a decrease of 11.0 dB(A) at the alley between Cordova Street and Avon Street (westbound) to an increase of 2.1 dB(A) at the alley between Lima Street and California Street (westbound). In addition, vehicle noise levels during the PM peak hour would range from a decrease of 9.4 dB(A) at the alley between Cordova Street and Avon Street (westbound) to an increase of 0.7 dB(A) at the alley between Ontario Street and Fairview Street (westbound). The increase of 2.1 dB(A) would be within the allowable noise increase for an existing noise exposure of 25-30 dB(A).

As shown in **Table 11,** with incorporation of the permanent improvement package conditions, vehicle noise levels would range from a decrease of 8.1 dB(A) at the alley between Cordova Street and Avon Street to an increase of 3.4 dB(A) at N. Whitnall Highway south of Oak Street. The roadway noise level increase of 3.4 dB(A) at N. Whitnall Highway south of Oak Street would be within the 7 dB(A) allowable noise increase for an existing noise exposure of 45-50 dB(A).

As shown in **Table 12,** cumulative vehicle noise levels by the permanent improvement package would range from a decrease in 7.2 dB(A) at the alley between Cordova Street and Avon Street to an increase of 3.0 dB(A) at N. Whitnall Highway south of Oak Street. The roadway noise level increase of 3.0 dB(A) at N. Whitnall Highway south of Oak Street would be within the 7 dB(A) allowable noise increase for an existing noise exposure of 45-50 dB(A).

TRAFFIC ANALYSIS FOR THE ALAMEDA NORTH NEIGHBORHOOD PROTECTION PLAN

BURBANK, CALIFORNIA

JULY 2016

PREPARED FOR

CITY OF BURBANK

PREPARED BY

Gibson transportation consulting, inc.

EXHIBIT G-104

TRAFFIC ANALYSIS FOR THE ALAMEDA NORTH NEIGHBORHOOD PROTECTION PLAN

BURBANK, CALIFORNIA

July 2016

Prepared for:

CITY OF BURBANK

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EXHIBIT G-105

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Chapter 1
Introduction

This study presents an analysis of a neighborhood protection plan (NPP) to reduce cut-through traffic within the Alameda North Neighborhood ("Alameda North") in the City of Burbank (City). The NPP was originally proposed by the City Council in 2003 to alleviate the anticipated effects of traffic associated with proposed new development nearby. The first phase of the original NPP was implemented in 2005; the second phase has been under discussion by residents and City staff since then and has not yet been permanently implemented. In January 2015, a series of road closures (features of the NPP Phase 2) were implemented temporarily to test the effect they had on traffic, and those closures remain in place today.

This report includes a history of the NPP and a review of the Phase 1 improvements, detailed analysis of traffic data from before and after the implementation of the temporary road closures, the identification of a set of permanent improvement measures to replace the original Phase 2, and an analysis of the potential traffic impacts associated with the permanent improvements. The traffic analysis is based on daily street segment volumes, vehicle speed surveys, and peak period intersection turning movement data.

EXISTING FEATURES OF ALAMEDA NORTH NEIGHBORHOOD

Alameda North is a residential neighborhood of approximately 200 acres located north of Alameda Avenue and Olive Avenue near the Burbank Media District. Alameda North is bounded by Verdugo Avenue to the north, Buena Vista Street to the east, Alameda Avenue and Olive Avenue to the south, and Hollywood Way to the west. The neighborhood is bisected by Oak Street, which runs east and west between Hollywood Way and Buena Vista Street. The only other notable east-west roadway within Alameda North is an alley running approximately 125 feet north of Alameda Avenue and Olive Avenue nearly the entire width of the neighborhood. There are a total of 11 north-south streets running through Alameda North, along with Whitnall

Highway at an angle under a Los Angeles Department of Water & Power (DWP) electric line right-of-way, and various alleys, including one at the far west end of the neighborhood that runs the entire distance between Verdugo Avenue and Alameda Avenue. The speed limit throughout the neighborhood is 25 miles per hour (mph).

Street Classifications

Nearly all of the streets within Alameda North are classified as local streets, which are residential streets providing direct access to adjacent land uses, in *Burbank2035 General Plan Update* (City of Burbank, 2014) ("General Plan"). Two internal streets, California Street and Oak Street, are designated collectors, which are residential streets that provide access between local streets and arterials. All of the streets, with the exception of Whitnall Highway, are 36 feet paved width and allow parking on both sides (Whitnall Highway, along the Los Angeles DWP right-of-way, is 60 feet wide).

Adjacent to Alameda North, Verdugo Avenue is also a collector, but is wider and provides dedicated bicycle lanes and a center left-turn lane along with on-street parking. Buena Vista Street to the east is a secondary arterial, which is intended to serve local cross-town traffic or regional traffic. It is 68 feet wide, with two travel lanes in each direction, a center left-turn lane, and on-street parking. Hollywood Way, Alameda Avenue, and Olive Avenue are major arterials which are regional transportation corridors adjacent to commercial and multi-family developments. They, too, are generally 68 feet wide with two travel lanes in each direction, a center left-turn lane, and on-street parking.

Traffic Control

Within Alameda North, each north-south street segment is controlled by a stop sign where it meets Oak Street. Oak Street itself is stopped at Avon Street, Lima Street, California Street, and Catalina Street. Left and right turns are allowed into and out of each street segment from the larger streets surrounding Alameda North, except for Ontario Street where it meets Alameda Avenue, which is only allowed right-turns in and out. There are stop signs or traffic signals where each street meets the edges of Alameda North. Traffic signals are installed at the

intersections of Cordova Street / SR 134 Westbound Ramps & Alameda Avenue, Lima Street & Alameda Avenue, Olive Avenue & Alameda Avenue (Ontario Street is stop-controlled within this intersection), California Street & Verdugo Avenue, Catalina Street & Verdugo Avenue, and Hollywood Way & Oak Street. The intersection of Buena Vista Street & Oak Street is unsignalized.

ROADWAY CAPACITY

The residential street segments analyzed in this report were counted over 24-hour periods. While the data was tabulated in 15-minute increments by direction and, therefore, can be reviewed in various levels of detail, the primary measure of the operation of a street segment is based on the 24-hour two-way traffic volume. The capacity of such a facility is not measured simply by the total number of cars it could carry over that time period, since residential streets are generally designed to provide direct access to residential driveways and are intended only to serve drivers traveling to or from those residences (i.e., they are not intended to carry through traffic). However, for the purposes of this report it was necessary to establish a traffic volume that could be considered acceptable for a residential street.

According to *Highway Functional Classification Concepts, Criteria, and Procedures* (U.S. Federal Highway Administration [FHWA], 2013), a local street in an urban area has a capacity of up to 700 daily vehicles and a collector in an urban area has a capacity of up to 6,300 daily vehicles. While local streets certainly have the physical capacity to accommodate higher traffic volumes (700 vehicles over 24 hours is an average of one vehicle every two minutes), these numbers are based on the assumption that substantially higher traffic is undesirable, especially on residential local streets such as those in Alameda North.

However, the FHWA guidelines are not necessarily universally applicable and, therefore, street segment counts were collected on 18 residential streets outside of Alameda North but within the City to compare to those collected within Alameda North. These streets were broken into three categories based on street classification (local or collector street) and by whether each street's intersection with the nearest major street was signalized or stop-controlled. Table 1 summarizes the results of the traffic counts by category. As it shows, the "smallest" residential streets in the survey (i.e., those local streets that have a stop-controlled intersection with the nearest major

street) carry an average of approximately 1,060 daily vehicles. Local streets that have a traffic signal at the intersection with the nearest major street carry an average of approximately 2,000 daily vehicles. Collector streets that have a stop-controlled intersection with the nearest major street carry an average of approximately 2,100 daily vehicles. Therefore, for the purposes of this analysis, it was assumed that any residential streets within Alameda North can carry approximately 1,060 daily vehicles and be within the normal range of traffic volumes for residential streets within the City.

Similarly, most residential streets within the City of Burbank have 85th percentile travel speeds (i.e., the speed exceeded by only 15 of the 100 vehicles measured) exceeding the statutory limit of 25 mph, and many exceed 30 mph. For the purposes of this analysis, any 85th percentile speed of 30 mph or less is considered to be within the normal range of travel speeds for residential streets within the City.

ORGANIZATION OF REPORT

This report is divided into nine chapters, including this introduction. Chapter 2 presents a history of the Alameda North NPP and a summary of what has been done to date. Chapter 3 describes the development and implementation of the temporary street closures that are in effect today. Chapter 4 analyzes the traffic data collected before and after implementation of the temporary street closures. Chapter 5 proposes additional improvements that should be incorporated into the NPP, as well as other planned improvements that may affect neighborhood traffic. Chapter 6 discusses the anticipated effects of the Permanent Improvement Package. Chapter 7 analyzes the potential traffic impacts of the complete NPP improvement package and identifies mitigations and additional improvements. Chapter 8 discusses the justification for the full street closures and identifies alternative treatments. Chapter 9 presents the conclusions of the traffic report.

TABLE 1
RESIDENTIAL STREET VOLUMES IN BURBANK

Location	24-Hour Two-Way Traffic Volume
Local Street, Intersecting Major Street with Stop Control	
Cedar Avenue near 6th Street	1,335
Delware Road near 6th Street	1,109
Irving Street near Kenneth Road	1,217
Kenwood Street near Olive Avenue	1,241
Lamer Street near Magnolia Boulevard	528
Naomi Street near Scott Road	959
San Jose Avenue near Kenneth Road	663
Tujunga Avenue near 6th Street	1,461
Average	**1,064**
Local Street, Intersecting Major Street with Signal	
California Street near Magnolia Boulevard	1,805
Keystone Street near Burbank Boulevard	854
Keystone Street near Magnolia Boulevard	2,737
Keystone Street near Olive Avenue	2,336
Mariposa Street near Alameda Avenue	2,026
Mariposa Street near Magnolia Boulevard	2,099
Walnut Street near Glenoaks Avenue	2,133
Average	**1,999**
Collector Street, Intersecting Major Street with Stop Control	
Cambridge Drive near 6th Street	1,018
Keystone Street near Chandler Boulevard	2,890
Mariposa Street near Burbank Boulevard	2,386
Average	**2,098**

Chapter 2

History of Alameda North Neighborhood Protection Plan

NPPs have been implemented in a number of Burbank neighborhoods over the years in an effort to keep cut-through traffic out of residential neighborhoods and reduce speeding. NPPs typically include measures such as speed humps, bulb-outs, raised and/or planted medians, signs, and other traffic calming measures.

In 2003, the Burbank City Council directed City staff to create the Alameda North NPP, originally for the area bounded by Oak Street to the north, Buena Vista Street to the east, Alameda Avenue and Olive Avenue to the south, and Hollywood Way to the west. The NPP was authorized in response to concerns about parking and cut-through traffic experienced by residents. Additionally, at that time, a major mixed-use development known as the Platt Project was proposed to be built immediately south of Alameda Avenue between Lima Street and SR 134, which exacerbated resident concerns about these issues.

ORIGINAL 2005 NEIGHBORHOOD PROTECTION PLAN

A series of neighborhood meetings and a resident survey led to the development of a two-phase improvement program that was approved by City Council in May 2005. The Plan included various traffic calming and parking restriction elements.

Phase 1, which was implemented in 2005, included the following elements:

- Painted white edge lines on Oak Street to visually narrow the streets to reduce vehicle speeds
- Red curb on Oak Street at all side street intersections to improve driver visibility
- New all-way stop signs at Lima Street & Oak Street to reduce speeds in front of Stevenson Elementary School

- Two-hour, one-hour, and restricted parking limits on all north-south streets between Alameda Avenue / Olive Avenue and Oak Street

- A police speed enforcement campaign that was implemented after the Phase 1 improvements were installed

Phase 2, which was not implemented, included the following additional elements:

- New all-way stop signs at Whitnall Highway & Oak Street and at Fairview Street & Oak Street to reduce vehicle speeds

- A raised intersection at Lima Street & Oak Street to slow vehicle speeds and improve visibility of school children crossing the street

- Installing a northbound left-turn restriction from Buena Vista Street to Oak Street to improve safety and intersection operations at the nearby Buena Vista Street & Olive Avenue intersection

- Constructing angled parking on Whitnall Highway between California Street and Oak Street, and on California Street between Whitnall Highway and Oak Street to provide more parking for teachers at Stevenson Elementary School

- Converting California Street to a southbound one-way street between Oak Street and Whitnall Highway to discourage cut-through traffic and to provide angled parking

- Constructing angled parking on Fairview Street between Whitnall Highway and “Little” Whitnall Highway to provide additional parking for commercial businesses on Olive Avenue

- Constructing northbound diverters on Avon Street, Lima Street, and Catalina Street north of the alley north of Alameda Avenue and Olive Avenue. The purpose of the diverters was to reduce cut-through traffic by prohibiting northbound traffic to enter the neighborhood but allow southbound traffic to exit. The diverters were similar to the existing diverter on Cordova Street north of Alameda Avenue.

Prior to the implementation of Phase 2, City Council suggested that staff hold additional neighborhood meetings to assess residents’ feelings about the Phase 1 improvements. The primary concern was that the improvements may affect traffic beyond the boundaries of the NPP, particularly north of Oak Street. An additional concern was that improvements on one street could exacerbate problems on another street.

City staff hosted a neighborhood meeting in 2007. However, around this same time, the California Department of Transportation (Caltrans) began work on the SR 134 Ramp Project, which constructed a new SR 134 westbound on-ramp adjacent to the existing off-ramp on

Alameda Avenue near Cordova Street. During this construction, which was completed in 2011, unusual traffic patterns and construction detours put a hold on further traffic monitoring and discussions of implementation of the Alameda North NPP.

In 2014, another mixed-use development – the Talaria Project, which includes 241 apartment units and a Whole Foods grocery store – was approved for the same site as the Platt Project. A neighborhood meeting was held to re-initiate discussions about the NPP with residents and identify the most current parking and traffic concerns, including those associated with construction and operation of the Talaria Project. Through this meeting, as well as during public deliberations held prior to approval of the Talaria Project, many residents living on Cordova Street, Avon Street, Lima Street, and California Street requested cul-de-sacs be installed at Alameda Avenue to restrict existing and expected traffic from entering the neighborhood.

Working with City staff, Gibson Transportation Consulting (GTC) developed a plan to implement temporary road closures requested by these residents, and in January 2015 the City Council directed staff to implement this temporary plan to prevent access from Alameda Avenue. Traffic data was collected in January 2015, prior to implementation of the temporary closures. The closures were installed in late January 2015, and traffic data was again collected in February 2015 to compare to the pre-closure data. These temporary closures are described in detail in Chapter 3 and the data is analyzed in Chapter 4.

In March 2015, the City Council voted to extend the temporary closures, and in September 2015, the City Council voted to conduct more detailed analyses of the traffic data that was collected before and after implementation of the temporary closures and for GTC to identify possible additional measures that could alleviate secondary effects of the closures on other streets within the NPP area. It also authorized City staff to prepare environmental analysis necessary to permanently close streets and implement other permanent protection measures. This analysis, therefore, seeks to identify feasible, effective, and equitable improvements as part of the NPP and includes analysis to identify potential significant traffic impacts associated with the NPP.

Chapter 3
Temporary Street Closures

As mentioned in Chapter 2, the City installed temporary street closures in January 2015 to test the effect on neighborhood traffic, particularly cut-through traffic. This chapter summarizes the purpose, process, and results of that temporary closure, which is still in place as of May 2016.

PURPOSE OF TEMPORARY CLOSURES

The impetus for choosing to install temporary street closures was the approval of the Talaria Project by City Council in 2014 and the desire to identify improvements that would discourage cut-through traffic to the Talaria Project site as well as existing and anticipated traffic to and from the Media District. The City Council directed staff to use the data collected from the temporary closures to determine how permanent closures would affect traffic on other streets in the neighborhood. The City Council also directed staff to revisit the elements in Phase 2 of the NPP in addition to the permanent closures. Rather than permanently implement measures that may not be effective or could have adverse effects elsewhere, City Council requested that a temporary improvement plan be implemented and a comprehensive analysis of before-and-after data be conducted.

Development of Temporary Closure Plan

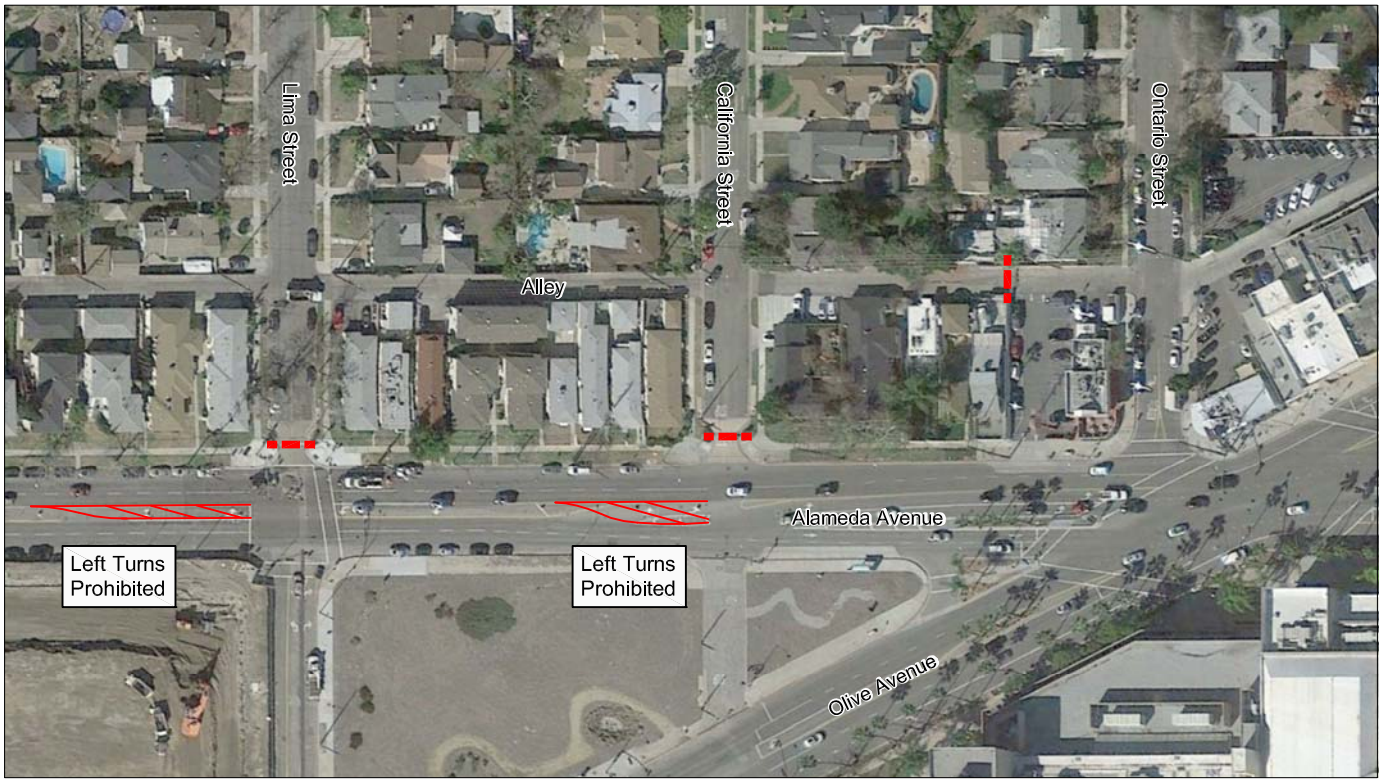
During the entitlement of the Talaria Project, concerned residents asked for cul-de-sacs to prevent traffic from cutting through the neighborhood and identified a preferred closure configuration to erect barriers on Cordova Street, Avon Street, Lima Street, and California Street just north of Alameda Avenue and south of the parallel alley. To respond to this concern, City staff presented to City Council this closure proposal, including the southern ends of Cordova Street, Avon Street, Lima Street, and California Street, and the alley just west of Cordova Street

and just east of California Street. In addition to the residents' proposal, staff identified other closure treatments including one-way partial diverters (which would force traffic heading north on those four streets to turn right into the alley), full cul-de-sacs (road closures) south of the alley, full cul-de-sacs north of the alley, and angled diverters installed at each side street intersection with the alley, which would force both northbound and southbound traffic onto the alley, and would force alley traffic to turn one direction or the other depending upon approach direction. Upon presentation of the treatment options, City Council asked staff to install cul-de-sacs south of the alley preferred by the residents. This plan is shown in Figure 1.

DATA COLLECTION

It was necessary to develop a comprehensive traffic data collection scheme in order to properly assess the effects of the temporary street closures on traffic patterns, as well as to evaluate the overall traffic conditions in the Alameda North NPP area. The backbone of the data collection approach was to collect 24-hour street segment volumes on nearly every block of Alameda North, providing a detailed overview of traffic patterns throughout the day. The street segment volume data was supplemented by traffic speed data to determine whether the closures had any effect on traffic speeds. Finally, peak period intersection turning movement counts were collected at several signalized intersections bordering Alameda North to identify any effects the closures could have on the surrounding arterial streets.

Data was collected both before and after implementation of the temporary street closures, in January 2015 and February 2015. The street segment data was collected at 36 locations over three days during each count (six days total). The speed data was collected at 15 locations on a single day during each count (two days total). The intersection peak period data was collected at eight locations on two days during each count (four days total). A complete copy of the traffic data used in this report is provided in Appendix A. The traffic count locations are shown in Figure 2.



LEGEND

Temporary Road Closure

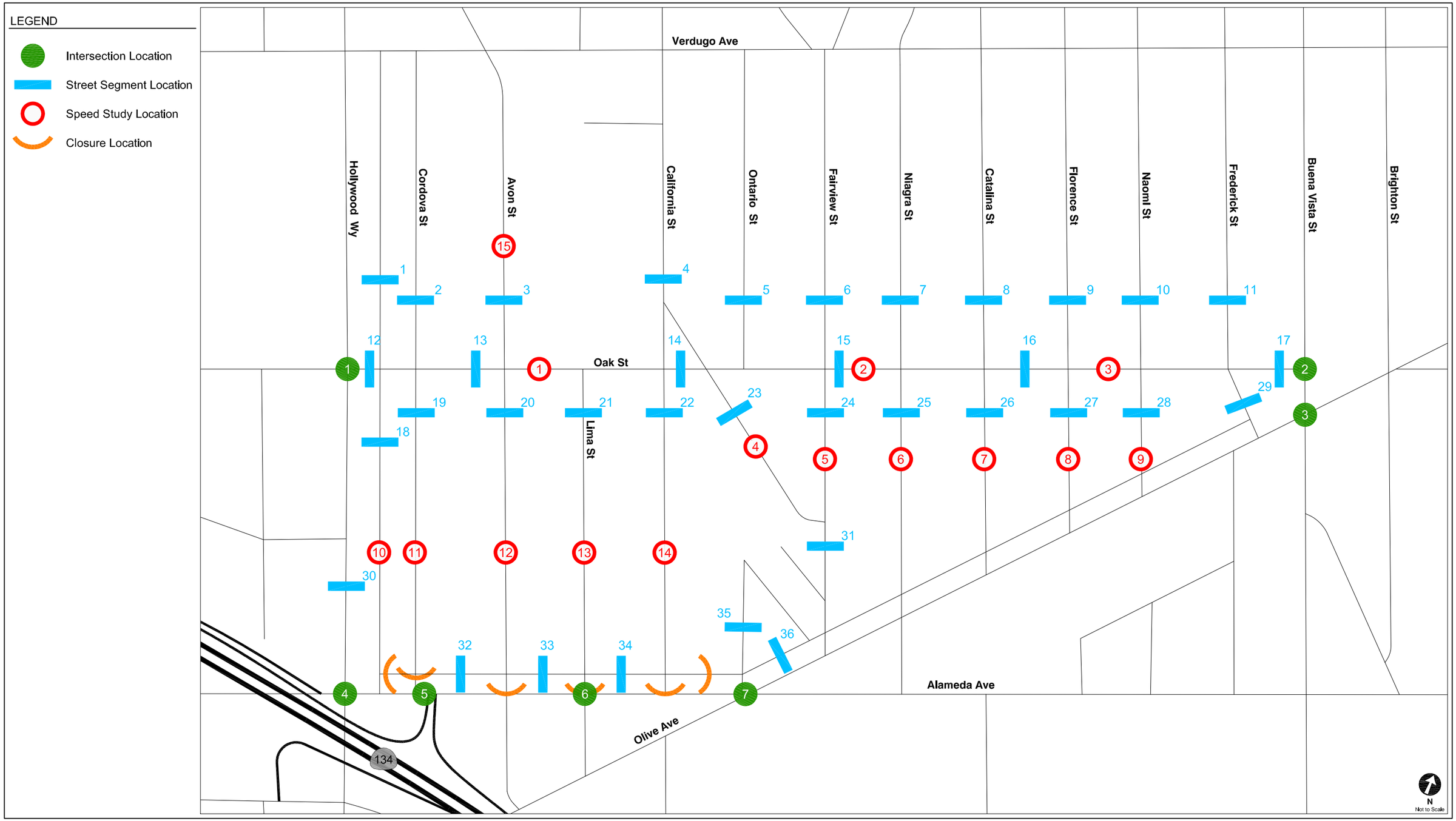
Image Source: Google, Inc.

N
Not to Scale

TEMPORARY STREET CLOSURE PLAN

FIGURE 1

EXHIBIT G-120



STUDY LOCATIONS

FIGURE 2

EXHIBIT G-121

Chapter 4

Data Review and Analysis

The data collected before and after implementation of the temporary street closures was analyzed in detail, both to identify the predominant traffic patterns in Alameda North and to help determine the traffic shifts caused by the temporary closures. Typically, traffic volumes vary from day to day on the same facilities and, therefore, some variation in traffic volumes is expected between the before and after count even without the temporary closures. Therefore, not all of the differences in traffic volumes between the before and after count were considered to be caused by the temporary closures, particularly on the arterial streets surrounding the study area.

PRE-CLOSURE DATA ANALYSIS

The pre-closure data collection occurred Tuesday, January 13, 2015 through Thursday, January 15, 2015. Some make-up street segment data was collected on Tuesday, January 27, 2015 in cases where the hoses used to collect data were damaged or compromised during the primary three-day period. Intersection peak period data was collected on January 14 and 15, 2015, and speed data was collected on January 14, 2015. All valid counts for each location were averaged together for analysis.

Street Segment Observations

The street segment data was reviewed in several ways. At the basic level, 24-hour two-way data was analyzed. At the intermediate level, the data was analyzed by direction over the 24-hour period. At the most detailed level, directional data was analyzed during the morning (6:00 to 10:00 AM) and afternoon (3:00 PM to 7:00 PM) peak periods. The street segment data reveals a number of important things about traffic through the Alameda North neighborhood.

Street Segments North of Oak Street. Locations #2 through #11 are each of the north-south street segments north of Oak Street, from Cordova Street (#2) on the west to Frederick Street (#11) on the east. The counts for these locations are summarized and charted in Table 2. The 24-hour two-way results range from 377 to 1,039 vehicles, though locations #3 and #4 (Avon Street and California Street) are heavily skewed by pick-up and drop-off traffic for Stevenson Elementary School. Outside of those two locations, the highest volume is 708 vehicles on Naomi Street. Ontario Street and Florence Street, at 381 vehicles and 377 vehicles respectively, show significantly lower volume than the other streets, generally in the range of 500 to 600 vehicles over a 24-hour period.

When considering directionality and time-of-day, it becomes clear that the traffic on these streets is heavily skewed toward southbound traffic in the morning peak period and toward northbound traffic in the afternoon peak period (approximately 60% / 40% during each peak period). This is not unexpected, as SR 134 to the south is a major regional transportation corridor, and many commuters who live in Alameda North would travel to SR 134 to the south during the morning peak period and return home to the north during the afternoon peak period. It is also possible that some of the traffic counted on these streets is cut-through traffic that should stay on arterial streets, though it is not possible to directly identify cut-through traffic from the data that was collected.

Street Segments South of Oak Street. Locations #19 through #29 and #31 are each of the north-south street segments south of Oak Street, from Cordova Street (#19) on the west to Frederick Street (#29) on the east. Location #31 is Fairview Street south of Whitnall Highway. The counts for these locations are summarized and charted in Table 3. The 24-hour two-way results range from 311 to 858 vehicles. It is important to note that each of the four streets with temporary street closures – Cordova Street, Avon Street, Lima Street, and California Street – have a higher 24-hour traffic volume than any of the other segments, with the exception of Frederick Street (#29) (the easternmost and shortest street segment) and Fairview Street south of Whitnall Highway (#31). These higher volumes are experienced even before development of the Talaria Project south of Alameda Avenue.

These segments experience higher volumes southbound during the morning peak period and northbound during the afternoon peak period, in similar proportions to the segments north of Oak Street shown in Table 2. Additionally, similar to the segments north of Oak Street, over a

24-hour period there is a higher volume of northbound traffic than southbound traffic. Three segments in particular – locations #20 (Avon Street), #28 (Naomi Street) and #29 (Frederick Street) experience especially high proportions of northbound traffic as compared to southbound traffic (approximately 65% / 35% and higher). It appears that drivers heading east on Olive Avenue and intending to travel north on Buena Vista Street cut through by instead traveling north on Naomi Street or Frederick Street during the afternoon peak period (the peak hour intersection count at the intersection of Buena Vista Street & Olive Avenue shows approximately 300 eastbound left-turning vehicles per hour during the afternoon peak hour, which is the rule-of-thumb capacity of a single left-turn lane at a signalized intersection).

Additionally, location #19 (Cordova Street) experienced vastly more southbound traffic compared with northbound traffic (approximately 80% / 20%). In large part, this is due to the fact that there is a concrete diverter island at the south end of Cordova Street forcing northbound traffic to turn right into the alley. However, the volume of southbound traffic (491 vehicles over 24 hours) is substantially higher than the volume on any other of these segments. It is likely that the high volume of southbound traffic is linked to the fact that the intersection of Hollywood Way & Oak Street provides only a single westbound approach lane shared between left-turns, throughs, and right-turns, which limits the ability to make left-turns onto Hollywood Way. Also, the fact that northbound traffic is prohibited on Cordova Street is the reason that Avon Street experiences a higher volume of northbound traffic, as mentioned above.

Oak Street. Locations #12 through #17 are various segments of Oak Street, from just east of Hollywood Way (#12) to just west of Buena Vista Street (#17). The counts for these locations are summarized and charted in Table 4. The 24-hour two-way results range from 1,454 to 2,782 vehicles, with the most vehicles at the two westernmost segments. To an extent, these two segments have a higher traffic volume due to school traffic. However, the difference in peak period volumes at these two locations compared to the remaining Oak Street segments is not high enough for school traffic to fully explain the difference.

Rather, there are three primary reasons that the traffic volumes are highest on the west end of Oak Street:

1. The shape of the Alameda North neighborhood results in a much larger number of residences on the west half of the neighborhood.

2. The intersection of Hollywood Way & Oak Street is signalized, making it fairly easy for drivers to enter and exit the neighborhood at this location. On the other hand, the intersection of Buena Vista Street & Oak Street at the east end of the neighborhood is unsignalized and is located so close to the major intersection of Buena Vista Street & Olive Avenue that access to and from Oak Street can be more difficult from that location.

3. SR 134 is much nearer to Alameda North on its west side than on its east.

Overall, traffic volumes on Oak Street follow the expected pattern for a neighborhood collector street, with lower volumes closer to the midpoint between Hollywood Way and Buena Vista Street and higher volumes nearest the arterials that border the neighborhood. Traffic volumes in both directions are significantly higher during the afternoon peak period than the morning peak period, which is consistent with residential trip generation patterns.

Alley North of Alameda Avenue and Olive Avenue. Locations #32 through #34 and #36 are segments of the east-west alley just north of Alameda Avenue and Olive Avenue. The counts for these locations are summarized and charted in Table 5. As shown, the volume is very high between Cordova Street and Avon Street compared to the other two segments within the area affected by the temporary closures. It is also heavily westbound during the morning peak period and eastbound during the afternoon peak period, though there is no clear reason for either of these results. It is likely that the volumes at this location are influenced by the existing traffic diverter on Cordova Street, and drivers wishing to travel north on Cordova are using the alley to get around this diverter. Location #36, between Ontario Street and Fairview Street, has a 24-hour volume of 453 vehicles and a fairly even directional distribution. This location is more heavily trafficked by commercial vehicles and by patrons of commercial establishments south of the alley.

Street Segment Summary. Tables 2 and 3 summarize the traffic volumes on all the north-south streets surveyed within Alameda North, prior to the closures. These streets have an average of approximately 630 vehicles per day both north and south of Oak Street, and most of the street segments are near or below this average. The only two street segments that are well above the average are Avon Street north of Oak Street and California Street north of Whitnall Highway, both of which slightly exceed 1,000 daily vehicles. It is likely that those high volumes are primarily driven by school traffic at Stevenson Elementary School. Other streets that are notably above the average include Naomi Street north of Oak Street (708 daily vehicles), Avon Street south of Oak Street (858 vehicles), Lima Street south of Oak Street (742 vehicles),

California Street south of Oak Street (824 vehicles), and Fairview Street south of Whitnall Highway (786 vehicles). None of the residential street segments exceed the normal range of traffic volumes (i.e., 1,060 daily vehicles) for residential streets within Burbank.

Traffic volumes on Oak Street, the east-west collector through Alameda North, are substantially higher than on the residential streets (with an average of nearly 1,900 daily vehicles) and volumes on the alleys are much lower (with an average of around 300 daily vehicles).

Intersection Observations

The peak hour intersection volumes collected in January 2015 were analyzed to determine the level of service (LOS) of each intersection. LOS is a measure of intersection operations ranging from nearly free-flow conditions at LOS A to over-capacity, congested conditions at LOS F. For signalized intersections in the City, LOS is determined based on an intersection's volume-to-capacity (V/C) ratio as calculated Intersection capacity has been analyzed using the "Critical Movement Analysis (CMA) – Planning" (*Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, Transportation Research Board, 1980) methodology. For unsignalized intersections in the City, LOS is determined based on the worst case delay, in seconds, that a vehicle might experience passing through the intersection during the peak hour. The only unsignalized location among the eight analyzed intersections is Buena Vista Street & Oak Street. LOS definitions are shown in Table 6 for both signalized and unsignalized intersections, and the LOS calculation worksheets are provided in Appendix B.

Table 7 summarizes the results of the analysis at the eight study intersections. As shown, all of the intersections currently operate at LOS D or better during both the morning and afternoon peak hours. At LOS D, as shown in Table 6, delays may be substantial during portions of the rush hours, but backups generally are not excessive.

Speed Observations

Traffic speeds on residential streets are measured based on a sample of 100 vehicles during a non-peak period. Therefore, the 15 speed surveys were conducted between 10:00 AM and 3:00

PM (after the morning peak period and before the afternoon peak period). The 85th percentile speeds are summarized and charted in Table 8 for each direction on the 15 segments. As shown, the speeds range from 17 mph on southbound Naomi Street south of Oak Street and on the eastbound alley between Hollywood Way and Cordova Street to 36 mph on southbound Catalina Street north of Oak Street. A total of nine of the segments – including three of the four streets with temporary closures – experience speeds of 31 mph or greater in one or both directions, which are considered above the normal range of speeds on residential streets within the City.

A variety of factors contribute to vehicle speeds, including the width of the travel lane, the presence of on-street parked vehicles, the presence of bicyclists or pedestrians, and the uninterrupted length of the segment. Within Alameda North, there is little variation in the first three factors and, therefore, the segment length was the primary factor affecting speeds. In general, longer street segments (as delineated by stop signs or traffic signals) tend to experience higher average speeds while shorter segments (in which drivers cannot get up to full cruising speed within the length of the segment) tend to experience slower speeds. Within Alameda North, the statutory speed limit is 25 mph, but the average 85th percentile speed was 29 mph, indicating that many drivers exceed the speed limit. However, this is still slower than typical residential street travel speeds of 30 mph or more.

POST-CLOSURE DATA ANALYSIS AND COMPARISON

The post-closure data collection occurred Tuesday, February 24, 2015 through Thursday, February 26, 2015. Some make-up street segment data was collected on Tuesday, March 3, 2015 through Thursday, March 6, 2015 when there was a concern that nearby construction may have skewed he results. Intersection peak period data was collected on February 25 and 26, 2015, and speed data was collected on February 25, 2015. As with the pre-closure traffic counts, all valid counts for each location were averaged together for analysis. It is important to note that not all differences in traffic conditions between the pre-closure data and the post-closure data are attributable to the closures. Traffic varies naturally from day to day and season to season and, therefore, all differences in data were carefully considered with regard to what role the temporary street closures may have played.

Street Segment Observations

As with the pre-closure data, the post-closure street segment data was reviewed as 24-hour two-way data, 24-hour directional data, and peak period directional data for comparison.

Street Segments North of Oak Street. Table 9 summarizes the post-closure street segment counts for the segments north of Oak Street and also shows the percentage change between the pre-closure results and post-closure results. As shown, the three streets that were closed at Alameda Avenue (Cordova Street, Avon Street, and California Street) all experienced decreases in each direction, over 24 hours and during the peak periods. Avon Street experienced the most significant decrease (40%, over 400 vehicles). Two other street segments (Ontario Street and Naomi Street) experienced small decreases in traffic volumes overall, and the remaining streets experienced modest increases. The most substantial increase was experienced on Florence Street (42%, nearly 160 vehicles), and over a 24-hour period this increase was heavily in the southbound direction. It is not clear from the data why this increase occurred.

It is important to note that, even with the closures, California Street still experiences the highest traffic volume of any street segment north of Oak Street by a substantial margin, though much of this is attributable to school traffic. Also important is that even the highest volume of any street not heavily affected by school traffic (Naomi Street with 673 vehicles) is only slightly higher than the pre-closure average volume for residential streets within Alameda North (approximately 630 daily vehicles), and is well under the normal range for residential streets within the City. Based on the results shown in Table 9, the closures do not have a substantial negative effect on the street segments north of Oak Street.

Street Segments south of Oak Street. Table 10 summarizes the post-closure street segment counts for the segments south of Oak Street and also shows the percentage change between the pre-closure results and post-closure results. As shown, three of the four segments closed at Alameda Avenue experienced substantial decreases in traffic volumes. The fourth, Cordova Street, actually experienced a slight increase in overall traffic volumes, including a substantial increase in northbound traffic (145%, nearly 200 vehicles). This northbound traffic seems to be the result of U-turns at the south end of Cordova Street, since traffic heading south on Cordova cannot turn right or continue south due to closures, and can only illegally turn left into the alley

around the existing diverter island intended to prevent northbound through traffic. While the closures had been in effect for approximately four weeks at the time of the post-closure count, it is possible that some drivers still were not used to them (and ignored the signs posted at the north end of the segment warning drivers that the road was closed to through traffic).

Aside from the four street segments with the temporary closures, the other streets with substantial changes in traffic volumes and patterns were Whitnall Highway and Fairview Street south of Whitnall Highway. The volume on Whitnall Highway increased from 311 to 676 (an increase of 117%), fairly evenly split between northbound and southbound traffic. The volume on Fairview Street south of Whitnall Highway increased from 786 vehicles to 1,275 vehicles (an increase of 62%). With 1,275 vehicles over a 24-hour period, this segment of Fairview Street became the most-travelled street in Alameda North, outside of the various segments of Oak Street (which, as a collector, is expected to accommodate higher traffic volumes). These volume increases are directly attributable to the temporary closures, as Fairview Street and Whitnall Highway provide the westernmost route to the Olive Avenue and Alameda Avenue with the closures in place.

Frederick Street also experienced a notable increase from 680 vehicles to 801 vehicles (an increase of 18%) and Naomi Street experienced a decrease from 612 to 506 vehicles (a decrease of 17%). It seems that some of the traffic that is assumed to be cutting through the neighborhood (to avoid the left turn from Olive Avenue to Buena Vista Street) shifted from Naomi Street to Frederick Street. This is not likely a result of the temporary street closures, but nonetheless is an issue that may be addressed in the NPP.

Only one of the street segments south of Oak Street (Fairview Street south of Whitnall Highway, with 1,275 daily vehicles) experienced daily traffic volumes above the normal range of residential streets within the City (i.e. 1,060 vehicles).

Oak Street. Table 11 summarizes the post-closure street segment counts for the segments on Oak Street and also shows the percentage change between the pre-closure results and post-closure results. As shown, nearly all of the segments experienced an increase in 24-hour traffic volume, ranging from an increase of 175 vehicles (12%) east of Catalina Street to 654 vehicles (41%) east of California Street. One location, west of Buena Vista Street, experienced a 10% decrease in traffic volume with the temporary street closures in place.

The street closures clearly resulted in a large increase in traffic volumes on Oak Street, especially on the segment east of California Street, which is the segment between the four closed streets to the west and the open streets to the east. The increased traffic volumes on Oak Street are not a particular cause for concern, as Oak Street is a designated collector and should carry more traffic than any of the local streets it serves.

Alley North of Alameda Avenue and Olive Avenue. Table 12 summarizes the post-closure street segment counts for the east-west alley just north of Alameda Avenue and Olive Avenue and also shows the percentage change between the pre-closure results and post-closure results. As shown, the closures resulted in decreased traffic volumes at the three alley segments within the closed area, including a large 453-vehicle decrease (84%) on the segment between Cordova Street and Avon Street. The segment between Ontario Street and Fairview Street further to the east, where street closures did not occur, experienced a small 7% increase in traffic volumes. This may be attributable to the residents on Ontario Street seeking an alternative way to exit their street, as many residents used the alley to the west of Ontario Street to get to Alameda Avenue via California Street before the temporary closures were installed.

Intersection Observations

Table 13 summarizes the post-closure intersection levels of service and also shows the percentage change between the pre-closure delay and post-closure delay. As shown, the largest increase in V/C ratio was 13.9% during the morning peak hour at the intersection of Hollywood Way & Oak Street. The largest decrease in V/C ratio was 11.4% during the afternoon peak hour at the intersection of Lima Street & Alameda Avenue. The unsignalized intersection of Buena Vista Street & Oak Street experienced a 24.7% decrease in delay during the morning peak hour. Much of the change noted in Table 13 between conditions before and after implementation of the temporary street closures may be attributable to typical daily variation rather than the closures themselves. Aside from the elimination of turns into and out of Cordova Street and Lima Street at Alameda Avenue, which increased the use of Oak Street and various north-south streets to compensate, the temporary closures had a fairly small effect on traffic volumes outside of Alameda North.

Speed Observations

Table 14 summarizes the post-closure 85th percentile traffic speeds and also shows the change (in mph) between the pre-closure speeds and post-closure speed. As shown, there were small changes in 85th percentile speed (approximately three mph or less) at most of the locations, including some increases and some decreases. The largest decrease, six mph, was experienced on southbound Catalina Street south of Oak Street. The largest increase, 12 mph, was experienced on southbound Naomi Street south of Oak Street. Westbound Oak Street east of Fairview Street also experienced a large increase of seven mph in 85th percentile speed. Three of the four streets with temporary closures experienced a reduction in 85th percentile speed in one or both directions, while Lima Street south of Oak Street experienced minor increases in both directions. There were also decreases in speed on Niagara Street and Florence Street as well as two segments of Oak Street.

Other increases in speed occurred on Whitnall Highway and Fairview Street, which also are the two streets most heavily affected by additional traffic as a result of the temporary street closures, and Avon Street north of Oak Street. Whitnall Highway experienced 85th percentile speeds of 35 mph in both directions, the highest recorded and well above the statutory speed limit of 25 mph. In total, six locations experienced speeds of 32 mph or greater in one or both directions, which are considered above the normal range of speeds on residential streets within the City.

TABLE 2
NORTH-SOUTH STREETS NORTH OF OAK STREET
STREET SEGMENT TRAFFIC VOLUME SUMMARY
CONDITIONS BEFORE TEMPORARY STREET CLOSURES

No.	Location	24-Hour 2-Way Volume	24-Hour Directional Volumes		Peak Period Directional Volumes			
					AM Peak Period		PM Peak Period	
			Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
2	Cordova Street north of Oak Street	569	245	324	43	92	79	88
3	Avon Street north of Oak Street	1,003	588	414	151	142	193	105
4	California Street north of N Whitnall Hwy	1,039	502	537	93	188	202	125
5	Ontario Street north of Oak Street	381	191	189	35	55	63	48
6	Fairview Street north of Oak Street	574	312	262	42	86	109	51
7	Niagara Street north of Oak Street	521	276	245	36	96	107	47
8	Catalina Street north of Oak Street	520	301	219	43	80	121	46
9	Florence Street north of Oak Street	377	223	154	22	40	92	46
10	Naomi Street north of Oak Street	708	396	312	50	97	143	73
11	Frederick Street north of Oak Street	572	362	210	43	74	137	53
	Total	**6,264**	**3,397**	**2,867**	**558**	**949**	**1,245**	**681**
	Directional Splits	n/a	54%	46%	37%	63%	65%	35%
	Average	626	340	287	56	95	124	68

Note: AM Peak Period is from 6:00 AM to 10:00 AM; PM Peak Period is from 3:00 PM to 7:00 PM.

TABLE 2 CHART
NORTH-SOUTH STREETS NORTH OF OAK STREET
STREET SEGMENT TRAFFIC VOLUME SUMMARY
CONDITIONS BEFORE TEMPORARY STREET CLOSURES

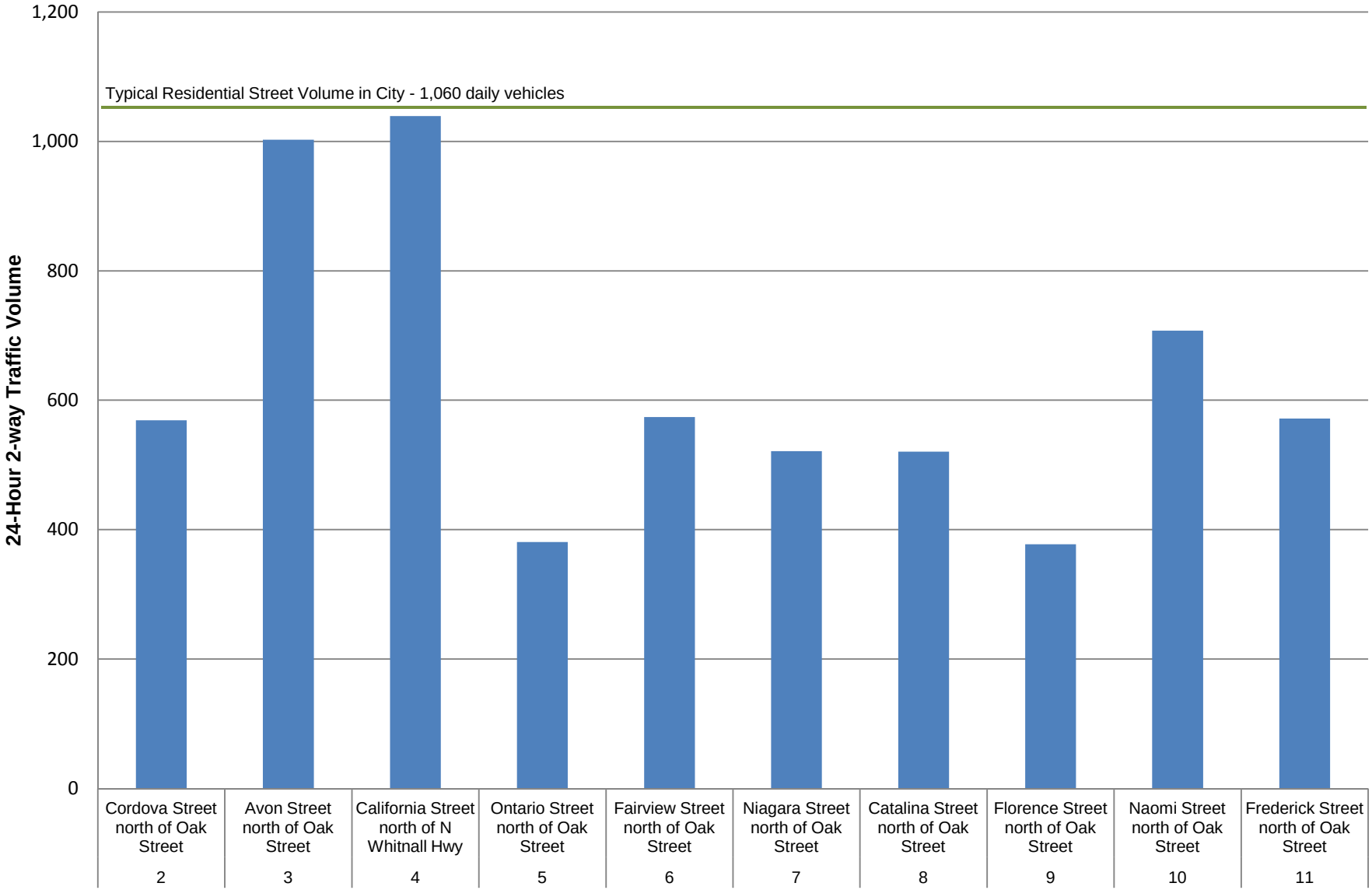


EXHIBIT G-133

TABLE 3
NORTH-SOUTH STREETS SOUTH OF OAK STREET
STREET SEGMENT TRAFFIC VOLUME SUMMARY
CONDITIONS BEFORE TEMPORARY STREET CLOSURES

No.	Location	24-Hour 2-Way Volume	24-Hour Directional Volumes		Peak Period Directional Volumes			
					AM Peak Period		PM Peak Period	
			Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
19	Cordova Street south of Oak Street	622	131	491	30	123	37	129
20	Avon Street south of Oak Street	858	557	301	94	111	229	63
21	Lima Street south of Oak Street	742	439	303	77	98	172	76
22	California Street south of Oak Street	824	441	382	85	123	175	85
23	N Whitnall Hwy south of Oak Street	311	155	157	28	33	52	40
24	Fairview Street south of Oak Street	503	302	201	302	201	302	201
25	Niagara Street south of Oak Street	525	279	246	30	83	113	51
26	Catalina Street south of Oak Street	608	328	281	328	281	328	281
27	Florence Street south of Oak Street	509	283	226	33	84	103	51
28	Naomi Street south of Oak Street	612	447	165	43	56	151	44
29	Frederick Street south of Oak Street	680	429	251	60	89	172	57
31	Fairview Street south of N Whitnall Hwy	786	446	340	52	100	159	70
	Total	**7,581**	**4,238**	**3,343**	**1,163**	**1,382**	**1,993**	**1,148**
	Directional Splits	n/a	56%	44%	46%	54%	63%	37%
	Average	**632**	**353**	**279**	**97**	**115**	**166**	**96**

Note: AM Peak Period is from 6:00 AM to 10:00 AM; PM Peak Period is from 3:00 PM to 7:00 PM.

TABLE 3 CHART
NORTH-SOUTH STREETS SOUTH OF OAK STREET
STREET SEGMENT TRAFFIC VOLUME SUMMARY
CONDITIONS BEFORE TEMPORARY STREET CLOSURES

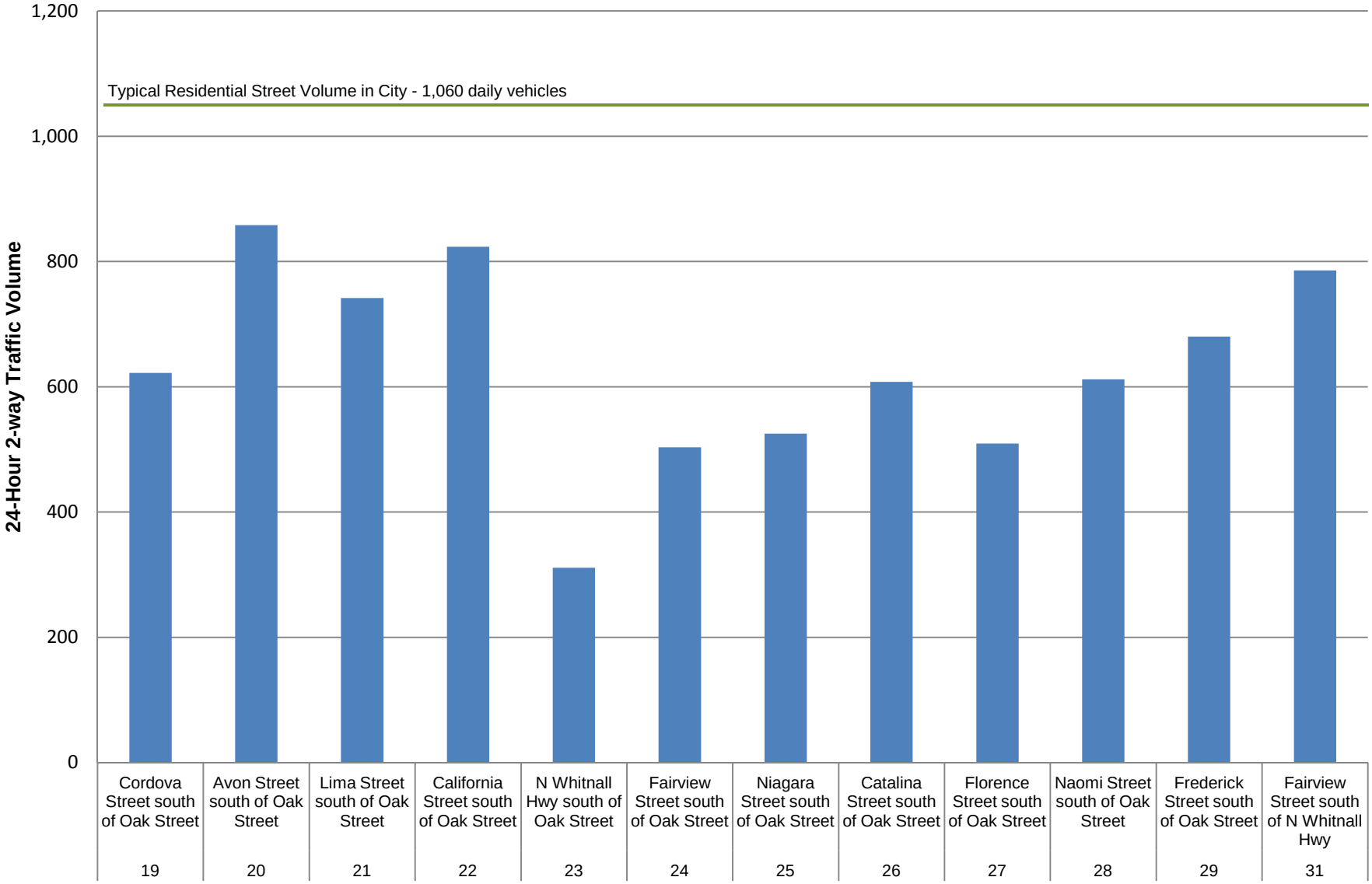


EXHIBIT G-135

TABLE 4
OAK STREET
STREET SEGMENT TRAFFIC VOLUME SUMMARY
CONDITIONS BEFORE TEMPORARY STREET CLOSURES

No.	Location	24-Hour 2-Way Volume	24-Hour Directional Volumes		Peak Period Directional Volumes			
					AM Peak Period		PM Peak Period	
			Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
12	Oak Street east of Hollywood Way	2,782	1,346	1,436	270	324	441	578
13	Oak Street east of Cordova Street	2,271	970	1,301	210	261	288	523
14	Oak Street east of California Street	1,598	804	794	154	202	256	246
15	Oak Street east of Fairview Street	1,558	798	760	174	172	266	267
16	Oak Street east of Catalina Street	1,454	739	715	171	144	227	244
17	Oak Street west of Buena Vista Street	1,726	987	739	218	147	316	238
	Total	**11,389**	**5,643**	**5,746**	**1,198**	**1,251**	**1,794**	**2,096**
	Directional Splits	n/a	50%	50%	49%	51%	46%	54%
	Average	**1,898**	**941**	**958**	**200**	**208**	**299**	**349**

Note: AM Peak Period is from 6:00 AM to 10:00 AM; PM Peak Period is from 3:00 PM to 7:00 PM.

TABLE 4 CHART
OAK STREET
STREET SEGMENT TRAFFIC VOLUME SUMMARY
CONDITIONS BEFORE TEMPORARY STREET CLOSURES

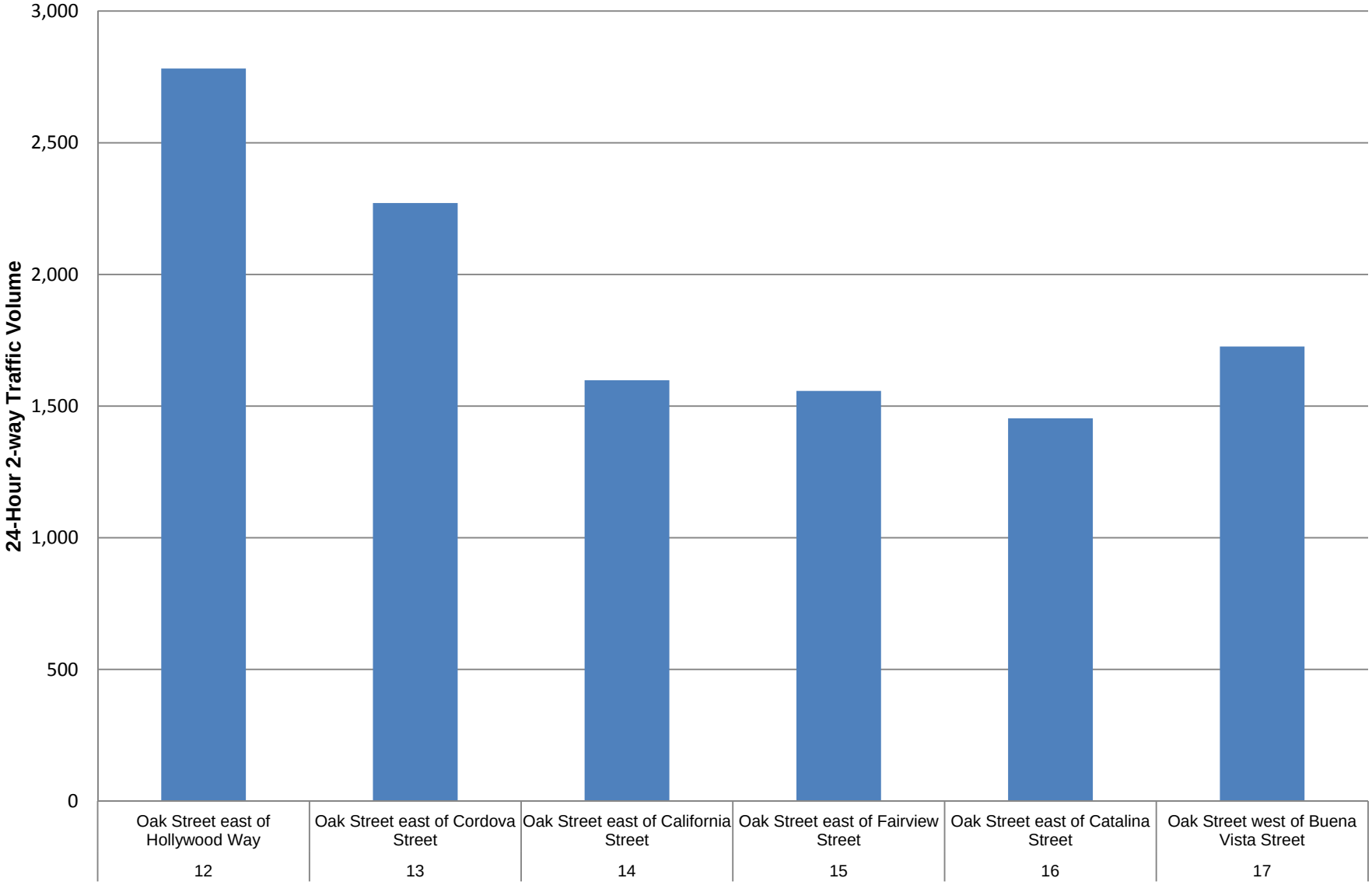


EXHIBIT G-137

TABLE 5
EAST-WEST ALLEY NORTH OF ALAMEDA AVENUE
STREET SEGMENT TRAFFIC VOLUME SUMMARY
CONDITIONS BEFORE TEMPORARY STREET CLOSURES

No.	Location	24-Hour 2-Way Volume	24-Hour Directional Volumes		Peak Period Directional Volumes			
					AM Peak Period		PM Peak Period	
			Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
32	Alley between Cordova Street and Avon Street	537	279	258	37	100	107	52
33	Alley between Avon Street and Lima Street	155	94	61	32	12	26	19
34	Alley between Lima Street and California Street	123	67	56	19	8	17	18
36	Alley between Ontario Street and Fairview Street (Behind El Torito)	453	254	200	37	42	69	45
	Total	**1,268**	**694**	**575**	**125**	**162**	**220**	**133**
	Directional Splits	n/a	55%	45%	44%	56%	62%	38%
	Average	**317**	**173**	**144**	**31**	**41**	**55**	**33**

Note: AM Peak Period is from 6:00 AM to 10:00 AM; PM Peak Period is from 3:00 PM to 7:00 PM.

TABLE 5 CHART
EAST-WEST ALLEY NORTH OF ALAMEDA AVENUE
STREET SEGMENT TRAFFIC VOLUME SUMMARY
CONDITIONS BEFORE TEMPORARY STREET CLOSURES

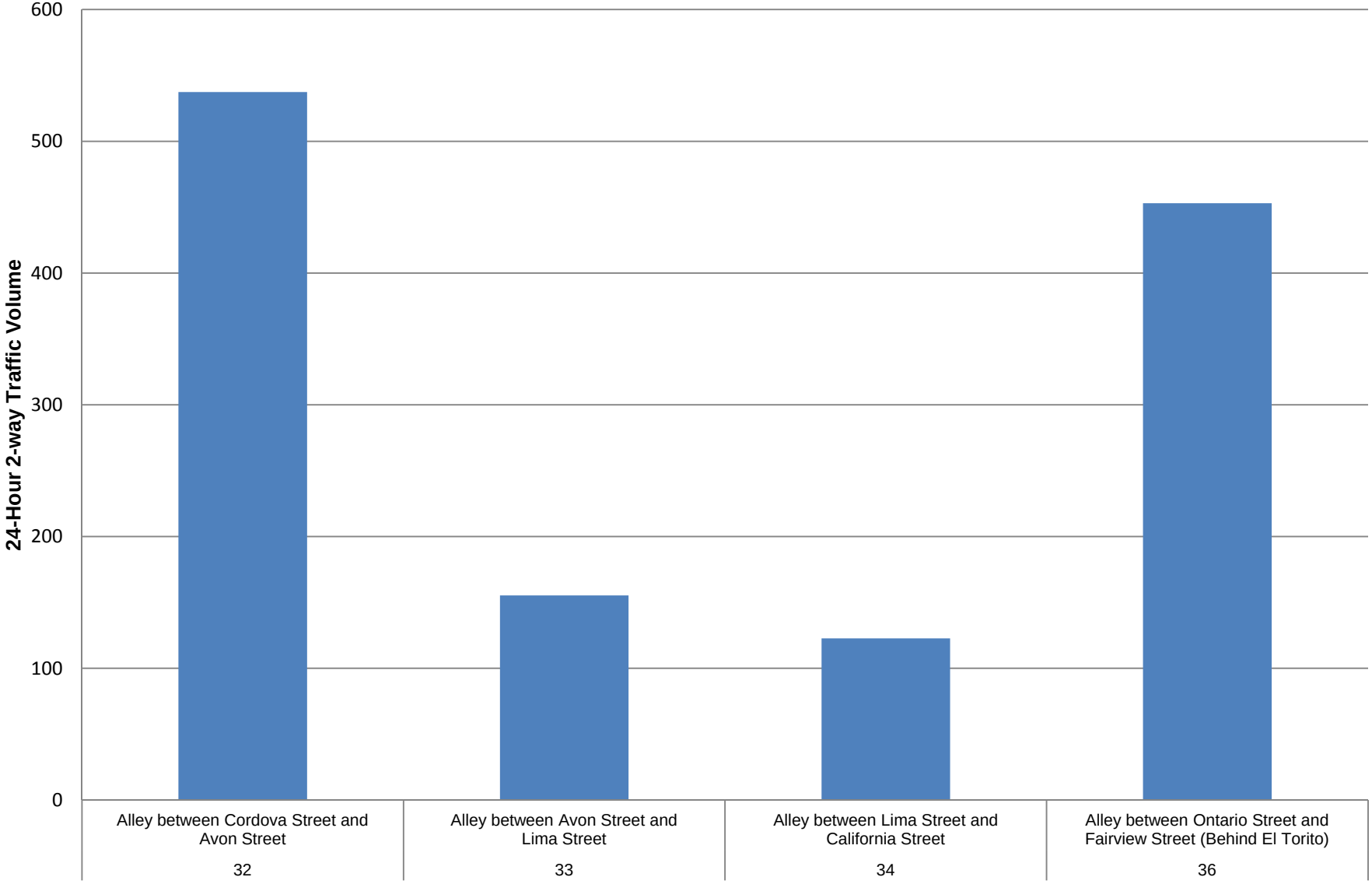


EXHIBIT G-139

TABLE 6
LEVEL OF SERVICE DEFINITIONS FOR INTERSECTIONS

Level of Service	Signalized Intersection V/C Ratio [a]	Unsignalized Intersection Delay (seconds) [b]	Definition
A	0.000 - 0.600	≤ 10.0	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	> 10.0 and ≤ 15.0	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	> 15.0 and ≤ 25.0	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	> 25.0 and ≤ 35.0	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	> 35.0 and ≤ 50.0	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	> 50.0	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Notes:

[a] *Transportation Research Circular No. 212, Interim Materials on Highway Capacity,* Transportation Research Board, 1980; used in City of Anaheim analysis.

[b] *2010 Highway Capacity Manual,* Transportation Research Board, 2010; used in Caltrans analysis.

TABLE 7
INTERSECTION LEVELS OF SERVICE
CONDITIONS BEFORE TEMPORARY STREET CLOSURES

No.	Intersection	Peak Hour	Existing Conditions	
			V/C Ratio or Delay	LOS
1	Hollywood Way & Oak Street	AM PM	0.662 0.575	B A
2 [a]	Buena Vista Street & Oak Street	AM PM	22.7 14.5	C B
3	Buena Vista Street & Olive Avenue	AM PM	0.821 0.841	D D
4	Hollywood Way & Alameda Avenue	AM PM	0.733 0.641	C B
5	Cordova Street / SR 134 Westbound Ramps & Alameda Avenue	AM PM	0.585 0.614	A B
6	Lima Street & Alameda Avenue	AM PM	0.366 0.414	A A
7	Olive Avenue / Ontario Street & Alameda Avenue	AM PM	0.528 0.577	A A
8	Hollywood Way & Verdugo Avenue	AM PM	0.784 0.818	C D

Notes:
[a] Location is unsignalized.

TABLE 8
85TH PERCENTILE SPEED SUMMARY
CONDITIONS BEFORE TEMPORARY STREET CLOSURES

No.	Location	NB/EB	SB/WB
1	Oak Street east of Avon Street	25	25
2	Oak Street east of Fairview Street	30	28
3	Oak Street east of Florence Street	32	32
4	N. Whitnall Hwy south of Oak Street	30	32
5	Fairview Street south of Oak Street	30	29
6	Niagara Street south of Oak Street	31	29
7	Catalina Street south of Oak Street	34	36
8	Florence Street south of Oak Street	31	31
9	Naomi Street south of Oak Street	20	17
10	Alley between Hollywood Way and Cordova Street	17	18
11	Cordova Street south of Oak Street	28	32
12	Avon Street south of Oak Street	35	33
13	Lima Street south of Oak Street	29	27
14	California Street south of Oak Street	32	30
15	Avon Street north of Oak Street	31	29

Note: Speed is shown in miles per hour (mph).

TABLE 8 CHART
85TH PERCENTILE SPEED SUMMARY
CONDITIONS BEFORE TEMPORARY STREET CLOSURES

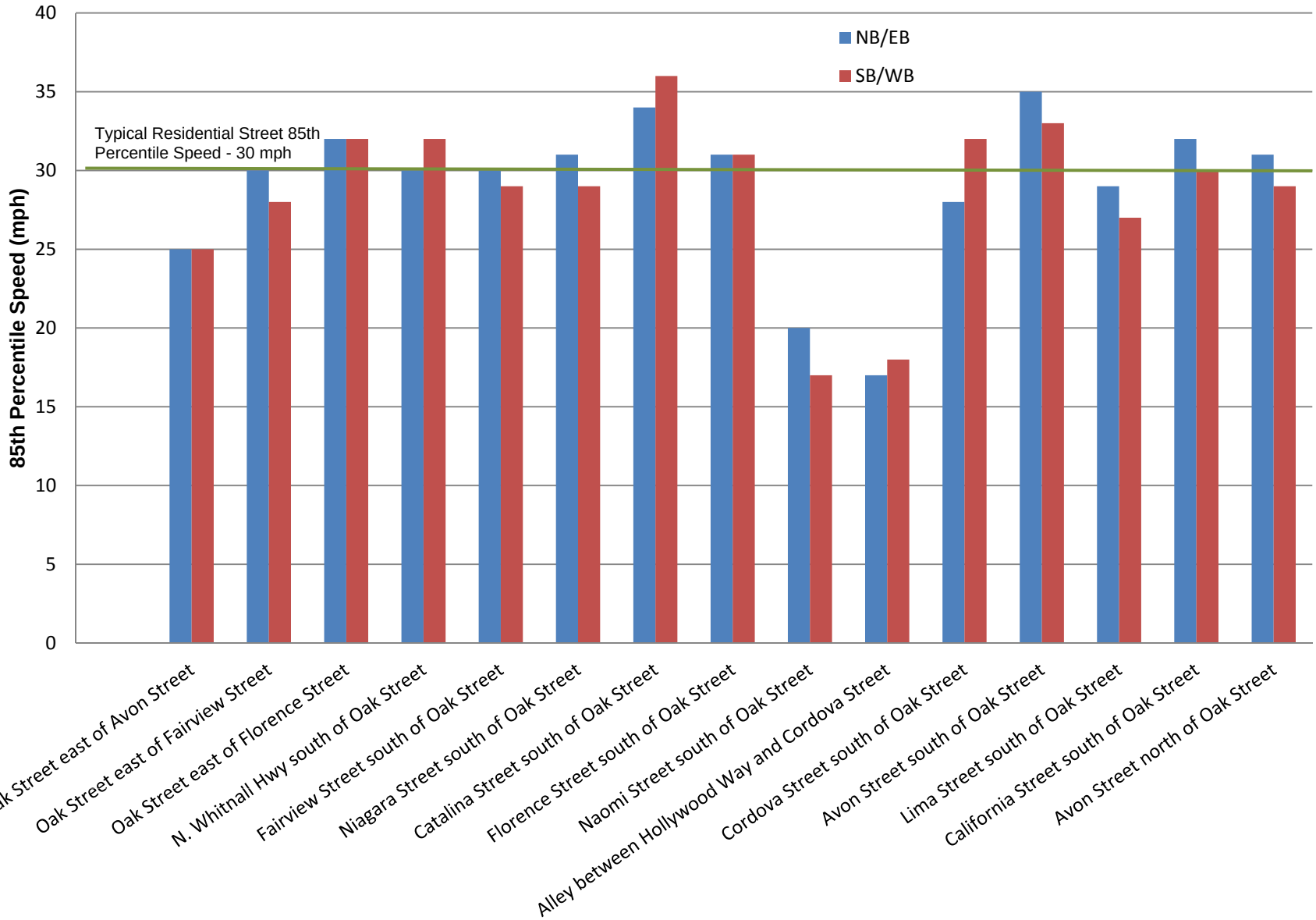


EXHIBIT G-143

TABLE 9
NORTH-SOUTH STREETS NORTH OF OAK STREET
STREET SEGMENT TRAFFIC VOLUME SUMMARY
CONDITIONS AFTER TEMPORARY STREET CLOSURES

No.	Location	24-Hour 2-Way Volume		24-Hour Directional Volumes				Peak Period Directional Volumes							
								AM Peak Period				PM Peak Period			
				Northbound		Southbound		Northbound		Southbound		Northbound		Southbound	
2	Cordova Street north of Oak Street	540	-5%	234	-5%	306	-6%	49	13%	73	-21%	72	-8%	88	0%
3	Avon Street north of Oak Street	600	-40%	355	-40%	245	-41%	108	-28%	64	-55%	107	-44%	72	-31%
4	California Street north of N Whitnall Hwy	963	-7%	444	-12%	519	-3%	90	-3%	184	-2%	148	-27%	113	-10%
5	Ontario Street north of Oak Street	345	-9%	166	-13%	179	-5%	27	-25%	51	-8%	57	-9%	45	-6%
6	Fairview Street north of Oak Street	612	7%	347	11%	265	1%	57	36%	98	14%	119	9%	60	17%
7	Niagara Street north of Oak Street	555	6%	305	10%	250	2%	40	11%	85	-11%	109	2%	52	11%
8	Catalina Street north of Oak Street	579	11%	328	9%	251	15%	48	12%	86	7%	123	1%	52	13%
9	Florence Street north of Oak Street	535	42%	269	20%	266	73%	39	80%	93	134%	91	0%	60	31%
10	Naomi Street north of Oak Street	673	-5%	360	-9%	312	0%	47	-6%	107	10%	131	-8%	74	2%
11	Frederick Street north of Oak Street	642	12%	392	8%	250	19%	50	16%	107	45%	139	1%	43	-19%
	Total	**6,044**	-4%	**3,200**	-6%	**2,844**	-1%	**554**	-1%	**947**	0%	**1,096**	-12%	**659**	-3%
	Directional Splits	n/a		53%		47%		37%		63%		62%		38%	
	Average	**604**	-4%	**320**	-6%	**284**	-1%	**55**	-2%	**95**	0%	**110**	-11%	**66**	-3%

Note: AM Peak Period is from 6:00 AM to 10:00 AM; PM Peak Period is from 3:00 PM to 7:00 PM.
Percentages shown represent the change in volume compared with conditions before temporary street closures shown in Table 2.

TABLE 9 CHART
NORTH-SOUTH STREETS NORTH OF OAK STREET
STREET SEGMENT TRAFFIC VOLUME SUMMARY
CONDITIONS AFTER TEMPORARY STREET CLOSURES

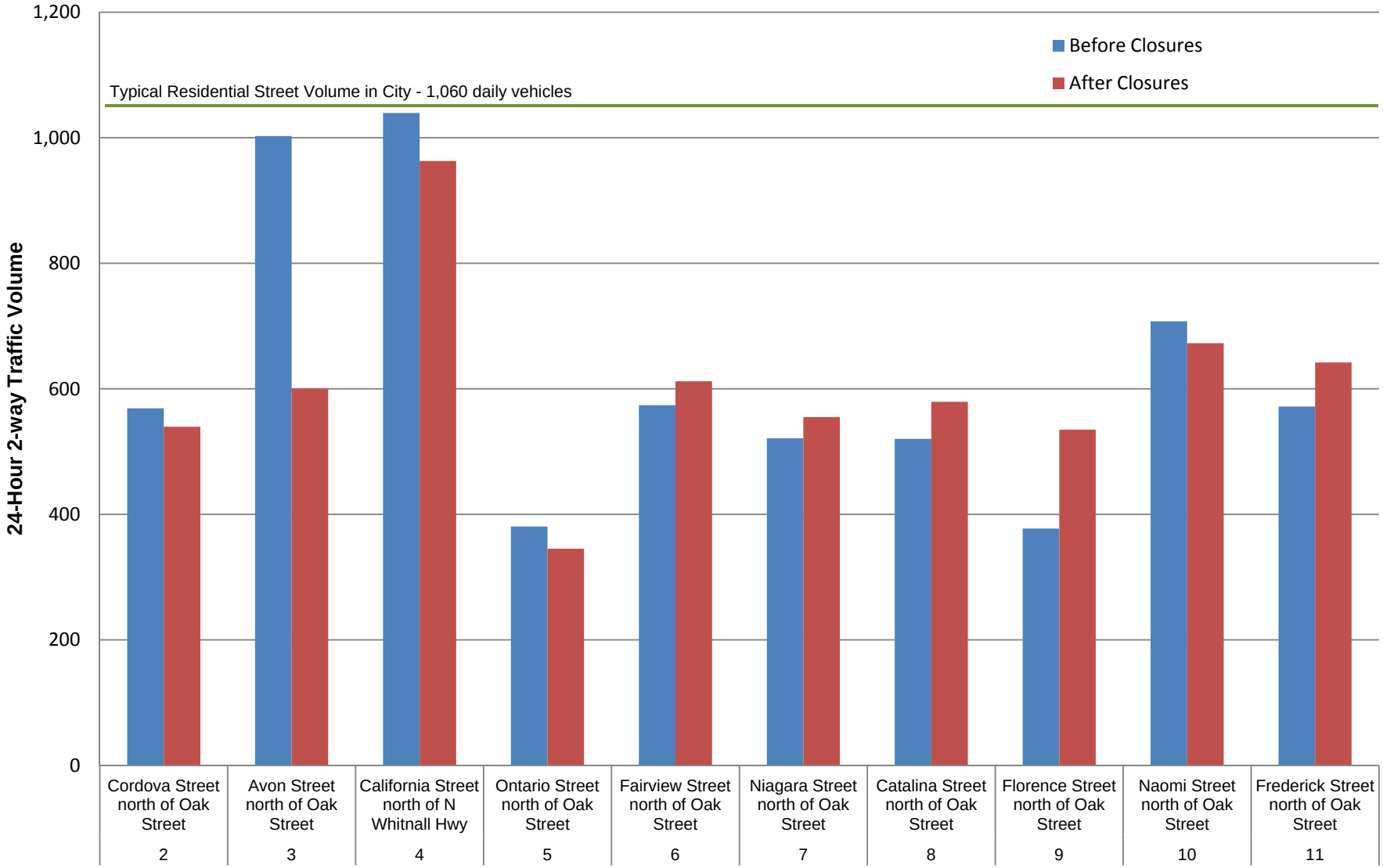


EXHIBIT G-145

TABLE 10
NORTH-SOUTH STREETS SOUTH OF OAK STREET
STREET SEGMENT TRAFFIC VOLUME SUMMARY
CONDITIONS AFTER TEMPORARY STREET CLOSURES

No.	Location	24-Hour 2-Way Volume		24-Hour Directional Volumes				Peak Period Directional Volumes							
								AM Peak Period				PM Peak Period			
				Northbound		Southbound		Northbound		Southbound		Northbound		Southbound	
19	Cordova Street south of Oak Street	703	13%	322	145%	381	-22%	82	170%	36	-71%	76	105%	125	-3%
20	Avon Street south of Oak Street	455	-47%	237	-57%	218	-28%	63	-33%	38	-65%	63	-72%	58	-8%
21	Lima Street south of Oak Street	571	-23%	189	-57%	188	-38%	53	-31%	27	-72%	41	-76%	58	-24%
22	California Street south of Oak Street	608	-26%	312	-29%	296	-23%	90	5%	49	-60%	64	-63%	93	9%
23	N Whitnall Hwy south of Oak Street	676	117%	361	134%	315	101%	71	155%	118	259%	126	144%	71	75%
24	Fairview Street south of Oak Street	624	24%	380	26%	244	21%	49	-84%	93	-54%	135	-55%	50	-75%
25	Niagara Street south of Oak Street	512	-3%	361	29%	151	-39%	45	53%	63	-24%	136	20%	24	-54%
26	Catalina Street south of Oak Street	687	13%	365	11%	322	15%	53	-84%	126	-55%	151	-54%	65	-77%
27	Florence Street south of Oak Street	550	8%	294	4%	256	13%	43	30%	96	15%	96	-6%	49	-4%
28	Naomi Street south of Oak Street	506	-17%	314	-30%	192	16%	19	-57%	35	-38%	120	-21%	50	15%
29	Frederick Street south of Oak Street	801	18%	487	13%	315	25%	68	13%	120	36%	180	5%	61	7%
31	Fairview Street south of N Whitnall Hwy	1,275	62%	725	63%	549	62%	109	108%	213	112%	260	64%	108	54%
	Total	**7,968**	5%	**4,348**	3%	**3,427**	3%	**745**	-36%	**1,015**	-27%	**1,449**	-27%	**810**	-29%
	Directional Splits	n/a		56%		44%		42%		58%		64%		36%	
	Average	**664**	5%	**362**	3%	**286**	3%	**62**	-36%	**85**	-26%	**121**	-27%	**68**	-29%

Note: AM Peak Period is from 6:00 AM to 10:00 AM; PM Peak Period is from 3:00 PM to 7:00 PM.
Percentages shown represent the change in volume compared with conditions before temporary street closures shown in Table 3.

TABLE 10 CHART
NORTH-SOUTH STREETS SOUTH OF OAK STREET
STREET SEGMENT TRAFFIC VOLUME SUMMARY
CONDITIONS AFTER TEMPORARY STREET CLOSURES

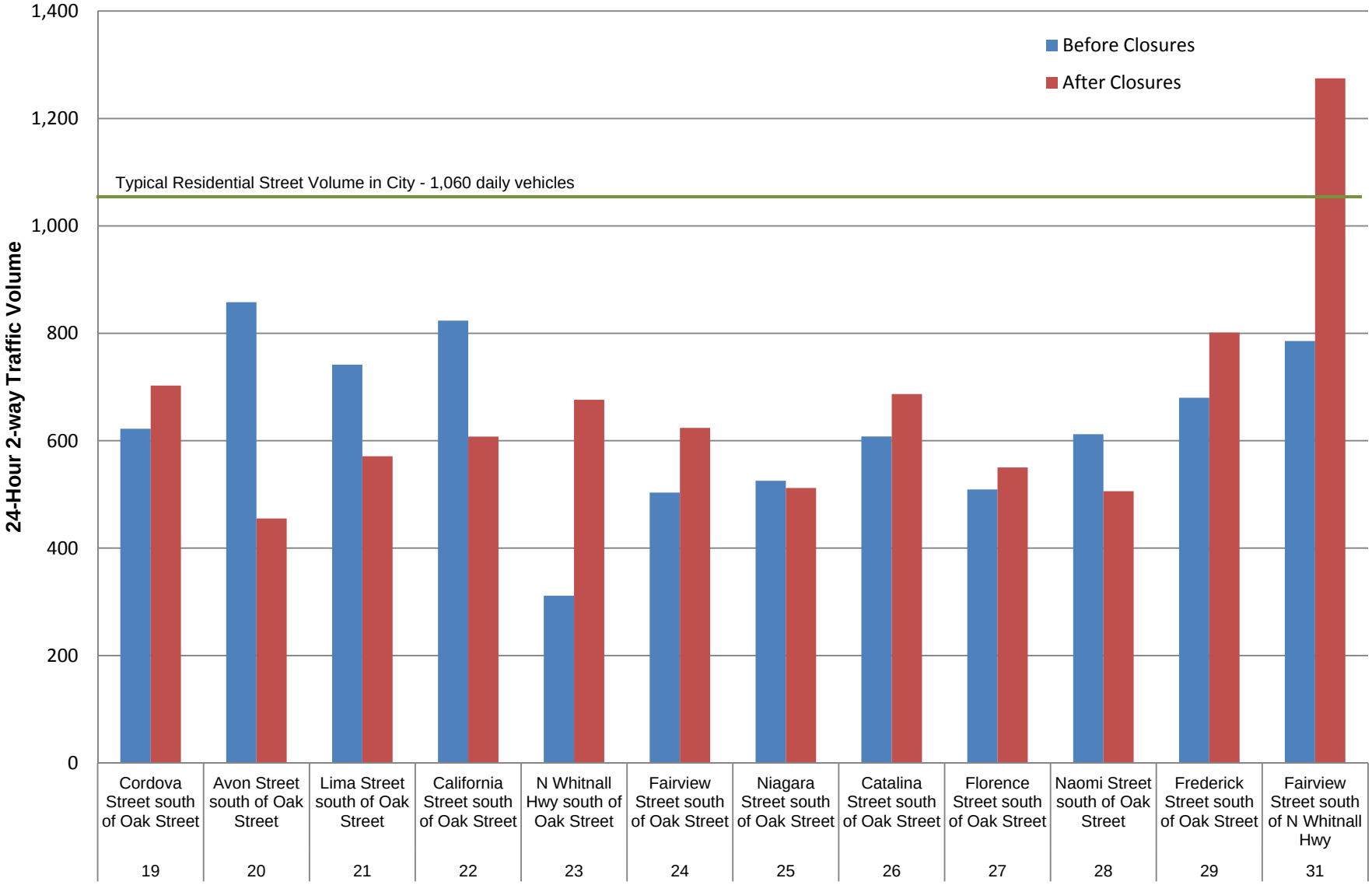


EXHIBIT G-147

TABLE 11
OAK STREET
STREET SEGMENT TRAFFIC VOLUME SUMMARY
CONDITIONS AFTER TEMPORARY STREET CLOSURES

No.	Location	24-Hour 2-Way Volume		24-Hour Directional Volumes				Peak Period Directional Volumes							
								AM Peak Period				PM Peak Period			
				Eastbound		Westbound		Eastbound		Westbound		Eastbound		Westbound	
12	Oak Street east of Hollywood Way	3,137	13%	1,533	14%	1,604	12%	251	-7%	420	30%	465	5%	431	-25%
13	Oak Street east of Cordova Street	2,701	19%	1,298	34%	1,403	8%	246	17%	364	39%	391	36%	403	-23%
14	Oak Street east of California Street	2,252	41%	1,161	44%	1,091	37%	315	105%	244	21%	312	22%	353	44%
15	Oak Street east of Fairview Street	1,854	19%	950	19%	904	19%	243	40%	182	6%	264	-1%	307	15%
16	Oak Street east of Catalina Street	1,628	12%	860	16%	768	8%	204	19%	146	1%	243	7%	248	1%
17	Oak Street west of Buena Vista Street	1,555	-10%	935	-5%	620	-16%	219	1%	119	-19%	264	-17%	190	-20%
	Total	**13,127**	15%	**6,737**	19%	**6,391**	11%	**1,479**	23%	**1,475**	18%	**1,940**	8%	**1,932**	-8%
	Directional Splits	n/a		51%		49%		50%		50%		50%		50%	
	Average	**2,188**	15%	**1,123**	19%	**1,065**	11%	**247**	24%	**246**	18%	**323**	8%	**322**	-8%

Note: AM Peak Period is from 6:00 AM to 10:00 AM; PM Peak Period is from 3:00 PM to 7:00 PM.
Percentages shown represent the change in volume compared with conditions before temporary street closures shown in Table 4.

TABLE 11 CHART
OAK STREET
STREET SEGMENT TRAFFIC VOLUME SUMMARY
CONDITIONS AFTER TEMPORARY STREET CLOSURES

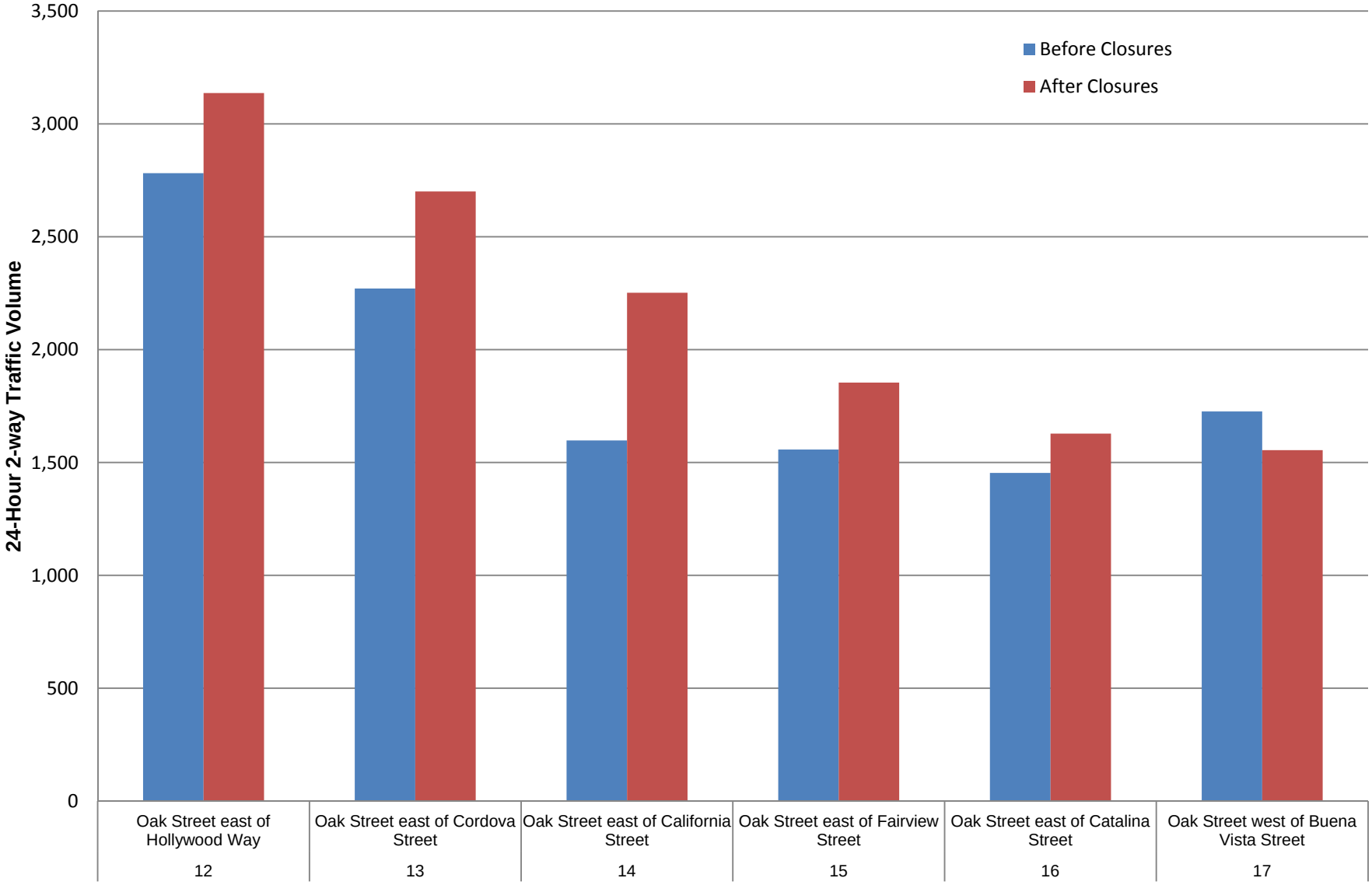


EXHIBIT G-149

TABLE 12
EAST-WEST ALLEY NORTH OF ALAMEDA AVENUE
STREET SEGMENT TRAFFIC VOLUME SUMMARY
CONDITIONS AFTER TEMPORARY STREET CLOSURES

No.	Location	24-Hour 2-Way Volume		24-Hour Directional Volumes				Peak Period Directional Volumes							
								AM Peak Period				PM Peak Period			
				Eastbound		Westbound		Eastbound		Westbound		Eastbound		Westbound	
32	Alley between Cordova Street and Avon Street	84	-84%	56	-80%	28	-89%	13	-64%	8	-92%	17	-84%	6	-88%
33	Alley between Avon Street and Lima Street	117	-25%	58	-38%	59	-4%	19	-41%	17	35%	11	-58%	11	-39%
34	Alley between Lima Street and California Street	101	-18%	53	-20%	48	-15%	16	-18%	13	63%	13	-27%	10	-43%
36	Alley between Ontario Street and Fairview Street (Behind El Torito)	487	7%	275	9%	211	6%	59	62%	41	0%	63	-9%	52	16%
	Total	**789**	-38%	**443**	-36%	**346**	-40%	**107**	-14%	**79**	-51%	**104**	-53%	**79**	-41%
	Directional Splits	n/a		56%		44%		58%		42%		57%		43%	
	Average	**197**	-38%	**111**	-36%	**87**	-40%	**27**	-13%	**20**	-51%	**26**	-53%	**20**	-39%

Note: AM Peak Period is from 6:00 AM to 10:00 AM; PM Peak Period is from 3:00 PM to 7:00 PM.
Percentages shown represent the change in volume compared with conditions before temporary street closures shown in Table 5.

TABLE 12 CHART
EAST-WEST ALLEY NORTH OF ALAMEDA AVENUE
STREET SEGMENT TRAFFIC VOLUME SUMMARY
CONDITIONS AFTER TEMPORARY STREET CLOSURES

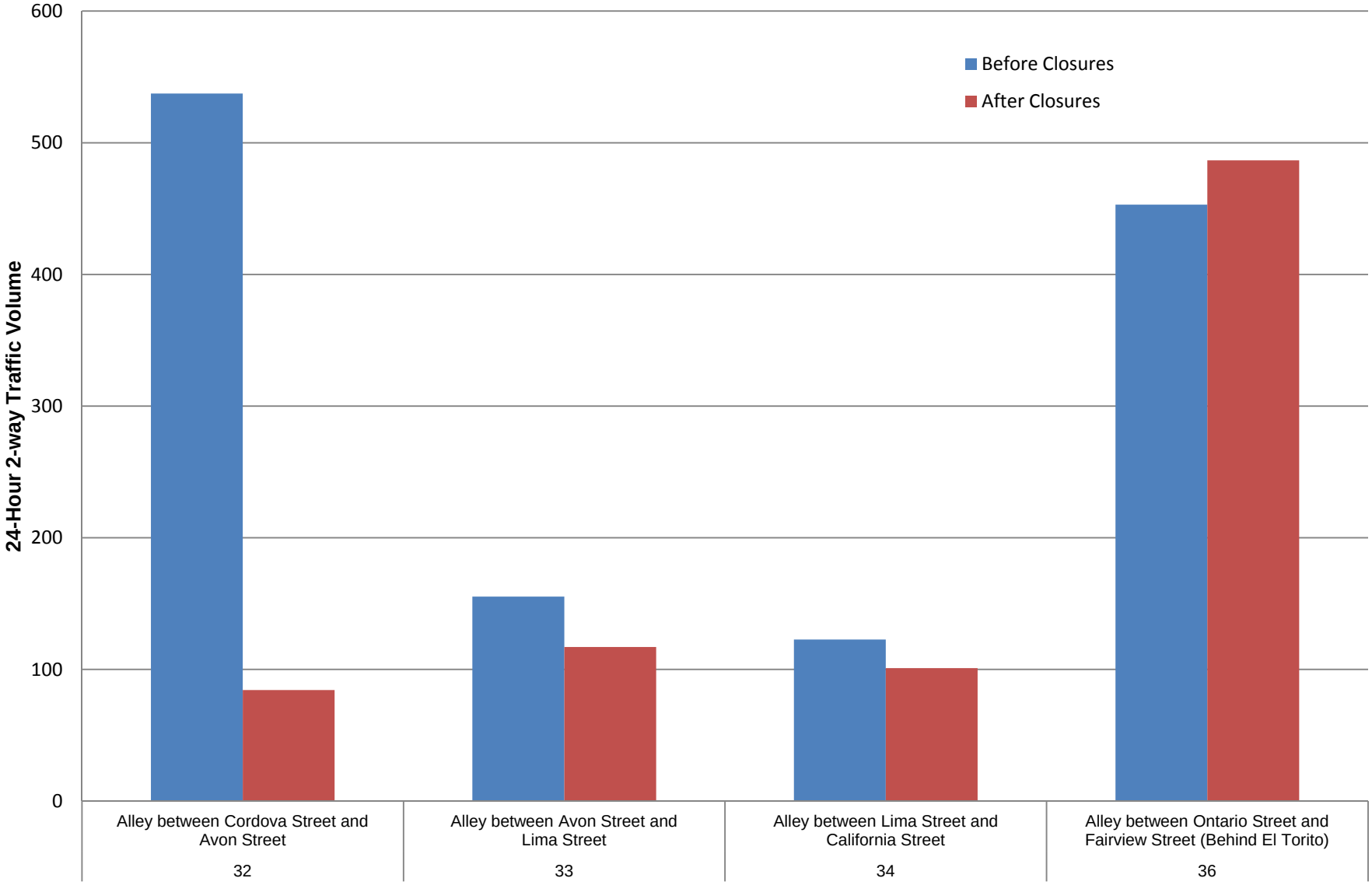


EXHIBIT G-151

TABLE 13
INTERSECTION LEVELS OF SERVICE
CONDITIONS AFTER TEMPORARY STREET CLOSURES

No.	Intersection	Peak Hour	Existing Conditions		
			V/C Ratio or Delay	LOS	Change [b]
1	Hollywood Way & Oak Street	AM PM	0.754 0.517	C A	13.9% -10.1%
2 [a]	Buena Vista Street & Oak Street	AM PM	17.1 15.0	C B	-24.7% 3.4%
3	Buena Vista Street & Olive Avenue	AM PM	0.836 0.892	D D	1.8% 6.1%
4	Hollywood Way & Alameda Avenue	AM PM	0.749 0.660	C B	2.2% 3.0%
5	Cordova Street / SR 134 Westbound Ramps & Alameda Avenue	AM PM	0.568 0.570	A A	-2.9% -7.2%
6	Lima Street & Alameda Avenue	AM PM	0.373 0.367	A A	1.9% -11.4%
7	Olive Avenue / Ontario Street & Alameda Avenue	AM PM	0.543 0.633	A B	2.8% 9.7%
8	Hollywood Way & Verdugo Avenue	AM PM	0.839 0.802	D D	7.0% -2.0%

Notes:
[a] Location is unsignalized.
[b] Represents percentage change in V/C ratio or delay compared to conditions before temporary street closures presented in Table 7.

TABLE 14
85TH PERCENTILE SPEED SUMMARY
CONDITIONS AFTER TEMPORARY STREET CLOSURES

No.	Location	NB/EB		SB/WB	
		After	Change	After	Change
1	Oak Street east of Avon Street	21	-4	23	-2
2	Oak Street east of Fairview Street	32	2	35	7
3	Oak Street east of Florence Street	29	-3	28	-4
4	N. Whitnall Hwy south of Oak Street	35	5	35	3
5	Fairview Street south of Oak Street	31	1	32	3
6	Niagara Street south of Oak Street	29	-2	27	-2
7	Catalina Street south of Oak Street	33	-1	30	-6
8	Florence Street south of Oak Street	27	-4	29	-2
9	Naomi Street south of Oak Street	26	6	29	12
10	Alley between Hollywood Way and Cordova Street	17	0	17	-1
11	Cordova Street south of Oak Street	31	3	30	-2
12	Avon Street south of Oak Street	30	-5	30	-3
13	Lima Street south of Oak Street	30	1	29	2
14	California Street south of Oak Street	28	-4	27	-3
15	Avon Street north of Oak Street	34	3	32	3

Note: Speed is shown in miles per hour (mph).
Changes shown represent the change in speed (in mph) compared with conditions before temporary street closures shown in Table 8.

TABLE 14 CHART
85TH PERCENTILE SPEED SUMMARY
CONDITIONS AFTER TEMPORARY STREET CLOSURES

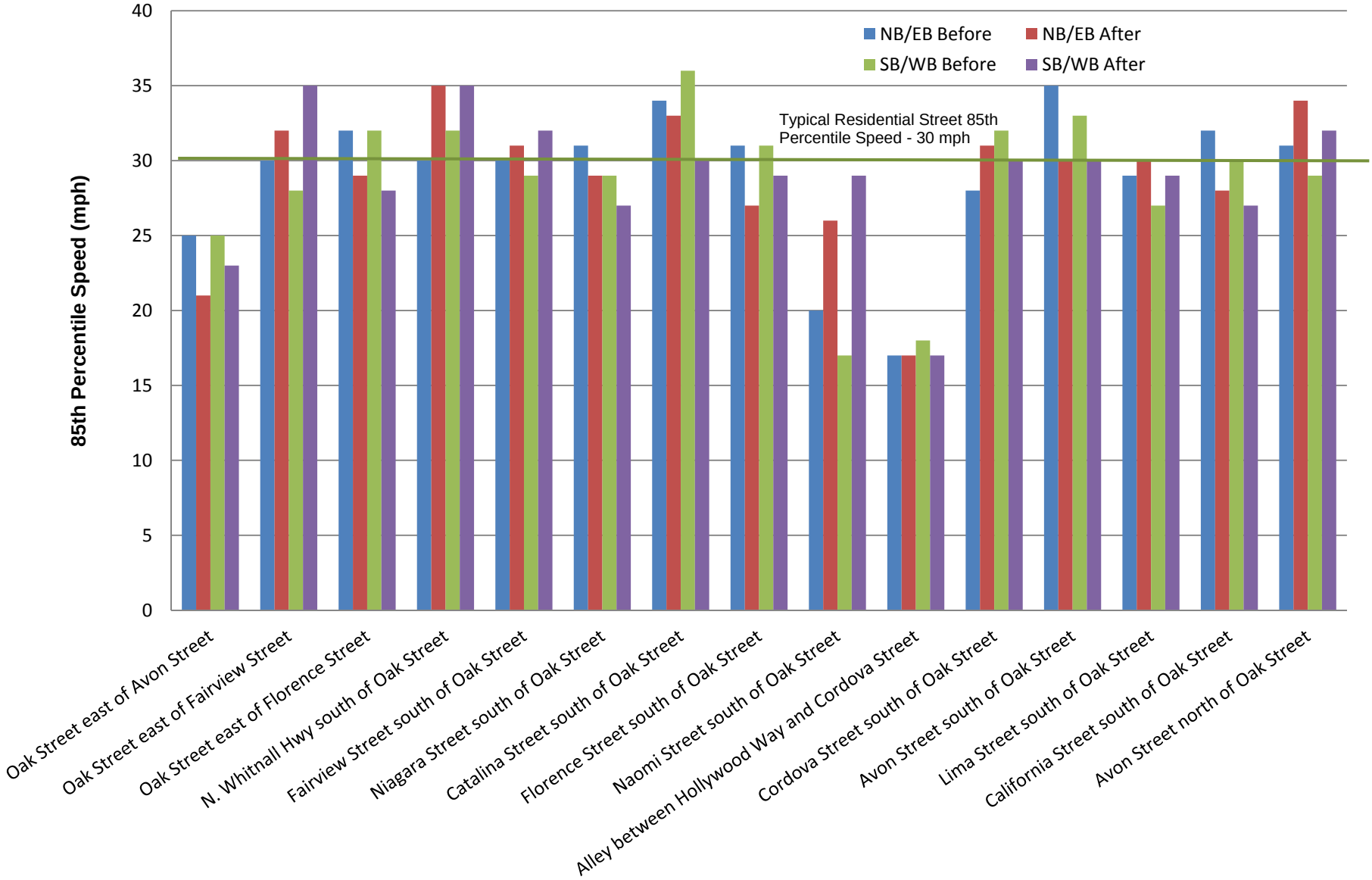


EXHIBIT G-154

Chapter 5

Proposed Neighborhood Protection Improvements

There are still a number of traffic problems in Alameda North that could be lessened with additional improvements as part of the NPP. In addition, installation of the temporary closures in January 2015 secondarily resulted in some negative traffic circulation effects within the Alameda North NPP area. This chapter summarizes observed deficiencies and proposed solutions.

TRAFFIC PROBLEMS IN ALAMEDA NORTH

The temporary street closures reduced traffic volumes on the four streets closed with temporary barriers, as discussed in Chapter 4. However, they pushed some traffic to other local streets, such as Fairview Street and Whitnall Highway. Additionally, the temporary street closures did nothing to address certain other problems with traffic and access within the neighborhood. These issues are summarized here.

Street Closures Moved Some Traffic to Other Streets

The closure of all of the north-south streets at Alameda Avenue between Hollywood Way and Olive Avenue (including Cordova Street, Avon Street, Lima Street, and California Street) was intended to reduce non-residential cut-through traffic on the neighborhood's most exposed streets. However, it also blocked access for all legitimate users of those streets, including residents and parents driving their children to or from Stevenson Elementary School. Those drivers had to divert either to Hollywood Way or to north-south streets to the east, the first of which are Fairview Street and Whitnall Highway. It is no surprise, then, that those streets experienced large increases in traffic volumes. Further, it seems clear that closures of additional north-south streets at Olive Avenue, such as Fairview Street and Niagara Street, would push

the problem further east and increase the number of residents that would have to divert from their regular route onto alternative streets.

Ontario Street Residents are Trapped

The temporary street closures inadvertently blocked residents of Ontario Street north of Alameda Avenue from their standard egress route onto Alameda Avenue. Ontario Street meets Alameda Avenue at its intersection with Olive Avenue, but does not have a signal phase. Further, drivers may only access Ontario Street from westbound Olive Avenue or westbound Alameda Avenue, and may only leave Ontario Street by turning right onto Alameda Avenue. Thus, drivers have only limited movements accessing Ontario Street to and from Alameda Avenue. To avoid these limitations, residents have long detoured to the alleyway to the west of Ontario Street, to California Street, and back to Alameda Avenue. From this intersection, Ontario Street residents can turn either left or right to leave the neighborhood. Many residents also entered their street using the reverse of this route, which also allows full access from both directions of Alameda Avenue. However, the street closures closed both the alley (at the edge of the Wienerschnitzel parking lot) and California Street at Alameda Avenue. Now residents either must make the turn from Ontario Street onto Alameda Avenue or must travel east on the alley (out of the desired direction of travel), south on Fairview Street, west on Olive Avenue, and then west on Alameda Avenue. This other alley access point can become congested with commercial truck deliveries and trash pickup, further inhibiting access.

In addition to the access problem, Ontario Street residents experience problems with commercial traffic (primarily from the coffee shop at the corner of Ontario Street & Alameda Avenue) parking on their street and reducing available parking for residents.

Finally, the Wienerschnitzel commercial property at the northwest corner of Ontario Street & Alameda Avenue has become another inadvertent “cut-through” travel option with the implementation of the closures. Because the alley west of Ontario Street was closed, some drivers wishing to enter or exit Ontario Street began using the Wienerschnitzel parking lot to access the neighborhood. According to the property owner, this has led to increased traffic traveling through the private parking lot of the businesses.

Increased Traffic Volumes on Oak Street

The temporary closures resulted in increased traffic on Oak Street. As a collector, Oak Street is intended to accommodate higher volumes of traffic, and the highest volume experienced on any segment of Oak Street (3,137 daily vehicles east of Hollywood Way) is well under the FHWA capacity of 6,300 daily vehicles for collector streets in urban areas, especially since that number includes a substantial amount of traffic from school pick-up and drop-off. However, the increase in traffic, which affects not only residents on Oak Street but also all neighborhood residents who drive on Oak Street, is a negative side effect of the closures.

Additionally, it is difficult during peak times for drivers to exit Alameda North via the intersection of Hollywood Way & Oak Street because there is only a single lane serving left turns, through traffic, and right turns. This lane frequently can be blocked by a single driver attempting to make a left turn, and parked cars against the curb prevent drivers from diverting around left-turning vehicles.

Cut-Through Traffic on Naomi Street and Frederick Street

As described in Chapter 4, Naomi Street and Frederick Street appear to experience cut-through traffic from drivers unwilling to wait to turn left from Olive Avenue onto Buena Vista Street. Based on the traffic volumes, it appears that these drivers travel all the way up those streets to Verdugo Avenue. This issue was not affected by the temporary street closures, but should be addressed as part of the NPP.

Elementary School Pick-Up and Drop-Off

Pick-up and drop-off at the elementary school result in congestion on the streets around the school. Additionally, the school's current operation plan results in unsafe operations between vehicles and pedestrians crossing Oak Street at Lima Street due to poor visibility. This is because the school has implemented a westbound attended student drop-off zone along Oak Street between California and Lima Street. A potential conflict with this zone is created between drivers leaving this zone and pedestrians crossing Oak Street on the east side crosswalk at the

corner of Lima Street & Oak Street. The drop-off zone and the westbound travel lane on Oak Street effectively comprise two through lanes of traffic at the intersection, and drivers leaving the drop-off lane have limited visibility of crossing pedestrians because of vehicles in the adjacent westbound travel lane. This issue also was not caused by the temporary street closures, but may have been exacerbated by it as more drivers use Oak Street than before. Finally, parents often park in the neighborhood in front of houses during school pick-up and drop-off.

Cut-Through Traffic Avoiding Hollywood Way & Verdugo Avenue

During the closure test, residents on Cordova Street north of Oak Street have expressed concerns about traffic cutting through Alameda North to avoid making a left-turn from westbound Verdugo Avenue to southbound Hollywood Way. Any cut-through vehicles using this street increase traffic volumes on Cordova Street, Avon Street, and the alley east of Hollywood Way (all north of Oak Street), they tend to speed, and they cause increased congestion at the intersection of Hollywood Way & Oak Street.

Alley Access Needed Periodically

Dolby Laboratories, located at the northwest corner of Cordova Street & Alameda Avenue, periodically hosts events that include valet parking and loading activities, which requires access to the alleys adjacent to the building and between Cordova Street and Avon Street. On several occasions, several of the temporary street closures had to be moved for an evening to accommodate these events. With permanent street closures, it would not be possible to temporarily re-open the alleys for these events.

PROGRAMMED IMPROVEMENTS OUTSIDE OF ALAMEDA NORTH

The City has several improvements to the streets surrounding Alameda North in various stages of planning. These improvements are not part of the NPP, but are discussed here because of the benefit they could have to Alameda North traffic. Improvements to traffic flow on the major streets, where regional traffic belongs, is one of the most effective ways to reduce cut-through

traffic in residential neighborhoods such as Alameda North. Additionally, improvements to traffic flow outside of Alameda North do not restrict access into or out of the neighborhood and, therefore, do not cause inconvenience to the residents who live there nor divert traffic to other residential streets.

The following improvements outside of Alameda North are proposed or have been installed which would improve traffic operations inside.

Add Second Eastbound Left-Turn Lane at Buena Vista Street & Olive Avenue

The General Plan identifies a future intersection improvement that would add a second eastbound left-turn lane from Olive Avenue to Buena Vista Street. This would significantly increase the turning capacity at that location and reduce delay. It would reduce the frequency of drivers cutting through Alameda North on Naomi Street and Frederick Street. This General Plan improvement is a required cumulative traffic mitigation for several development projects including the Talaria Project, the Nickelodeon expansion project, and buildout of the Burbank Studios entitlement. This improvement is required when intersection operations reach LOS E or F according to ongoing intersection monitoring conducted by the City.

Allow Left Turns from Alameda Avenue onto SR 134 Westbound On-ramp

In January 2016, the City installed a westbound left-turn lane from Alameda Avenue onto the new SR 134 westbound on-ramp near Cordova Street. This new left turn reduces the amount of traffic continuing west on Alameda Avenue through Hollywood Way to reach the other westbound on-ramp, thus improving operations at the intersection of Hollywood Way & Alameda Avenue and reducing congestion on Alameda Avenue at Cordova Street.

New Traffic Signal at Florence Street & Olive Avenue

In December 2015, the City completed installation of a traffic signal at the intersection of Florence Street & Olive Avenue. This provides pedestrian crosswalks across Olive Avenue and makes left turns from Florence Street onto Olive Avenue easier.

Traffic Signal Modification at Hollywood Way & Verdugo Avenue

The City proposes to install a protected left-turn arrow for the turn from westbound Verdugo Avenue to southbound Hollywood Way. This will increase the safety and capacity of this movement and reduce the amount of cut-through traffic on Cordova Street north of Oak Street. It is anticipated to be completed in March 2017.

Traffic Signal Modification at Buena Vista Street & Verdugo Avenue

The City proposes to install protected left-turn arrows for the eastbound and westbound left turns from Verdugo Avenue to Buena Vista Street. This will increase the safety and capacity of these movements. It is anticipated to be completed in March 2017.

PROPOSED PERMANENT IMPROVEMENTS AS PART OF ALAMEDA NORTH NPP

Based on the data collection efforts and observations conducted as part of the analysis of the Alameda North NPP, the following measures are proposed as part of the Permanent Improvement Package for the Alameda North NPP. These measures are recommended either to 1) address existing traffic conditions observed in the neighborhood, or 2) address traffic shifts caused by the permanent closures of Cordova Street, Avon Street, Lima Street, and California Street.

It should be noted that four-way stop signs were considered at various locations within Alameda North. However, studies have shown that stop signs are not effective at reducing travel speeds and may even increase mid-block speeds as drivers try to make up for lost time. *California*

Manual on Uniform Traffic Control Devices (Caltrans, 2014) does not recommend stop signs for speed control. Therefore, they are not recommended in this report.

Install Permanent Street Closures

Under this improvement, the City would remove the temporary barricades that were used to implement the temporary street closures and would install permanent curbs, planters, and signage to form cul-de-sacs. Figure 3 shows a photo of an existing cul-de-sac similar to what would be installed on Avon Street and Lima Street. The photo in Figure 3 shows a circular "bulb" to make U-turns easier within the cul-de-sac. Because that bulb reduces the amount of available on-street parking, the cul-de-sacs may be installed without modifying the existing east and west curbs and gutters. The temporary street closures have been in effect without modifications to the curbs and gutters, and it hasn't presented a significant problem for drivers needing to turn around.

Cordova Street and California Street would be configured with angled diverters like that shown in Figure 4. The temporary street closure on California Street was modified in February 2016 to allow northbound traffic from Alameda Avenue to turn right onto the alley toward Ontario Street, and the barricades within that alley adjacent to the Weinerschnitzel were removed. The eastbound left-turn lane on Alameda Avenue leading to California Street was reopened as part of this change. This allows residents of Ontario Street to safely enter and exit their neighborhood from or toward the west. It also provides access to Alameda Avenue for residents of properties fronting Alameda Avenue that have vehicular access on the alley at the rear. Southbound traffic on California Street would still be able to turn west onto the alley, and alley traffic from the west could turn north onto California Street. While no traffic count was conducted of the alley east of California Street before the installation of the closures, a count was taken in April 2016 to assess the traffic demand for the alley under the "angled barrier" concept. It showed 154 vehicles traveling through the alley during a 24-hour period. This is consistent with the volumes on the remainder of the alley to the west, both before and after the closures.

Similarly, to allow Dolby Laboratories access to the alley along the north edge of the building, the closure on Cordova Street could be modified to force northbound traffic to turn left into the alley in the westbound direction and southbound traffic to turn left into the alley in the eastbound

direction. Alley traffic approaching Cordova Street from either direction would be forced to turn right. The existing partial diverter would be removed as part of this installation.

Restrict Left Turns Between Buena Vista Street and Oak Street

This improvement would restrict northbound left turns from Buena Vista Street to Oak Street and eastbound left turns from Oak Street to Buena Vista Street, effectively making Oak Street a "right-in, right-out" access to Alameda North. The improvement would be accomplished by striping a double-double-yellow painted median on Buena Vista Street and posting "No Left Turn" signs on Oak Street approaching Buena Vista Street. The southbound left-turn pocket from Buena Vista Street to Olive Avenue would be lengthened into the area vacated by the removal of the northbound left-turn pocket from Buena Vista Street to Oak Street.

This improvement would reduce the number of cars turning onto Oak Street. More importantly, it would reduce instances of the southbound left-turn queue from Buena Vista Street to Olive Avenue exceeding the turn pocket. Also, the lengthening of the left-turn pocket on Buena Vista Street will prevent left turns from eastbound Oak Street onto northbound Buena Vista Street. While some traffic that currently makes left turns at this intersection would shift to other streets in Alameda North, the anticipated improvement in operations on Buena Vista Street is worth the tradeoff. A conceptual drawing of this improvement is shown in Figure 5.

Install Speed Humps

Traffic speed data on the surveyed streets within the NPP area show that higher-than-typical vehicle speeds are common on many streets, before and after implementation of the temporary street closures. Speed humps are effective at reducing speeds and traffic volumes without restricting access. The City has established criteria that should be met for the installation of speed humps. Though it may periodically be changed, the current criteria include daily volumes that exceed 500 cars per day, speeds that exceed 30 mph, and agreement by two-thirds of residents that speed humps are desired.

All of the streets within Alameda North meet the criteria based on designation and physical geometry, but not all meet the minimum daily traffic volume of 500 vehicles and/or prevailing speed exceeding 30 mph. The City would support the installation of speed humps at any street that meets the existing or any future modified criteria. Their installation would be especially helpful on Whitnall Highway and Fairview Street, where traffic volumes substantially increased as a result of the temporary street closures. They should also be considered on Cordova Street and Avon Street north of Oak Street where prevailing volumes and speeds are a concern. The locations of speed humps could be finalized based on application of the City's criteria, especially regarding public input from residents on individual streets.

Ontario Street Improvements

As described above, the temporary closures of Cordova Street, Avon Street, Lima Street, and California Street have impacted the ability for Ontario Street residents to access their neighborhood. To remedy this issue, City staff has prepared conceptual improvement plans for the intersection of Olive Avenue & Alameda Avenue that would give Ontario Street a signal phase of its own within the larger Olive Avenue & Alameda Avenue intersection. The improvements include the following:

- Constructing a raised "pork chop" median where Ontario Street meets Alameda Avenue to channelize right-turning traffic into or out of Ontario Street
- Constructing a narrow raised median on Alameda Avenue to prevent illegal right turns from Ontario Street to westbound Olive Avenue
- Installing continental crosswalks (which provide higher visibility than the existing crosswalks) across Ontario Street and across Alameda Avenue, eliminating the existing crosswalk parallel to Olive Avenue (which passes in front of the entrance to Ontario Street)
- Moving the eastbound Alameda Avenue approach back to the rear of the new continental crosswalk
- Providing a right-turn signal from Ontario Street to Alameda Avenue while traffic from Olive Avenue is stopped

This improvement, shown in concept in Figure 6, would improve safety and accessibility for Ontario Street residents. In addition, Ontario Street residents have requested the following

elements to help with cut-through traffic, parking, and other impacts that have been exacerbated by the full closures:

1. Additional “No Outlet” signs on both sides of street entering from Alameda Avenue
2. Larger “Dead End” signage at the end of the street
3. Larger turn restriction signs at the intersection of Olive Avenue / Ontario Street & Alameda Avenue
4. Add commercial parking restrictions to limit on-street parking to one hour to promote parking turnover and the availability of spaces
5. Speed humps

While the first four measures listed above are reasonable to help mitigate identified traffic and parking issues, speed humps are not recommended for such a short block as they do not meet the City’s criteria for speed hump installation.

Elementary School Drop-Off

The analysis identified a safety concern at the intersection of Lima Street & Oak Street during the morning school drop-off period where cars departing the drop-off zone conflict with pedestrians crossing Oak Street. To remedy this, two alternative improvements are proposed, shown in concept in Figure 7:

Option 1: Relocate Drop-Off Zone. This option involves relocating the attended drop-off zone from its current location on Oak Street to the east (northbound) side of Avon Street north of Oak Street. This would involve implementing morning parking restrictions on the east side of Avon Street adjacent to the school for approximately 300 feet north of Oak Street and adding a supplemental school entrance along Avon Street. This would remove the crossing impact at Lima Street but would reduce on-street parking in the morning for residents of Avon Street. It would also require the school to adjust its procedures for receiving children during the morning drop-off.

Option 2: Relocate Pedestrian Crosswalk. This option would maintain the attended drop-off zone in its current location. To improve safety, the pedestrian crosswalk would be moved from

the east side of Lima Street to the west side and a corner bulb-out would be constructed on the southwest corner of Lima Street & Oak Street to match the existing bulb-out on the southeast corner and to maintain the shorter crossing distance the bulb-out provides. This would improve safety by eliminating the visibility concern caused by two westbound lanes entering the intersection at Lima Street.

Elementary School Parking

Burbank Unified School District is pursuing a plan to construct a faculty parking lot on the east side of the school within the DWP transmission line right-of-way with an access point on California Street just north of Oak Street. This improvement would provide additional off-street parking for faculty of the school and free up street parking for student drop-offs and the neighborhood.

Alternatively, the original NPP prescribed the creation of angled parking along the west (southbound) side of Whitnall Highway between California Street and Oak Street. It also recommended adding angled parking on the east side of California Street between Whitnall Highway and Oak Street by converting this street segment to southbound one-way operation. However, with the full closure of California Street, the one-way operation here is not justified and, therefore, the angled parking on California Street cannot be installed. However, the angled parking along Whitnall Highway should be considered if the off-street parking lot is not feasible. These two alternative parking configurations are shown in concept in Figure 8.

REMAINING ORIGINAL NPP PHASE 2 IMPROVEMENTS

In addition to the improvements identified above, there are additional improvements identified on the Original NPP Phase 2 improvement list. These remaining improvements are discussed below.

Raised Intersection Speed Table at Lima Street & Oak Street

The original NPP included construction of a raised speed table at Lima Street & Oak Street. This improvement would raise the grade of the entire intersection so that it is flush with the adjoining sidewalks. The purpose of this improvement is to slow traffic through the intersection and improve visibility to pedestrians. This improvement was not implemented in 2005 due to safety concerns because the raised intersection would put vehicles on the same physical elevation as the surrounding sidewalks and increase the risk of collisions. Further, implementation of a bulb-out on the southeast corner of the intersection and a proposal to add a second bulb-out on the northeast corner makes the implementation of this speed table unnecessary. Therefore, the speed table is proposed to be removed from the improvement list.

Additional Commercial Parking on Fairview Street Near Whitnall Highway

The original Phase 2 improvements included adding additional angled street parking on Fairview Street between Whitnall Highway and “Little” Whitnall Highway. This would provide additional parking for commercial businesses in the area. This parking would require widening the street, relocating the sidewalk, and removing two large mature trees. It would also require removing some recreational green space adjacent to the street. Fairview Street is currently managed by on-street parking restrictions that prevent commercial parkers from using this residential parking and providing this limited additional street parking would not appreciably change the demand for parking on this street. Because the cost to trees and green space is not outweighed by the limited additional parking, this parking is proposed to be removed from the improvement list.

Northbound Diverters on Avon Street, Lima Street, and Catalina Street

The original Phase 2 improvements included adding northbound diverters at Avon Street, Lima Street, and Catalina Street north of the alley parallel to Alameda Avenue and Olive Avenue. The partial diverters were intended to restrict northbound traffic from entering the neighborhood while allowing southbound traffic to exit. They would be constructed in a manner similar to the diverter currently installed at Cordova Street north of Alameda Avenue. The diverters at Avon

Street and Lima Street are not necessary if full street closures are installed at these locations. Further, the diverter at Catalina Street is not necessary as traffic on Catalina, both before and after the temporary street closures, is not substantially different than traffic on the surrounding streets, and the daily volume of 687 vehicles is well within the normal range for residential streets within the City. Thus, these diverters are proposed to be removed from the improvement list should the full street closures on Cordova Street, Avon Street, Lima Street, and California Street be implemented.

SUMMARY OF ALAMEDA NORTH NPP IMPROVEMENTS

Based on the discussions above, Table 15 below summarizes the proposed Alameda North NPP Improvements that should be installed to calm traffic and address the permanent closures of Cordova Street, Avon Street, Lima Street, and California Street. The street closures and the proposed additional improvements summarized in Table 15 are collectively referred to as the Permanent Improvement Package.

Image Source: Google, Inc.

CUL-DE-SAC EXAMPLE

FIGURE 3

Image Source: Google, Inc.

ANGLED DIVERTER EXAMPLE

FIGURE 4

LEGEND

Traffic Sign Post

Image Source: Google, Inc.

N
Not to Scale

CONCEPTUAL IMPROVEMENT AT BUENA VISTA STREET & OAK STREET

FIGURE 5

EXHIBIT G-170

CONCEPTUAL IMPROVEMENT FOR
OLIVE AVENUE, ALAMEDA AVENUE, AND ONTARIO STREET

FIGURE 6

EXHIBIT G-171

LEGEND

Existing Curb and Striping

Conceptual Proposed Curb and Striping

Image Source: Google, Inc.

N
Not to Scale

STEVENSON ELEMENTARY SCHOOL DROP-OFF AND PICK-UP IMPROVEMENT OPTIONS

FIGURE 7

EXHIBIT G-172

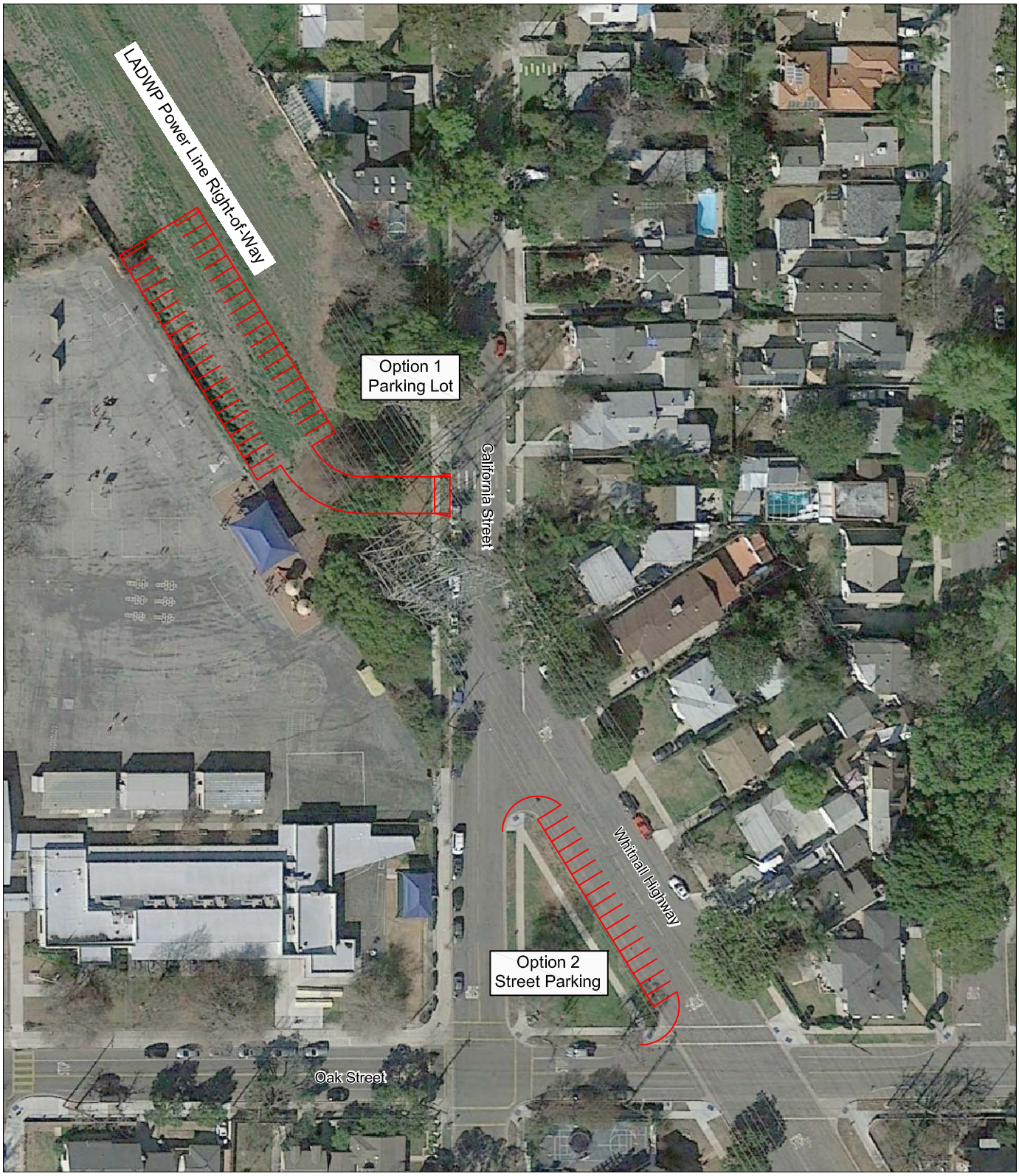


Image Source: Google, Inc.

N
Not to Scale

STEVENSON ELEMENTARY SCHOOL STAFF PARKING OPTIONS

FIGURE 8

EXHIBIT G-173

TABLE 15
SUMMARY OF ALAMEDA NORTH NPP IMPROVEMENTS

Improvement	Purpose
Make the temporary street closures permanent at Cordova Street, Avon Street, Lima Street, and California Street. Include modifications to the Cordova Street and California Street closures to provide angled diverters to and from the alley	Prevent cut-through traffic from proposed developments south of Alameda Avenue, and improve access to and from Ontario Street and the Dolby Laboratories building with the angled diverters
Restrict left-turns from Buena Vista Street onto Oak Street and vice versa	Reduce eastbound traffic slightly on Oak Street and lengthen the existing southbound left-turn pocket from Buena Vista Street onto Olive Avenue, reducing instances of the turn queue blocking through traffic
Install speed humps on any neighborhood street that meets the City's criteria for installation	Prevent speeding and discourage cut-through traffic
Improve Ontario Street access by: - Construct a raised median to limit access to right turns in and out on Alameda Avenue only - Provide a right-turn signal from Ontario Street to Alameda Avenue - Install contintental crosswalks across Ontario Street and Alameda Avenue - Add additional signage and on Ontario Street to discourage commercial traffic from using the Street	Improve access to and from Ontario Street for residents and commercial patrons and increase the availability of short-term commercial parking by converting spaces to one-hour limit parking
Improve Stevenson Elementary School drop-off through one of three options: Option 1: Relocate existing drop-off zone to Avon Street Option 2: Relocate the pedestrian crosswalk to the west side of the intersection and install a bulb-out on the southwest corner	Improve pedestrian safety crossing Oak Street during the morning drop-off period
Provide additional parking for Stevenson Elementary School faculty and staff by constructing a parking lot in the Los Angeles Department of Water and Power transmission line right-of-way off of California Street or by striping angled parking on California Street and/or Whitnall Highway	Improve parking for faculty and staff and increase the availability of on-street parking for the drop-off and pick-up periods

Chapter 6

Effects of Permanent Improvement Package

This Chapter summarizes the anticipated traffic effects of each of the measures identified in the Permanent Improvement Package. The effects of the permanent street closures were estimated by analyzing the pre-closure and post-closure traffic count data to establish an estimate of the closures' effects on neighborhood traffic. The effects of some of the other elements of the Permanent Improvement Package were conservatively estimated based on professional judgment and statistics from www.trafficcalming.org. Where traffic volumes would be reduced on local streets within Alameda North due to the Permanent Improvement Package, a corresponding increase would occur either on parallel local streets or on the arterial streets bordering the neighborhood.

MAKE TEMPORARY STREET CLOSURES PERMANENT

The effects of the closures of Cordova Street, Avon Street, Lima Street, and California Street north of Alameda Avenue were primarily measured by the traffic counts conducted before and after implementation of the temporary street closures. The results of those counts were summarized in Chapter 4.

Approximately one third of the street segment counts showed 24-hour volumes that varied by more than 10% between the lowest and the highest of the three day counts, and some were as high as a 30% difference. The variation over the four-hour morning and afternoon peak periods was generally twice the variation of the 24-hour volumes. This level of variation is not unexpected and does not indicate any problem with the results. However, it does highlight the fact that not all differences between the pre-closure and post-closure data should be assumed to be attributable to the temporary street closures. Therefore, engineering judgment was used to estimate to what extent the volume differences at each analyzed location were due to the temporary street closures. In general, for street segments and intersections nearest the

closures, the full differences between the pre-closure and post-closure data were assumed attributable to the closures, while further away, only fractions of the differences were assumed.

RESTRICT LEFT TURNS BETWEEN BUENA VISTA STREET AND OAK STREET

The restriction of left turns from Buena Vista Street onto Oak Street and from Oak Street onto Buena Vista Street would shift those left turns to other streets. On average, based on two days of post-closure peak period counts, there were 20 left turns during the morning peak hour and 30 during the afternoon peak hour from Buena Vista Street onto Oak Street. These were assumed to shift to Verdugo Avenue and to Olive Avenue and then into Alameda North via north-south streets such as Frederick Street and Naomi Street. There were less than 10 left turns observed from Oak Street onto Buena Vista Street. These were also assumed to shift to Frederick Street or Naomi Street up to Verdugo Avenue. The peak hour traffic volumes were extrapolated to estimate the volume over the 24-hour period used in the street segment impact analysis.

INSTALL SPEED HUMPS

The installation of speed humps on north-south streets in Alameda North would be expected to reduce traffic speeds by approximately 10% and volumes by approximately 5%. For the purposes of this analysis, these measures were expected to be used on Cordova Street and Avon Street north of Oak Street as well as on Fairview Street and Whitnall Highway south of Oak Street.

ONTARIO STREET ACCESS IMPROVEMENTS

The two access improvements for residents of Ontario Street north of Olive Avenue and Alameda Avenue, including the modification of the street closures to allow entrance via California Street and the alley and the modification of the intersection of Olive Avenue & Alameda Avenue & Ontario Street, would provide significant safety and operational enhancements for residents of Ontario Street, but would not affect traffic volumes or speeds

elsewhere in Alameda North (other than on the alley segment between California Street and Ontario Street).

ELEMENTARY SCHOOL IMPROVEMENTS

The proposed improvements to the attended drop-off zone for Stevenson Elementary School would improve safety at the Lima Street & Oak Street crossing. Additional parking that could be provided would free up additional neighborhood parking for residents and for parents dropping off or picking up students. Installation of these improvements would not impact traffic operations in the broader NPP area.

Chapter 7

Traffic Impact Analysis

In order to implement the Permanent Improvement Package summarized in Table 15, it is necessary to complete an environmental analysis that includes the identification of potentially significant traffic impacts. This chapter describes the methodology and results of the traffic impact analysis based on the traffic effects of the Permanent Improvement Package described in Chapter 6.

ANALYSIS SCENARIOS

This Chapter analyzes four scenarios, including two sets of baseline conditions without the effects of the Permanent Improvement Package and two sets of project conditions that include the effects of the Permanent Improvement Package.

- Existing Conditions: These refer to current conditions without any improvements from the Permanent Improvement Package. It is a baseline condition upon which to measure the effects of the Permanent Improvement Package under current-year conditions. The Existing Conditions use the pre-closure data collected in January 2015.

- Existing with Permanent Improvement Package Conditions: These refer to conditions in which the effects of the Permanent Improvement Package are applied to the Existing Conditions.

- Cumulative No Project Conditions: These refer to future baseline conditions after anticipated development projects and infrastructure improvements are implemented but without the effects of the Permanent Improvement Package.

- Cumulative with Permanent Improvement Package Conditions: These refer to conditions in which the effects of the Permanent Improvement Package are applied to the Cumulative No Project Conditions.

Each of these scenarios, and in particular the development of the Cumulative Conditions, is described in more detail below.

ANALYSIS METHODOLOGY AND IMPACT CRITERIA

The City has an established traffic impact analysis methodology to evaluate the potential for traffic impacts caused by new development projects. The methodology requires that congestion levels at intersections and residential street segments near the proposed project be evaluated to determine if new trips caused by the proposed project will increase congestion above the City's significance thresholds. Because implementing a neighborhood protection plan is not like a development project in that it doesn't generate trips of its own, the criteria are applied differently than a development project, as described below.

Analysis Methodology

This study analyzes intersections and residential street segments in and around Alameda North. In accordance with City traffic study guidelines, signalized intersections are analyzed using the CMA methodology which calculates the intersection's volume-to-capacity (V/C) ratio and assigns an LOS based on the result. Unsignalized intersections are analyzed using the *2010 Highway Capacity Manual* (Transportation Research Board, 2010) (HCM) methodology, which calculates the seconds of delay experienced by vehicles passing through the intersection and assigns an LOS based on the result. Residential street segments are analyzed based on the 24-hour traffic volume on each roadway.

Assessment of Significant Impacts

The City has developed criteria for identifying significant impacts of development projects at intersections and street segments. Significant impact criteria at each type of facility are based on a sliding scale in which the allowable increase in traffic due to a development project decreases as the LOS or traffic volume increases.

Intersections. A signalized intersection operating at LOS A, B, or C is not significantly impacted regardless of the increase in project traffic. They are considered to be significantly impacted at LOS D, E, or F based on the following criteria:

Intersection Conditions with Project Traffic		Significant Impact Threshold for Project-related Increase in V/C Ratio
LOS	**V/C**	
D	0.801 – 0.900	Equal to or greater than 0.02
E	0.901 – 1.00	Equal to or greater than 0.01
F	> 1.00	Equal to or greater than 0.005

Source: City of Burbank

Unsignalized intersections also cannot be impacted at LOS A, B, or C but are impacted at worse levels of service based on the following criteria:

Intersection Conditions with Project Traffic		Significant Impact Threshold for Project-related Increase in Vehicle Trips Through Intersection
LOS	**Delay**	
D	25.0 – 35.0	Equal to or greater than 2% of total trips
E	35.0 – 50.0	Equal to or greater than 1% of total trips
F	> 50.0	5 or more project trips

Source: City of Burbank

These criteria were applied to the eight intersections analyzed to identify whether any locations were significantly impacted due to the traffic shifts resulting from the Permanent Improvement Package.

Local Street Segments. For development projects located near residential neighborhoods, the City requires that residential streets are evaluated to determine whether project traffic could impact the neighborhood. However, implementing a neighborhood protection plan to discourage traffic from using residential streets as cut-through routes is not like a typical project because

the implementation of the NPP does not generate new vehicle trips. Instead, trips are redistributed through the neighborhood in different ways depending on how traffic calming elements are implemented and neighborhood traffic is shifted to other more appropriate routes. Thus, implementation of the Permanent Improvement Package would not create a significant traffic impact on residential streets because the Permanent Improvement Package does not introduce new trips to the neighborhood.

Nonetheless, the City's significant impact thresholds can be used to evaluate whether these traffic shifts caused by implementation of the Permanent Improvement Package to protect certain streets in the NPP area would disproportionately increase traffic on other nearby streets within the same area. The City's established criteria for measuring whether a negative traffic impact is considered significant or not is applied to the shifted traffic to help inform whether implementation of the plan is equitable to all of the streets in the NPP area.

The City's residential street impact criteria are impacted based on the percentage increase in 24-hour traffic volume (also known as Average Daily Traffic, or ADT) caused by the proposed project as follows:

Projected ADT with Project	Significant Impact Threshold for Project-related ADT Increase
500 or more	20 percent or more of final ADT
1,000 or more	12 percent or more of final ADT
2,000 or more	10 percent or more of final ADT
3,000 or more	8 percent or more of final ADT

Source: City of Burbank

DEVELOPMENT OF CUMULATIVE CONDITIONS

The Cumulative No Project Conditions refer to projected future conditions after anticipated developments and infrastructure improvements are implemented. Anticipated developments, including the Talaria Project, are known as Related Projects and are described below.

Related Projects

A total of 13 Related Projects are expected to be developed in the vicinity of Alameda North within several years, including the Talaria Project. The trip generation estimates and distribution patterns from *Traffic Impact Study for the Talaria at Burbank Mixed-Use Project* (Fehr & Peers, April 2014) (Talaria Traffic Study) were used for consistency with the Talaria Traffic Study. The Related Projects and their trip generation estimates are shown in Table 16. In this analysis, some of the Related Project traffic that the Talaria Traffic Study projected would travel on arterial streets was assumed to pass through Alameda North or to originate or end within Alameda North.

Infrastructure Improvements

There are several infrastructure changes that are expected to be completed that would affect traffic in the vicinity of Alameda North. Several were described in detail in Chapter 5, including the addition of a second eastbound left-turn lane from Buena Vista Street to Olive Avenue, and the allowance of left-turns from Alameda Avenue onto the SR 134 Westbound On-ramp. As described in Chapter 5, these improvements are expected to reduce cut-through traffic within Alameda North, and this reduction was incorporated into the Cumulative No Project Conditions.

Additionally, as part of the Talaria Project, Avon Street will be closed between Alameda Avenue and Olive Avenue, which would eliminate the south leg from the intersection of Avon Street & Alameda Avenue. As mitigation for the Talaria Project, one eastbound left-turn lane at Hollywood Way & Alameda Avenue would be converted to a through lane. Also, as part of the mitigation monitoring program for the Talaria Project, when necessary to maintain LOS D operations, the northbound approach of Hollywood Way & Alameda Avenue would be restriped to add a second dedicated left-turn lane and protected signal phasing would be added on Hollywood Way.

Cumulative No Project Conditions

The Cumulative No Project Conditions include additional traffic from Related Projects (some of which is expected to travel into, out of, or through Alameda North), infrastructure improvements around the borders of Alameda North, and cut-through traffic reductions as a result of those infrastructure improvements. The Cumulative No Project Conditions are shown in Table 17 for street segments and Table 18 for intersections. Table 17 shows the 24-hour volume for each of the local street segments. (While Oak Street, California Street, and Hollywood Way are included in the table, they are not designated local streets and, therefore, the residential street segment criteria does not apply). As shown in Table 18, as a baseline condition, four of the eight study intersections are projected to operate at LOS E during one or both peak hours, including:

3. Buena Vista Street & Olive Avenue (afternoon peak hour)
4. Hollywood Way & Alameda Avenue (morning peak hour)
5. Cordova Street / SR 134 Westbound Ramps & Alameda Avenue (morning peak hour)
8. Hollywood Way & Verdugo Avenue (morning and afternoon peak hours)

The remaining intersections operate at LOS D or better during each peak hour.

EXISTING CONDITIONS ANALYSIS

The existing year traffic impact analysis compares the Existing Conditions (i.e., intersection and street segment traffic operating conditions collected prior to the temporary street closures) to the Existing with Permanent Improvement Package Conditions. Both analysis scenarios are based on year 2015 traffic volumes, and do not account for Related Project traffic or infrastructure improvements that are part of the Cumulative No Project Conditions.

Table 19 shows the results of applying the City's residential street segment traffic significance thresholds to the 27 local street segments. As shown, where the percent change exceeds the City's thresholds, it represents a street where too much traffic from implementation of the Project has been diverted to other nearby streets. These locations include Whitnall Highway south of Oak Street and Fairview Street south of Whitnall Highway under Existing with

Permanent Improvement Package Conditions. None of the remaining locations would see significant increases in traffic due to the Project.

Table 20 shows the results of the analysis for the eight intersections. As shown, one location – Hollywood Way & Oak Street – would be considered “affected” by the Project during the morning peak hour but is not considered significantly impacted by the proposed improvements. None of the other intersections would be significantly impacted or affected.

CUMULATIVE CONDITIONS ANALYSIS

The cumulative conditions analysis compares the Cumulative No Project Conditions to the Cumulative with Permanent Improvement Package Conditions. Both analysis scenarios include Related Project traffic and the infrastructure improvements that would occur outside of the Project improvements.

Table 21 shows the results of the analysis for 27 local street segments. As shown, where the percent change exceeds the City’s thresholds, it represents a street where too much traffic from implementation of the Project has been diverted to other nearby streets. These locations include Whitnall Highway south of Oak Street and Fairview Street south of Whitnall Highway under Cumulative with Permanent Improvement Package Conditions, which are the same two locations identified under Existing with Permanent Improvement Package Conditions in Table 19. None of the remaining locations would be significantly impacted by the Project.

Table 22 shows the results of the analysis for the eight intersections. As shown, one location – Hollywood Way & Oak Street – would be significantly impacted by the Project during the morning peak hour (the same location that was affected under Existing with Permanent Improvement Package Conditions in Table 20). None of the other intersections would be significantly impacted or affected.

POTENTIAL MITIGATION MEASURES

As shown in Table 22, a potential significant impact was identified at the intersection of Hollywood Way & Oak Street. While implementation of the Permanent Improvement Package itself does not generate new trips and, therefore, does not lend itself to creating a significant impact, the increase in delay at the intersection of Hollywood Way & Oak Street caused by traffic shifts directly attributable to the project does increase delay at this intersection to a level higher than the City's thresholds of significance and therefore is considered a significant impact.

An improvement was identified to mitigate the potential significant cumulative impact at the intersection of Hollywood Way and Oak Street. This improvement would involve restriping the eastbound and westbound approaches on Oak Street to provide an exclusive left-turn lane and one shared through/right-turn lane in each direction so that left-turning vehicles do not block other traffic and intersection capacity is increased. This improvement would require removing on-street parking on the north and south sides of Oak Street for a short distance both east and west of Hollywood Way. Removing this parking would improve vehicle circulation at the intersection and reduce delays.

OTHER PROPOSED IMPROVEMENTS

As discussed earlier in this report, implementation of the NPP is not expected to generate new or significantly lengthened vehicle trips in the overall study area and, therefore, its implementation would not trigger any new significant residential street impacts. However, implementation of elements of the Permanent Improvement Package – particularly the permanent street closures at Cordova Street, Avon Street, Lima Street, and California Street – would shift traffic to other streets within the study area as has been demonstrated. By applying the City's residential street impact thresholds to these shifts, the analysis shows that Fairview Street between Olive Avenue and Whitnall Highway as well as Whitnall Highway between Fairview Street and Oak Street would increase traffic in a way that is inequitable for the residents on those streets. Thus, while not creating a significant impact (because overall trips are not increasing), the permanent street closures do unduly burden other neighborhood streets in the study area with additional traffic.

Therefore, if the permanent closures at Cordova Street, Avon Street, Lima Street, and California Streets are implemented, the following additional measures are recommended to discourage diverted traffic from using Fairview Street and Whitnall Highway as alternative routes. The purpose of these additional measures is to spread the diverted traffic (which is traveling to or from Alameda Avenue and Olive Avenue) to all of the remaining streets in the study area and make distribution of diverted traffic more equitable.

Intersection Treatment at Fairview Street and Whitnall Highway

To discourage and calm traffic entering the neighborhood from Fairview Street, this intersection should be improved with curb extensions or other channelizations at this intersection or at the intersection of Fairview Street and "Little" Whitnall Highway just to the south. A conceptual design of such an improvement is shown in Figure 9.

Speed Humps

Speed humps are prescribed as potential improvements for all streets within the NPP area that meet the City's criteria for installation of speed humps. Speed humps should be pursued on all local streets from Fairview Street to Naomi Street south of Oak Street to discourage cut-through neighborhood traffic and slow speeds.

Gateway Treatments

To further spread traffic shifts caused by the street closures evenly to other streets in the study area, gateway treatments should be installed at the southern legs of Niagara Street, Florence Street, and Naomi Street for traffic entering Alameda North via Olive Avenue. This could consist of small median islands in the center of each street just north of Olive Avenue. The medians would be landscaped and would be similar to the existing gateway treatments installed as part of the nearby Rancho-Providencia Neighborhood Protection Plan on local streets along Alameda Avenue between Buena Vista Street and Mariposa Street. The purpose of these treatments is to calm traffic entering the neighborhood as well as to reinforce to drivers that they

are entering a residential neighborhood with slower speeds. A photograph of the existing Rancho-Providencia neighborhood gateway treatments is shown in Figure 10.

SUMMARY OF NPP IMPROVEMENTS WITH MITIGATIONS

The final recommended improvement package, including the Permanent Improvement Package and all mitigation measures and additional proposed improvements, are summarized in Table 23.

LEGEND

Existing Curb

Conceptual Proposed Curb and Striping

Image Source: Google, Inc.

N
Not to Scale

CONCEPTUAL TREATMENT FOR FAIRVIEW STREET & WHITNALL HIGHWAY

FIGURE 9

EXHIBIT G-188

Image Source: Google, Inc.

CONCEPTUAL GATEWAY TREATMENT EXAMPLE

FIGURE 10

TABLE 16
RELATED PROJECTS

No.	Name & Location	Description	Size	Trip Generation Estimates						
				Daily	Morning Peak Hour			Afternoon Peak Hour		
					In	Out	Total	In	Out	Total
1.	Mixed-Use Project *3901 Riverside Drive*	Retail Quality Restaurant Apartment	3,000 sf 4,600 sf 4 du	559	4	5	9	28	19	47
2.	Mixed-Use Project *3805 Olive Avenue*	Quality Restaurant Coffee Shop Office Apartment	14,600 sf 1,800 sf 9,300 sf 5 du	2,009	51	41	92	82	56	138
3.	Media Studios North *3333 Empire Avenue*	Office	168,000 sf	1,770	218	30	249	41	198	239
4.	Weber Aircraft Site - Phase II *2820 Ontario Street*	Light Industrial	87,089 sf	934	93	20	113	24	91	115
5.	LILA School *1105 Riverside Drive*	Secondary School	n/a	n/a	200	140	340	105	165	270
6.	Nickelodeon *203 West Olive Avenue*	Office Rental Yard	150,000 sf 64,500 sf	1,823	228	31	259	42	205	247
7.	IKEA Relocation *805 South San Fernando Boulevard*	Furniture Store	470,000 sf	2,382	0	0	0	137	30	167
8.	Empire Center Remaining Entitlement *Empire Avenue & Lincoln Street*	Office Discount Superstore	181,500 sf 144,000 sf	9,761	400	142	542	373	573	946
9.	Bob Hope Center *Bounded by Olive Avenue, Alameda Avenue, and Lima Street*	Office	109,470 sf	1,430	178	24	202	34	167	201
10.	NBC Studios Remaining Entitlement *3000 West Alameda Avenue*	Office Equivalency	1,287,458 sf	12,021	1,557	212	1,769	285	1,393	1,678
11.	Warner Brothers *4000 Warner Boulevard*	Office	2,757,596 sf	19,771	2,651	362	3,013	552	2,694	3,246
12.	Disney Remaining Entitlement *500 South Buena Vista Street*	Office	635,894 sf	5,543	725	99	824	134	657	791
13.	Talaria Project *3401 West Olive Avenue*	Grocery Store Apartments	43,000 sf 241 du	3,205	75	151	226	189	141	330

Source: *Traffic Impact Study for the Talaria at Burbank Mixed-Use Project* (Fehr & Peers, April 2014).
Notes: sf = square feet; du = dwelling units.

TABLE 17
STREET SEGMENT 24-HOUR VOLUMES
CUMULATIVE NO PROJECT CONDITIONS

No.	Location	24-Hour 2-Way Volume
1	Alley between Hollywood Way and Cordova Street north of Oak Street	271
2	Cordova Street north of Oak Street	629
3	Avon Street north of Oak Street	1,027
4	California Street north of N Whitnall Hwy	1,051
5	Ontario Street north of Oak Street	381
6	Fairview Street north of Oak Street	574
7	Niagara Street north of Oak Street	527
8	Catalina Street north of Oak Street	526
9	Florence Street north of Oak Street	377
10	Naomi Street north of Oak Street	726
11	Frederick Street north of Oak Street	572
12	Oak Street east of Hollywood Way	3,604
13	Oak Street east of Cordova Street	2,850
14	Oak Street east of California Street	2,003
15	Oak Street east of Fairview Street	1,843
16	Oak Street east of Catalina Street	1,652
17	Oak Street west of Buena Vista Street	1,870
18	Alley between Hollywood Way and Cordova Street south of Oak Street	271
19	Cordova Street south of Oak Street	694
20	Avon Street south of Oak Street	918
21	Lima Street south of Oak Street	778
22	California Street south of Oak Street	848
23	N Whitnall Hwy south of Oak Street	341
24	Fairview Street south of Oak Street	515
25	Niagara Street south of Oak Street	537
26	Catalina Street south of Oak Street	614
27	Florence Street south of Oak Street	515
28	Naomi Street south of Oak Street	630
29	Frederick Street south of Oak Street	686
30	Hollywood Way north of Alameda Avenue	33,338
31	Fairview Street south of N Whitnall Hwy	828
32	Alley between Cordova Street and Avon Street	561
33	Alley between Avon Street and Lima Street	179
34	Alley between Lima Street and California Street	147
35	Ontario Street north of Alameda Avenue	170
36	Alley between Ontario Street and Fairview Street (Behind El Torito)	477

TABLE 18
INTERSECTION LEVELS OF SERVICE
CUMULATIVE NO PROJECT CONDITIONS

No.	Intersection	Peak Hour	Cumulative No Project Conditions	
			V/C Ratio or Delay	LOS
1	Hollywood Way & Oak Street	AM PM	0.840 0.749	D C
2 [a]	Buena Vista Street & Oak Street	AM PM	29.8 18.5	D C
3	Buena Vista Street & Olive Avenue	AM PM	0.825 0.901	D E
4	Hollywood Way & Alameda Avenue	AM PM	0.978 0.820	E D
5	Cordova Street / SR 134 Westbound Ramps & Alameda Avenue	AM PM	0.904 0.771	E C
6	Lima Street & Alameda Avenue	AM PM	0.586 0.489	A A
7	Olive Avenue / Ontario Street & Alameda Avenue	AM PM	0.641 0.678	B B
8	Hollywood Way & Verdugo Avenue	AM PM	0.922 0.927	E E

Notes:
[a] Location is unsignalized.

TABLE 19
STREET SEGMENT ANALYSIS
EXISTING CONDITIONS

No.	Location	Existing Conditions	Existing with Permanent Improvement Package Conditions	Percent Change	Exceeds City Thresholds
1	Alley between Hollywood Way and Cordova Street north of Oak Street	247	279	11.5%	NO
2	Cordova Street north of Oak Street	569	513	-10.9%	NO
3	Avon Street north of Oak Street	1,003	570	-76.0%	NO
5	Ontario Street north of Oak Street	381	370	-3.0%	NO
6	Fairview Street north of Oak Street	574	585	1.9%	NO
7	Niagara Street north of Oak Street	521	531	1.9%	NO
8	Catalina Street north of Oak Street	520	538	3.3%	NO
9	Florence Street north of Oak Street	377	425	11.3%	NO
10	Naomi Street north of Oak Street	708	697	-1.6%	NO
11	Frederick Street north of Oak Street	572	629	9.1%	NO
18	Alley between Hollywood Way and Cordova Street south of Oak Street	271	338	19.8%	NO
19	Cordova Street south of Oak Street	622	703	11.5%	NO
20	Avon Street south of Oak Street	858	455	-88.6%	NO
21	Lima Street south of Oak Street	742	571	-29.9%	NO
23	N Whitnall Hwy south of Oak Street	311	643	51.6%	**YES**
24	Fairview Street south of Oak Street	503	593	15.2%	NO
25	Niagara Street south of Oak Street	525	512	-2.5%	NO
26	Catalina Street south of Oak Street	608	671	9.4%	NO
27	Florence Street south of Oak Street	509	554	8.1%	NO
28	Naomi Street south of Oak Street	612	551	-11.1%	NO
29	Frederick Street south of Oak Street	680	807	15.7%	NO
31	Fairview Street south of N Whitnall Hwy	786	1,211	35.1%	**YES**
32	Alley between Cordova Street and Avon Street	537	84	-539.3%	NO
33	Alley between Avon Street and Lima Street	155	117	-32.5%	NO
34	Alley between Lima Street and California Street	123	125	1.6%	NO
35	Ontario Street north of Alameda Avenue	170	149	-14.1%	NO
36	Alley between Ontario Street and Fairview Street (Behind El Torito)	453	480	5.6%	NO

TABLE 20
INTERSECTION ANALYSIS
EXISTING CONDITIONS

No.	Intersection	Peak Hour	Existing Conditions		Existing with Permanent Improvement Package Conditions			
			V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS	Change in V/C Ratio or Delay	Impact
1	Hollywood Way & Oak Street	AM	0.662	B	0.714	C	0.052	Affected
		PM	0.575	A	0.490	A	-0.085	NO
2 [a]	Buena Vista Street & Oak Street	AM	22.7	C	16.2	C	-6.5	NO
		PM	14.5	B	11.6	B	-2.9	NO
3	Buena Vista Street & Olive Avenue	AM	0.821	D	0.833	D	0.012	NO
		PM	0.841	D	0.848	D	0.007	NO
4	Hollywood Way & Alameda Avenue	AM	0.733	C	0.741	C	0.008	NO
		PM	0.641	B	0.651	B	0.010	NO
5	Cordova Street / SR 134 Westbound Ramps & Alameda Avenue	AM	0.585	A	0.568	A	-0.017	NO
		PM	0.614	B	0.570	A	-0.044	NO
6	Lima Street & Alameda Avenue	AM	0.366	A	0.373	A	0.007	NO
		PM	0.414	A	0.367	A	-0.047	NO
7	Olive Avenue / Ontario Street & Alameda Avenue	AM	0.528	A	0.536	A	0.008	NO
		PM	0.577	A	0.605	B	0.028	NO
8	Hollywood Way & Verdugo Avenue	AM	0.784	C	0.788	C	0.004	NO
		PM	0.818	D	0.815	D	-0.003	NO

Notes:
[a] Location is unsignalized.

TABLE 21
STREET SEGMENT ANALYSIS
CUMULATIVE CONDITIONS

No.	Location	Cumulative No Project Conditions	Cumulative with Permanent Improvement Package Conditions	Percent Change	Exceeds City Thresholds
1	Alley between Hollywood Way and Cordova Street north of Oak Street	271	303	10.6%	NO
2	Cordova Street north of Oak Street	629	570	-10.4%	NO
3	Avon Street north of Oak Street	1,027	593	-73.2%	NO
5	Ontario Street north of Oak Street	381	370	-3.0%	NO
6	Fairview Street north of Oak Street	574	585	1.9%	NO
7	Niagara Street north of Oak Street	527	537	1.9%	NO
8	Catalina Street north of Oak Street	526	544	3.3%	NO
9	Florence Street north of Oak Street	377	425	11.3%	NO
10	Naomi Street north of Oak Street	726	715	-1.5%	NO
11	Frederick Street north of Oak Street	572	653	12.4%	NO
18	Alley between Hollywood Way and Cordova Street south of Oak Street	271	338	19.8%	NO
19	Cordova Street south of Oak Street	694	775	10.5%	NO
20	Avon Street south of Oak Street	918	515	-78.3%	NO
21	Lima Street south of Oak Street	778	607	-28.2%	NO
23	N Whitnall Hwy south of Oak Street	341	671	49.2%	**YES**
24	Fairview Street south of Oak Street	515	604	14.7%	NO
25	Niagara Street south of Oak Street	537	524	-2.5%	NO
26	Catalina Street south of Oak Street	614	677	9.3%	NO
27	Florence Street south of Oak Street	506	551	8.2%	NO
28	Naomi Street south of Oak Street	594	536	-10.8%	NO
29	Frederick Street south of Oak Street	653	783	16.6%	NO
31	Fairview Street south of N Whitnall Hwy	828	1,251	33.8%	**YES**
32	Alley between Cordova Street and Avon Street	561	108	-419.4%	NO
33	Alley between Avon Street and Lima Street	179	141	-27.0%	NO
34	Alley between Lima Street and California Street	147	149	1.3%	NO
35	Ontario Street north of Alameda Avenue	170	149	-14.1%	NO
36	Alley between Ontario Street and Fairview Street (Behind El Torito)	477	504	5.4%	NO

TABLE 22
INTERSECTION ANALYSIS
CUMULATIVE CONDITIONS

No.	Intersection	Peak Hour	Cumulative No Project Conditions		Cumulative with Permanent Improvement Package Conditions			
			V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS	Change in V/C Ratio or Delay	Impact
1	Hollywood Way &	AM	0.840	D	0.884	D	0.044	**YES**
	Oak Street	PM	0.749	C	0.638	B	-0.111	NO
2	Buena Vista Street &	AM	29.8	D	18.3	C	-11.5	NO
[a]	Oak Street	PM	18.5	C	12.0	B	-6.5	NO
3	Buena Vista Street &	AM	0.825	D	0.839	D	0.014	NO
	Olive Avenue	PM	0.901	E	0.899	D	-0.002	NO
4	Hollywood Way &	AM	0.978	E	0.987	E	0.009	NO
	Alameda Avenue	PM	0.820	D	0.810	D	-0.010	NO
5	Cordova Street / SR 134 Westbound Ramps &	AM	0.904	E	0.895	D	-0.009	NO
	Alameda Avenue	PM	0.771	C	0.692	B	-0.079	NO
6	Lima Street &	AM	0.586	A	0.593	A	0.007	NO
	Alameda Avenue	PM	0.489	A	0.445	A	-0.044	NO
7	Olive Avenue / Ontario Street &	AM	0.641	B	0.649	B	0.008	NO
	Alameda Avenue	PM	0.678	B	0.706	C	0.028	NO
8	Hollywood Way &	AM	0.922	E	0.926	E	0.004	NO
	Verdugo Avenue	PM	0.927	E	0.924	E	-0.003	NO

Notes:
[a] Location is unsignalized.

TABLE 23
ALL PROPOSED ALAMEDA NORTH NPP IMPROVEMENTS AND MITIGATIONS

Improvement	Purpose
Measures in Permanent Improvement Package	
Make the temporary street closures permanent at Cordova Street, Avon Street, Lima Street, and California Street. Include modifications to the Cordova Street and California Street closures to provide angled diverters to and from the alley	Prevent cut-through traffic from proposed developments south of Alameda Avenue, and improve access to and from Ontario Street and the Dolby Laboratories building with the angled diverters
Restrict left-turns from Buena Vista Street onto Oak Street and vice versa	Reduce eastbound traffic slightly on Oak Street and lengthen the existing southbound left-turn pocket from Buena Vista Street onto Olive Avenue, reducing instances of the turn queue blocking through traffic
Install speed humps on any neighborhood street that meets the City's criteria for installation	Prevent speeding and discourage cut-through traffic
Improve Ontario Street access by: - Construct a raised median to limit access to right turns in and out on Alameda Avenue only - Provide a right-turn signal from Ontario Street to Alameda Avenue - Install contintental crosswalks across Ontario Street and Alameda Avenue - Add additional signage and on Ontario Street to discourage commercial traffic from using the Street - Adjust on Street commercial parking restrictions to one-hour parking	Improve access to and from Ontario Street for residents and commercial patrons and increase the availability of short-term commercial parking by converting spaces to one-hour limit parking
Improve Stevenson Elementary School drop-off through one of three options: Option 1: Relocate existing drop-off zone to Avon Street Option 2: Relocate the pedestrian crosswalk to the west side of the intersection and install a bulb-out on the southwest corner	Improve pedestrian safety crossing Oak Street during the morning drop-off period
Provide additional parking for Stevenson Elementary School faculty and staff by constructing a parking lot in the Los Angeles Department of Water and Power transmission line right-of-way off of California Street or by striping angled parking on California Street and/or Whitnall Highway	Improve parking for faculty and staff and increase the availability of on-street parking for the drop-off and pick-up periods
Mitigation Measures	
Restripe eastbound and westbound approaches on Oak Street at Hollywood Way to provide one left-turn lane and one shared through/right-turn lane; restrict street parking on Oak Street to accommodate additional lanes	Increase capacity of intersection of Hollywood Way & Oak Street
Additional Proposed Improvements	
Install intersection channelizations or other treatment at the intersection of Fairview Street & Whitnall Highway or Fairview Street & "Little" Whitnall Highway	Calm traffic and remind drivers they are in a residential area
Install speed humps on all neighborhood streets from Fairview Street to Naomi Street south of Oak Street where the City's criteria is met	Prevent speeding and discourage cut-through traffic
Install gateway treatments (such as landscaped median islands) at the southern ends of Niagara Street, Florence Street, and Naomi Street north of Olive Avenue	Calm traffic and remind drivers they are in a residential area

Chapter 8
Street Closure Alternatives

Full street closures as part of a neighborhood protection plan are the most drastic of all neighborhood protection plan tools. They are usually implemented as a last resort to address severe cut-through traffic, because they fully restrict traffic to the street and cause significant spillover effects to surrounding streets. Thus, installation of full closures should be taken with care and only after other less intrusive measures have been applied.

NECESSITY OF FULL STREET CLOSURES

In Alameda North, based on the pre-closure data collected in January 2015, none of the local residential streets experienced traffic volumes exceeding the normal range (i.e., 1,060 daily vehicles) for residential streets in the City. Further, as shown in Table 17, under Cumulative No Project Conditions (which includes anticipated cut-through traffic from Related Projects prior to implementation of any street closures), none of the residential streets are anticipated to experience traffic volumes above 1,060 vehicles. While any additional traffic on local streets may be considered undesirable by the residents (especially when that traffic is just cutting through as a shortcut), the overall level of traffic on streets in Alameda North is generally lower than on comparable residential streets within the City.

Further, the implementation of the temporary street closures (prior to proposed installation of additional NPP measures as part of the Permanent Improvement Package) resulted in a significant impact to the intersection of Hollywood Way & Oak Street. They also resulted in large increases in traffic volumes at some other streets, such as Fairview Street and Whitnall Highway, which exceed the City's significance thresholds for development projects, including causing Fairview Street to exceed 1,060 daily vehicles between Whitnall Highway and Olive Avenue. Based on these results, alternatives to full closures of Cordova Street, Avon Street, Lima Street, and California Street should be considered.

POTENTIAL ALTERNATIVE TREATMENTS

Because of the potential negatives of fully closed streets within a broader street grid system, there are alternative treatments to full closures that could be implemented at lower cost and with less disruption to the surrounding street system. These lesser improvements could be implemented and monitored to determine whether full closure may become warranted at some point in the future. They are discussed in order below from least to most disruptive.

Gateway Treatments

Gateway treatments, as suggested in the list of additional improvements as part of the Permanent Improvement Package, and as shown in Figure 9, could be installed at the southern ends of Cordova Street, Avon Street, Lima Street, and California Street. These non-restrictive measures are intended to discourage drivers from thinking of a residential street as a potential short-cut, thus reducing both traffic volumes and traffic speeds.

One-Way Diverters

One-way diverters are physical islands that block the flow of traffic in one direction, such as the existing diverter on Cordova Street that prevents northbound traffic past the alley. One-way diverters would have only half as disruptive effect as the full street closures, as traffic would be allowed in one direction at each of the four streets in question. The diverter placement (primarily, whether it's north or south of the alley) can play a substantial role in how restrictive the diverters are to traffic patterns. For example, a diverter that prevents northbound traffic could be placed south of the alley such that no traffic may turn from Alameda Avenue onto the street, or it could be placed north of the alley such that any traffic turning from Alameda Avenue would be forced into the alley. Similarly, diverters preventing southbound traffic could be placed south of the alley (allowing southbound traffic to turn into the alley) or north of it (forcing all traffic back to Oak Street).

Between the four streets, diverters could be configured in a variety of ways. All of the streets could be diverted one way or the other (i.e., only allowing northbound or southbound traffic), or the streets could alternate allowing northbound or southbound traffic.

Because Lima Street intersects Alameda Avenue at a signalized intersection and also provides a straight path from Olive Avenue, it may have the most potential for cut-through traffic in the northbound direction. Therefore, it would be sensible to prevent northbound traffic from entering Lima Street at Alameda Avenue. Cordova Street already has a diverter installed forcing northbound traffic to head east on the alley, and that diverter would remain. On Avon Street and California Street, diverters would be installed to prevent southbound traffic from reaching Alameda Avenue. This traffic would instead be forced to turn around back to Oak Street or to use the alley.

While this set of diverters would not prevent the determined driver from cutting through the neighborhood, it would substantially reduce the convenience and time savings of driving through the neighborhood and, therefore, would naturally discourage most cut-through traffic. Further, because access to and from these streets would still be available to residents (through the alleys in some cases), there would be far less traffic diverted to other streets within Alameda North such as Fairview Street and Whitnall Highway, and Oak Street would experience a less substantial increase in traffic compared to conditions with the full closures.

Chapter 9

Summary and Conclusion

This report documented the analysis of a test of full street closures at Cordova Street, Avon Street, Lima Street, and California Street. It also identified proposed additional NPP measures and alternatives to the full street closures. In summary:

- None of the residential streets within Alameda North currently exceed the normal range of traffic volumes (i.e., 1,060 daily vehicles) on residential streets in the City.
- The implementation of full street closures reduced volumes on the closed streets but increased them substantially on some other streets to the east (particularly Fairview Street and Whitnall Highway) and on Oak Street, a collector.
- After implementation of the full closures, one residential street (Fairview Street between Whitnall Highway and Olive Avenue) exceeded the normal range of residential street traffic volume in Burbank.
- Traffic speeds within Alameda North frequently exceed the limit of 25 mph, before and after the temporary closures. Speeds tended to increase on streets where traffic volumes increased with the closures.
- If the temporary closures are to be made permanent, a series of additional improvements are necessary to avoid causing problems in other parts of Alameda North, including:
    - Restrict left-turns from Buena Vista Street onto Oak Street and from Oak Street onto Buena Vista Street.
    - Install speed humps on Whitnall Highway and Fairview Street as well as on Cordova Street and Avon Street north of Oak Street.
    - Improve Ontario Street access through signalization at Alameda Avenue and modifications to the street closures to allow alley access.
    - Modify the Stevenson Elementary School drop-off area to improve safety, and provide additional parking for faculty and staff to free up on-street parking for residents and parents.
- Even with these improvements, a significant impact would be expected at the intersection of Hollywood Way & Oak Street, and some street segments would still

experience substantial increases in traffic. Therefore, additional mitigation measures and improvements are recommended, including:

- Remove on-street parking on Oak Street east and west of Hollywood Way to allow for restriping the eastbound and westbound approaches to provide one left-turn lane and a separate shared through/right-turn lane.
- Install traffic calming features on Fairview Street and Whitnall Highway.
- Install speed humps at any streets that meet the City's criteria, including the requirement that the majority of residents approve of them.
- Install gateway treatments (landscaped medians) at several streets just north of Olive Avenue.

- The existing and projected future traffic volumes within Alameda North, including at the four streets where temporary closures are proposed, are lower than the normal range for residential streets within the City. Therefore, less restrictive alternatives to full street closures should be investigated.
  - One-way traffic diverters preventing either northbound or southbound traffic at each intersection would serve to discourage most cut-through traffic while maintaining access for residents and preventing large shifts of traffic to other streets within Alameda North.

References

2010 Highway Capacity Manual, Transportation Research Board, 2010.

Burbank2035 General Plan Update, City of Burbank, 2014.

Highway Functional Classification Concepts, Criteria, and Procedures, U.S. Federal Highway Administration, 2013.

Manual on Uniform Traffic Control Devices, Caltrans, 2014.

Traffic Impact Study for the Talaria at Burbank Mixed-Use Project, Fehr & Peers, April 2014.

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

Appendix A

Traffic Volume and Speed Data

Street Segments
Pre-Closure

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Hollywood Way and Cordova Street north of Oak St

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site #: 1

Daily Totals	NB	SB	EB	WB	Total
	78	165	0	0	243

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	2		3						5	
00:15	1		1						2		12:15	0		2						2	
00:30	0		0						0		12:30	0		6						6	
00:45	0	1	1	2					1	3	12:45	0	2	3	14					3	16
01:00	0		0						0		13:00	1		1						2	
01:15	0		0						0		13:15	2		4						6	
01:30	0		0						0		13:30	2		3						5	
01:45	0	0	0	0					0	0	13:45	2	7	1	9					3	16
02:00	0		0						0		14:00	1		3						4	
02:15	0		0						0		14:15	2		4						6	
02:30	1		0						1		14:30	3		1						4	
02:45	0	1	0	0					0	1	14:45	0	6	4	12					4	18
03:00	0		0						0		15:00	2		9						11	
03:15	0		0						0		15:15	1		1						2	
03:30	0		0						0		15:30	1		0						1	
03:45	0	0	0	0					0	0	15:45	1	5	3	13					4	18
04:00	0		0						0		16:00	4		7						11	
04:15	0		0						0		16:15	1		1						2	
04:30	0		0						0		16:30	2		0						2	
04:45	0	0	0	0					0	0	16:45	2	9	2	10					4	19
05:00	0		0						0		17:00	1		1						2	
05:15	0		0						0		17:15	2		4						6	
05:30	0		1						1		17:30	2		2						4	
05:45	0	0	0	1					0	1	17:45	4	9	3	10					7	19
06:00	0		0						0		18:00	2		1						3	
06:15	0		0						0		18:15	2		3						5	
06:30	0		2						2		18:30	3		4						7	
06:45	1	1	2	4					3	5	18:45	0	7	3	11					3	18
07:00	0		1						1		19:00	1		1						2	
07:15	0		4						4		19:15	1		1						2	
07:30	1		5						6		19:30	2		2						4	
07:45	0	1	3	13					3	14	19:45	1	5	1	5					2	10
08:00	1		2						3		20:00	1		2						3	
08:15	3		3						6		20:15	2		3						5	
08:30	0		2						2		20:30	0		1						1	
08:45	0	4	3	10					3	14	20:45	2	5	2	8					4	13
09:00	1		3						4		21:00	1		2						3	
09:15	1		5						6		21:15	1		1						2	
09:30	0		6						6		21:30	0		1						1	
09:45	0	2	2	16					2	18	21:45	0	2	1	5					1	7
10:00	1		3						4		22:00	0		2						2	
10:15	2		2						4		22:15	0		1						1	
10:30	1		4						5		22:30	0		0						0	
10:45	0	4	1	10					1	14	22:45	0	0	1	4					1	4
11:00	1		3						4		23:00	1		1						2	
11:15	2		0						2		23:15	1		1						2	
11:30	0		2						2		23:30	0		0						0	
11:45	1	4	1	6					2	10	23:45	1	3	0	2					1	5
Totals		18		62					80		Totals		60		103					163	
Split %		22.5%		77.5%					32.9%		Split %		36.8%		63.2%					67.1%	

Daily Totals	NB	SB	EB	WB	Total
	78	165	0	0	243

AM Peak Hour	07:30	08:45	08:45	PM Peak Hour	17:45	14:15	14:15
AM Peak Volume	5	17	19	PM Peak Volume	11	18	25
AM Pk Hr Factor	0.417	0.708	0.792	PM Pk Hr Factor	0.688	0.500	0.568

EXHIBIT G-206

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Hollywood Way and Cordova Street north of Oak St

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	75	177	0	0	252

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		2						3		12:00	0		3						3	
00:15	0		1						1		12:15	0		3						3	
00:30	2		0						2		12:30	0		2						2	
00:45	0	3	0	3					0	6	12:45	0	0	1	9					1	9
01:00	0		0						0		13:00	0		2						2	
01:15	0		1						1		13:15	1		2						3	
01:30	0		1						1		13:30	0		3						3	
01:45	0	0	0	2					0	2	13:45	0	1	2	9					2	10
02:00	0		0						0		14:00	0		1						1	
02:15	1		0						1		14:15	2		2						4	
02:30	0		0						0		14:30	1		6						7	
02:45	0	1	0	0					0	1	14:45	0	3	3	12					3	15
03:00	0		0						0		15:00	2		6						8	
03:15	0		0						0		15:15	4		4						8	
03:30	0		0						0		15:30	1		2						3	
03:45	0	0	0	0					0	0	15:45	0	7	5	17					5	24
04:00	0		0						0		16:00	1		3						4	
04:15	0		0						0		16:15	3		3						6	
04:30	0		0						0		16:30	1		3						4	
04:45	0	0	0	0					0	0	16:45	1	6	2	11					3	17
05:00	0		0						0		17:00	3		3						6	
05:15	0		0						0		17:15	0		4						4	
05:30	0		0						0		17:30	3		3						6	
05:45	0	0	0	0					0	0	17:45	2	8	3	13					5	21
06:00	1		1						2		18:00	1		1						2	
06:15	0		2						2		18:15	2		1						3	
06:30	1		3						4		18:30	1		4						5	
06:45	1	3	6	12					7	15	18:45	1	5	2	8					3	13
07:00	0		3						3		19:00	0		8						8	
07:15	0		2						2		19:15	1		3						4	
07:30	0		3						3		19:30	1		3						4	
07:45	1	1	1	9					2	10	19:45	1	3	0	14					1	17
08:00	0		2						2		20:00	1		0						1	
08:15	3		3						6		20:15	1		3						4	
08:30	0		5						5		20:30	0		2						2	
08:45	1	4	4	14					5	18	20:45	0	2	3	8					3	10
09:00	1		5						6		21:00	2		4						6	
09:15	0		2						2		21:15	1		2						3	
09:30	2		5						7		21:30	5		1						6	
09:45	0	3	0	12					0	15	21:45	1	9	1	8					2	17
10:00	4		1						5		22:00	0		1						1	
10:15	2		4						6		22:15	0		0						0	
10:30	3		2						5		22:30	0		1						1	
10:45	0	9	1	8					1	17	22:45	1	1	0	2					1	3
11:00	1		1						2		23:00	0		0						0	
11:15	1		0						1		23:15	1		0						1	
11:30	1		3						4		23:30	0		0						0	
11:45	1	4	1	5					2	9	23:45	1	2	1	1					2	3
Totals		28		65						93	Totals		47		112						159
Split %		30.1%		69.9%						36.9%	Split %		29.6%		70.4%						63.1%

Daily Totals	NB	SB	EB	WB	Total
	75	177	0	0	252

AM Peak Hour	10:00	08:15	11:00	PM Peak Hour	21:00	14:30	14:30
AM Peak Volume	9	17	22	PM Peak Volume	9	19	26
AM Pk Hr Factor	0.750	0.708	0.917	PM Pk Hr Factor	0.563	0.528	0.591

EXHIBIT G-207

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Hollywood Way and Cordova Street north of Oak St

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	74	171	0	0	245

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		0						1		12:00	1		2						3	
00:15	0		0						0		12:15	2		2						4	
00:30	0		0						0		12:30	1		1						2	
00:45	0	1	0	0					0	1	12:45	1	5	4	9					5	14
01:00	0		0						0		13:00	1		0						1	
01:15	0		0						0		13:15	1		5						6	
01:30	0		0						0		13:30	0		5						5	
01:45	0	0	0	0					0	0	13:45	1	3	2	12					3	15
02:00	0		0						0		14:00	1		3						4	
02:15	0		1						1		14:15	0		4						4	
02:30	1		0						1		14:30	1		3						4	
02:45	0	1	1	2					1	3	14:45	0	2	6	16					6	18
03:00	0		0						0		15:00	3		3						6	
03:15	0		0						0		15:15	2		1						3	
03:30	0		0						0		15:30	0		2						2	
03:45	0	0	0	0					0	0	15:45	1	6	4	10					5	16
04:00	0		0						0		16:00	2		1						3	
04:15	0		0						0		16:15	3		2						5	
04:30	0		0						0		16:30	0		1						1	
04:45	0	0	0	0					0	0	16:45	3	8	6	10					9	18
05:00	0		0						0		17:00	1		4						5	
05:15	0		0						0		17:15	2		4						6	
05:30	0		1						1		17:30	3		4						7	
05:45	0	0	0	1					0	1	17:45	3	9	1	13					4	22
06:00	1		0						1		18:00	2		4						6	
06:15	0		1						1		18:15	3		6						9	
06:30	1		2						3		18:30	3		3						6	
06:45	0	2	2	5					2	7	18:45	1	9	1	14					2	23
07:00	1		2						3		19:00	1		3						4	
07:15	0		2						2		19:15	0		5						5	
07:30	1		3						4		19:30	1		2						3	
07:45	1	3	1	8					2	11	19:45	3	5	0	10					3	15
08:00	1		4						5		20:00	2		1						3	
08:15	0		2						2		20:15	0		1						1	
08:30	0		4						4		20:30	3		1						4	
08:45	0	1	4	14					4	15	20:45	0	5	2	5					2	10
09:00	0		5						5		21:00	0		1						1	
09:15	3		6						9		21:15	0		0						0	
09:30	0		3						3		21:30	2		2						4	
09:45	1	4	2	16					3	20	21:45	1	3	0	3					1	6
10:00	3		1						4		22:00	1		2						3	
10:15	0		2						2		22:15	0		1						1	
10:30	0		0						0		22:30	0		1						1	
10:45	0	3	0	3					0	6	22:45	0	1	2	6					2	7
11:00	0		2						2		23:00	0		3						3	
11:15	1		1						2		23:15	0		0						0	
11:30	1		4						5		23:30	0		0						0	
11:45	0	2	3	10					3	12	23:45	1	1	1	4					2	5
Totals		17		59						76	Totals		57		112						169
Split %		22.4%		77.6%						31.0%	Split %		33.7%		66.3%						69.0%

Daily Totals	NB	SB	EB	WB	Total
	74	171	0	0	245

AM Peak Hour	09:15	08:30	11:00	PM Peak Hour	17:45	16:45	16:45
AM Peak Volume	7	19	22	PM Peak Volume	11	18	27
AM Pk Hr Factor	0.583	0.792	0.917	PM Pk Hr Factor	0.688	0.500	0.614

EXHIBIT G-208

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Cordova Street north of Oak Street

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 2

Daily Totals	NB	SB	EB	WB	Total
	235	319	0	0	554

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	4		6						10	
00:15	0		0						0		12:15	4		3						7	
00:30	0		1						1		12:30	5		2						7	
00:45	0	0	1	2					1	2	12:45	8	21	3	14					11	35
01:00	0		0						0		13:00	5		4						9	
01:15	1		2						3		13:15	5		2						7	
01:30	0		0						0		13:30	3		4						7	
01:45	0	1	1	3					1	4	13:45	1	14	4	14					5	28
02:00	1		0						1		14:00	2		8						10	
02:15	0		0						0		14:15	4		4						8	
02:30	0		0						0		14:30	5		5						10	
02:45	0	1	0	0					0	1	14:45	4	15	2	19					6	34
03:00	0		0						0		15:00	9		9						18	
03:15	0		0						0		15:15	4		5						9	
03:30	0		0						0		15:30	4		3						7	
03:45	1	1	0	0					1	1	15:45	5	22	4	21					9	43
04:00	0		0						0		16:00	6		8						14	
04:15	0		0						0		16:15	5		4						9	
04:30	0		1						1		16:30	3		2						5	
04:45	0	0	2	3					2	3	16:45	6	20	2	16					8	36
05:00	0		0						0		17:00	3		6						9	
05:15	1		2						3		17:15	3		6						9	
05:30	1		2						3		17:30	6		9						15	
05:45	1	3	0	4					1	7	17:45	7	19	5	26					12	45
06:00	0		3						3		18:00	1		7						8	
06:15	1		1						2		18:15	4		4						8	
06:30	0		2						2		18:30	4		8						12	
06:45	0	1	5	11					5	12	18:45	6	15	2	21					8	36
07:00	0		6						6		19:00	6		7						13	
07:15	1		7						8		19:15	5		8						13	
07:30	4		9						13		19:30	2		4						6	
07:45	5	10	10	32					15	42	19:45	4	17	1	20					5	37
08:00	6		7						13		20:00	4		4						8	
08:15	9		7						16		20:15	3		2						5	
08:30	1		8						9		20:30	2		4						6	
08:45	2	18	14	36					16	54	20:45	4	13	4	14					8	27
09:00	3		11						14		21:00	1		1						2	
09:15	1		10						11		21:15	2		0						2	
09:30	4		5						9		21:30	3		0						3	
09:45	1	9	4	30					5	39	21:45	2	8	1	2					3	10
10:00	1		2						3		22:00	1		3						4	
10:15	3		2						5		22:15	2		2						4	
10:30	2		2						4		22:30	0		1						1	
10:45	3	9	2	8					5	17	22:45	0	3	3	9					3	12
11:00	4		1						5		23:00	0		1						1	
11:15	4		2						6		23:15	3		3						6	
11:30	2		4						6		23:30	0		0						0	
11:45	2	12	3	10					5	22	23:45	0	3	0	4					0	7
Totals		65		139						204	Totals		170		180						350
Split %		31.9%		68.1%						36.8%	Split %		48.6%		51.4%						63.2%

Daily Totals	NB	SB	EB	WB	Total
	235	319	0	0	554

AM Peak Hour	07:30	08:30	07:30	PM Peak Hour	12:30	17:15	18:30
AM Peak Volume	24	43	57	PM Peak Volume	23	27	46
AM Pk Hr Factor	0.667	0.768	0.891	PM Pk Hr Factor	0.719	0.750	0.885

EXHIBIT G-209

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Cordova Street north of Oak Street

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	263	344	0	0	607

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	5		8						13	
00:15	0		0						0		12:15	7		4						11	
00:30	1		0						1		12:30	4		4						8	
00:45	1	2	0	0					1	2	12:45	7	23	5	21					12	44
01:00	0		0						0		13:00	1		8						9	
01:15	1		0						1		13:15	3		3						6	
01:30	0		1						1		13:30	5		6						11	
01:45	0	1	0	1					0	2	13:45	6	15	9	26					15	41
02:00	0		0						0		14:00	7		9						16	
02:15	0		0						0		14:15	4		10						14	
02:30	0		0						0		14:30	6		5						11	
02:45	0	0	0	0					0	0	14:45	4	21	5	29					9	50
03:00	0		0						0		15:00	7		7						14	
03:15	0		0						0		15:15	5		7						12	
03:30	0		0						0		15:30	2		3						5	
03:45	0	0	0	0					0	0	15:45	3	17	5	22					8	39
04:00	0		0						0		16:00	3		3						6	
04:15	0		0						0		16:15	5		2						7	
04:30	0		1						1		16:30	5		5						10	
04:45	0	0	1	2					1	2	16:45	6	19	6	16					12	35
05:00	0		0						0		17:00	6		10						16	
05:15	0		2						2		17:15	3		9						12	
05:30	0		0						0		17:30	4		7						11	
05:45	0	0	0	2					0	2	17:45	8	21	5	31					13	52
06:00	0		0						0		18:00	2		5						7	
06:15	1		1						2		18:15	6		7						13	
06:30	1		4						5		18:30	10		7						17	
06:45	0	2	5	10					5	12	18:45	5	23	3	22					8	45
07:00	0		4						4		19:00	6		2						8	
07:15	1		7						8		19:15	8		0						8	
07:30	5		4						9		19:30	7		4						11	
07:45	8	14	13	28					21	42	19:45	2	23	1	7					3	30
08:00	4		5						9		20:00	2		3						5	
08:15	2		5						7		20:15	2		5						7	
08:30	8		9						17		20:30	1		2						3	
08:45	4	18	15	34					19	52	20:45	3	8	6	16					9	24
09:00	4		3						7		21:00	2		3						5	
09:15	4		4						8		21:15	2		3						5	
09:30	2		3						5		21:30	1		3						4	
09:45	4	14	7	17					11	31	21:45	2	7	1	10					3	17
10:00	6		5						11		22:00	3		1						4	
10:15	1		8						9		22:15	1		1						2	
10:30	3		3						6		22:30	1		1						2	
10:45	3	13	4	20					7	33	22:45	2	7	2	5					4	12
11:00	2		6						8		23:00	1		2						3	
11:15	4		6						10		23:15	0		0						0	
11:30	2		4						6		23:30	1		0						1	
11:45	4	12	6	22					10	34	23:45	1	3	1	3					2	6
Totals		76		136						212	Totals		187		208						395
Split %		35.8%		64.2%						34.9%	Split %		47.3%		52.7%						65.1%

Daily Totals	NB	SB	EB	WB	Total
	263	344	0	0	607

AM Peak Hour	07:45	08:00	11:00	PM Peak Hour	18:30	13:30	13:45
AM Peak Volume	22	34	54	PM Peak Volume	29	34	56
AM Pk Hr Factor	0.611	0.607	0.844	PM Pk Hr Factor	0.906	0.944	1.077

EXHIBIT G-210

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Cordova Street north of Oak Street

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	237	309	0	0	546

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		1						1		12:00	6		4						10	
00:15	0		0						0		12:15	4		6						10	
00:30	0		0						0		12:30	4		5						9	
00:45	0	0	0	1					0	1	12:45	3	17	4	19					7	36
01:00	0		0						0		13:00	5		6						11	
01:15	0		2						2		13:15	6		9						15	
01:30	0		0						0		13:30	6		10						16	
01:45	2	2	0	2					2	4	13:45	7	24	8	33					15	57
02:00	0		1						1		14:00	4		5						9	
02:15	0		0						0		14:15	6		4						10	
02:30	0		1						1		14:30	4		6						10	
02:45	0	0	0	2					0	2	14:45	5	19	4	19					9	38
03:00	0		0						0		15:00	8		8						16	
03:15	0		0						0		15:15	7		9						16	
03:30	0		0						0		15:30	7		1						8	
03:45	0	0	0	0					0	0	15:45	5	27	6	24					11	51
04:00	0		0						0		16:00	5		4						9	
04:15	0		0						0		16:15	4		5						9	
04:30	0		1						1		16:30	2		6						8	
04:45	0	0	0	1					0	1	16:45	0	11	6	21					6	32
05:00	0		0						0		17:00	6		8						14	
05:15	0		0						0		17:15	2		1						3	
05:30	0		2						2		17:30	2		5						7	
05:45	0	0	1	3					1	3	17:45	13	23	4	18					17	41
06:00	0		0						0		18:00	7		8						15	
06:15	0		2						2		18:15	7		9						16	
06:30	0		0						0		18:30	1		7						8	
06:45	1	1	5	7					6	8	18:45	4	19	2	26					6	45
07:00	0		2						2		19:00	3		4						7	
07:15	1		4						5		19:15	2		2						4	
07:30	3		8						11		19:30	3		3						6	
07:45	7	11	5	19					12	30	19:45	2	10	4	13					6	23
08:00	5		4						9		20:00	0		4						4	
08:15	3		6						9		20:15	3		3						6	
08:30	4		5						9		20:30	3		3						6	
08:45	5	17	13	28					18	45	20:45	0	6	0	10					0	16
09:00	5		3						8		21:00	0		0						0	
09:15	6		6						12		21:15	0		0						0	
09:30	1		7						8		21:30	0		0						0	
09:45	3	15	8	24					11	39	21:45	0	0	0	0					0	0
10:00	5		5						10		22:00	0		0						0	
10:15	2		6						8		22:15	0		1						1	
10:30	2		2						4		22:30	0		1						1	
10:45	5	14	4	17					9	31	22:45	3	3	2	4					5	7
11:00	5		2						7		23:00	2		2						4	
11:15	2		2						4		23:15	0		1						1	
11:30	5		4						9		23:30	1		0						1	
11:45	1	13	6	14					7	27	23:45	2	5	1	4					3	9
Totals		73		118					191		Totals		164		191					355	
Split %		38.2%		61.8%					35.0%		Split %		46.2%		53.8%					65.0%	

Daily Totals	NB	SB	EB	WB	Total
	237	309	0	0	546

AM Peak Hour	08:30	08:45	11:00	PM Peak Hour	17:30	13:00	13:00
AM Peak Volume	20	29	47	PM Peak Volume	29	33	57
AM Pk Hr Factor	0.556	0.518	0.734	PM Pk Hr Factor	0.906	0.917	1.096

EXHIBIT G-211

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Avon Street north of Oak Street

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 3

Daily Totals	NB	SB	EB	WB	Total
	576	409	0	0	985

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		2						3		12:00	11		5						16	
00:15	1		0						1		12:15	10		6						16	
00:30	0		0						0		12:30	8		2						10	
00:45	2	4	0	2					2	6	12:45	4	33	11	24					15	57
01:00	1		1						2		13:00	7		5						12	
01:15	0		0						0		13:15	10		2						12	
01:30	1		0						1		13:30	10		8						18	
01:45	2	4	0	1					2	5	13:45	11	38	12	27					23	65
02:00	0		1						1		14:00	16		21						37	
02:15	0		0						0		14:15	17		11						28	
02:30	0		0						0		14:30	7		6						13	
02:45	0	0	0	1					0	1	14:45	8	48	4	42					12	90
03:00	1		0						1		15:00	8		12						20	
03:15	0		0						0		15:15	7		5						12	
03:30	0		0						0		15:30	4		6						10	
03:45	0	1	1	1					1	2	15:45	12	31	6	29					18	60
04:00	0		0						0		16:00	15		7						22	
04:15	0		0						0		16:15	8		6						14	
04:30	0		0						0		16:30	11		7						18	
04:45	1	1	1	1					2	2	16:45	8	42	2	22					10	64
05:00	0		0						0		17:00	7		10						17	
05:15	0		1						1		17:15	16		9						25	
05:30	0		1						1		17:30	18		3						21	
05:45	3	3	2	4					5	7	17:45	14	55	6	28					20	83
06:00	1		2						3		18:00	12		4						16	
06:15	2		2						4		18:15	18		4						22	
06:30	2		1						3		18:30	9		3						12	
06:45	3	8	3	8					6	16	18:45	11	50	6	17					17	67
07:00	7		7						14		19:00	10		6						16	
07:15	4		11						15		19:15	3		2						5	
07:30	6		6						12		19:30	7		3						10	
07:45	14	31	11	35					25	66	19:45	4	24	0	11					4	35
08:00	12		15						27		20:00	6		1						7	
08:15	37		25						62		20:15	5		7						12	
08:30	22		10						32		20:30	2		4						6	
08:45	9	80	14	64					23	144	20:45	4	17	3	15					7	32
09:00	6		9						15		21:00	2		2						4	
09:15	18		11						29		21:15	6		1						7	
09:30	4		6						10		21:30	1		1						2	
09:45	4	32	4	30					8	62	21:45	1	10	2	6					3	16
10:00	4		2						6		22:00	2		5						7	
10:15	2		6						8		22:15	2		1						3	
10:30	7		2						9		22:30	0		1						1	
10:45	5	18	3	13					8	31	22:45	1	5	3	10					4	15
11:00	5		0						5		23:00	3		3						6	
11:15	7		4						11		23:15	2		1						3	
11:30	8		4						12		23:30	2		1						3	
11:45	13	33	5	13					18	46	23:45	1	8	0	5					1	13
Totals		215		173					388		Totals		361		236					597	
Split %		55.4%		44.6%					39.4%		Split %		60.5%		39.5%					60.6%	

Daily Totals	NB	SB	EB	WB	Total
	576	409	0	0	985

AM Peak Hour	07:45	08:00	07:45	PM Peak Hour	17:30	13:30	13:30
AM Peak Volume	85	64	146	PM Peak Volume	62	52	106
AM Pk Hr Factor	0.574	0.640	0.589	PM Pk Hr Factor	0.861	0.619	0.716

EXHIBIT G-212

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Avon Street north of Oak Street

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	562	421	0	0	983

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	2		0						2		12:00	11		4						15	
00:15	0		0						0		12:15	12		3						15	
00:30	1		0						1		12:30	4		7						11	
00:45	1	4	0	0					1	4	12:45	5	32	1	15					6	47
01:00	0		1						1		13:00	7		7						14	
01:15	1		1						2		13:15	8		6						14	
01:30	0		2						2		13:30	8		3						11	
01:45	1	2	0	4					1	6	13:45	10	33	8	24					18	57
02:00	1		0						1		14:00	9		5						14	
02:15	0		0						0		14:15	7		9						16	
02:30	2		0						2		14:30	18		13						31	
02:45	0	3	0	0					0	3	14:45	10	44	12	39					22	83
03:00	1		0						1		15:00	19		19						38	
03:15	0		0						0		15:15	12		4						16	
03:30	0		0						0		15:30	9		6						15	
03:45	0	1	0	0					0	1	15:45	10	50	4	33					14	83
04:00	0		1						1		16:00	8		8						16	
04:15	0		0						0		16:15	10		3						13	
04:30	0		0						0		16:30	10		4						14	
04:45	0	0	1	2					1	2	16:45	11	39	9	24					20	63
05:00	1		0						1		17:00	15		8						23	
05:15	0		0						0		17:15	20		9						29	
05:30	1		3						4		17:30	12		9						21	
05:45	1	3	3	6					4	9	17:45	12	59	8	34					20	93
06:00	3		0						3		18:00	13		4						17	
06:15	2		1						3		18:15	13		9						22	
06:30	6		4						10		18:30	5		8						13	
06:45	1	12	2	7					3	19	18:45	10	41	2	23					12	64
07:00	6		7						13		19:00	5		4						9	
07:15	6		14						20		19:15	6		3						9	
07:30	4		6						10		19:30	7		3						10	
07:45	17	33	7	34					24	67	19:45	1	19	2	12					3	31
08:00	21		17						38		20:00	5		1						6	
08:15	35		19						54		20:15	4		0						4	
08:30	18		13						31		20:30	2		5						7	
08:45	6	80	16	65					22	145	20:45	5	16	4	10					9	26
09:00	5		13						18		21:00	1		5						6	
09:15	8		8						16		21:15	4		0						4	
09:30	3		10						13		21:30	2		3						5	
09:45	4	20	6	37					10	57	21:45	3	10	0	8					3	18
10:00	7		4						11		22:00	2		1						3	
10:15	6		8						14		22:15	0		1						1	
10:30	5		2						7		22:30	2		1						3	
10:45	7	25	5	19					12	44	22:45	1	5	1	4					2	9
11:00	12		4						16		23:00	6		0						6	
11:15	2		6						8		23:15	0		1						1	
11:30	5		6						11		23:30	0		0						0	
11:45	6	25	4	20					10	45	23:45	0	6	0	1					0	7
Totals		208		194					402		Totals		354		227					581	
Split %		51.7%		48.3%					40.9%		Split %		60.9%		39.1%					59.1%	

Daily Totals	NB	SB	EB	WB	Total
	562	421	0	0	983

AM Peak Hour	07:45	08:00	11:00	PM Peak Hour	17:00	14:15	14:30
AM Peak Volume	91	65	147	PM Peak Volume	59	53	107
AM Pk Hr Factor	0.615	0.650	0.593	PM Pk Hr Factor	0.819	0.631	0.723

EXHIBIT G-213

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Avon Street north of Oak Street

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	627	413	0	0	1040

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		0						1		12:00	4		3						7	
00:15	1		0						1		12:15	5		5						10	
00:30	0		1						1		12:30	11		1						12	
00:45	1	3	0	1					1	4	12:45	8	28	5	14					13	42
01:00	0		1						1		13:00	7		5						12	
01:15	1		0						1		13:15	11		3						14	
01:30	0		0						0		13:30	13		5						18	
01:45	0	1	0	1					0	2	13:45	6	37	4	17					10	54
02:00	0		0						0		14:00	6		7						13	
02:15	0		0						0		14:15	8		11						19	
02:30	0		0						0		14:30	21		10						31	
02:45	0	0	0	0					0	0	14:45	7	42	7	35					14	77
03:00	1		0						1		15:00	23		10						33	
03:15	1		0						1		15:15	10		8						18	
03:30	1		0						1		15:30	14		8						22	
03:45	0	3	0	0					0	3	15:45	7	54	6	32					13	86
04:00	0		1						1		16:00	10		4						14	
04:15	1		0						1		16:15	11		5						16	
04:30	0		1						1		16:30	17		5						22	
04:45	0	1	0	2					0	3	16:45	10	48	3	17					13	65
05:00	0		0						0		17:00	13		8						21	
05:15	0		0						0		17:15	14		10						24	
05:30	0		3						3		17:30	19		10						29	
05:45	1	1	1	4					2	5	17:45	10	56	4	32					14	88
06:00	1		0						1		18:00	18		9						27	
06:15	5		2						7		18:15	13		5						18	
06:30	3		2						5		18:30	12		7						19	
06:45	3	12	6	10					9	22	18:45	10	53	2	23					12	76
07:00	9		5						14		19:00	7		5						12	
07:15	5		8						13		19:15	6		4						10	
07:30	7		10						17		19:30	13		2						15	
07:45	14	35	13	36					27	71	19:45	11	37	7	18					18	55
08:00	21		11						32		20:00	9		1						10	
08:15	31		19						50		20:15	5		5						10	
08:30	17		20						37		20:30	5		5						10	
08:45	10	79	15	65					25	144	20:45	2	21	3	14					5	35
09:00	7		6						13		21:00	4		1						5	
09:15	8		8						16		21:15	1		2						3	
09:30	9		11						20		21:30	3		1						4	
09:45	8	32	10	35					18	67	21:45	5	13	3	7					8	20
10:00	4		3						7		22:00	5		1						6	
10:15	3		6						9		22:15	4		1						5	
10:30	6		10						16		22:30	5		2						7	
10:45	7	20	4	23					11	43	22:45	1	15	3	7					4	22
11:00	8		2						10		23:00	1		0						1	
11:15	6		7						13		23:15	0		1						1	
11:30	7		4						11		23:30	1		0						1	
11:45	9	30	3	16					12	46	23:45	4	6	3	4					7	10
Totals		217		193					410		Totals		410		220					630	
Split %		52.9%		47.1%					39.4%		Split %		65.1%		34.9%					60.6%	

Daily Totals	NB	SB	EB	WB	Total
	627	413	0	0	1040

AM Peak Hour	07:45	08:00	11:00	PM Peak Hour	17:15	14:15	14:15
AM Peak Volume	83	65	146	PM Peak Volume	61	38	97
AM Pk Hr Factor	0.561	0.650	0.589	PM Pk Hr Factor	0.847	0.452	0.655

EXHIBIT G-214

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

California Street north of N Whitnall Hwy

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 4

Daily Totals	NB	SB	EB	WB	Total
	487	540	0	0	1027

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	7		7						14	
00:15	0		0						0		12:15	3		7						10	
00:30	0		0						0		12:30	6		7						13	
00:45	0	0	0	0					0	0	12:45	5	21	4	25					9	46
01:00	0		2						2		13:00	6		9						15	
01:15	0		0						0		13:15	8		9						17	
01:30	0		1						1		13:30	14		16						30	
01:45	0	0	0	3					0	3	13:45	9	37	32	66					41	103
02:00	0		0						0		14:00	32		17						49	
02:15	0		0						0		14:15	19		15						34	
02:30	0		0						0		14:30	17		14						31	
02:45	0	0	0	0					0	0	14:45	11	79	6	52					17	131
03:00	0		0						0		15:00	8		7						15	
03:15	0		0						0		15:15	7		8						15	
03:30	0		0						0		15:30	10		9						19	
03:45	0	0	0	0					0	0	15:45	7	32	11	35					18	67
04:00	0		0						0		16:00	4		4						8	
04:15	0		1						1		16:15	11		5						16	
04:30	0		0						0		16:30	11		3						14	
04:45	0	0	0	1					0	1	16:45	15	41	5	17					20	58
05:00	0		2						2		17:00	12		4						16	
05:15	1		0						1		17:15	19		6						25	
05:30	0		1						1		17:30	20		5						25	
05:45	0	1	1	4					1	5	17:45	20	71	9	24					29	95
06:00	0		1						1		18:00	15		8						23	
06:15	0		2						2		18:15	7		6						13	
06:30	1		5						6		18:30	8		6						14	
06:45	1	2	1	9					2	11	18:45	9	39	11	31					20	70
07:00	2		5						7		19:00	7		5						12	
07:15	0		3						3		19:15	4		5						9	
07:30	8		11						19		19:30	3		1						4	
07:45	5	15	13	32					18	47	19:45	4	18	3	14					7	32
08:00	12		35						47		20:00	4		3						7	
08:15	10		54						64		20:15	2		5						7	
08:30	18		12						30		20:30	3		3						6	
08:45	9	49	13	114					22	163	20:45	4	13	3	14					7	27
09:00	2		8						10		21:00	2		1						3	
09:15	2		14						16		21:15	2		1						3	
09:30	7		4						11		21:30	3		2						5	
09:45	5	16	6	32					11	48	21:45	0	7	2	6					2	13
10:00	7		6						13		22:00	3		0						3	
10:15	5		6						11		22:15	2		3						5	
10:30	1		7						8		22:30	0		1						1	
10:45	7	20	4	23					11	43	22:45	0	5	2	6					2	11
11:00	5		6						11		23:00	1		0						1	
11:15	3		10						13		23:15	0		1						1	
11:30	5		7						12		23:30	0		0						0	
11:45	6	19	7	30					13	49	23:45	1	2	1	2					2	4
Totals		122		248					370		Totals		365		292					657	
Split %		33.0%		67.0%					36.0%		Split %		55.6%		44.4%					64.0%	

Daily Totals	NB	SB	EB	WB	Total
	487	540	0	0	1027

AM Peak Hour	08:00	08:00	08:00	PM Peak Hour	14:00	13:30	13:45
AM Peak Volume	49	114	163	PM Peak Volume	79	80	155
AM Pk Hr Factor	0.681	0.528	0.637	PM Pk Hr Factor	0.617	0.625	0.791

EXHIBIT G-215

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

California Street north of N Whitnall Hwy

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	534	553	0	0	1087

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	6		6						12	
00:15	0		1						1		12:15	7		8						15	
00:30	0		0						0		12:30	11		2						13	
00:45	1	1	1	2					2	3	12:45	11	35	7	23					18	58
01:00	2		0						2		13:00	6		10						16	
01:15	0		0						0		13:15	6		17						23	
01:30	0		0						0		13:30	9		16						25	
01:45	1	3	0	0					1	3	13:45	12	33	9	52					21	85
02:00	0		0						0		14:00	5		7						12	
02:15	0		1						1		14:15	5		24						29	
02:30	0		0						0		14:30	15		14						29	
02:45	0	0	0	1					0	1	14:45	11	36	11	56					22	92
03:00	0		0						0		15:00	24		11						35	
03:15	0		0						0		15:15	15		13						28	
03:30	0		0						0		15:30	5		9						14	
03:45	0	0	0	0					0	0	15:45	9	53	3	36					12	89
04:00	0		0						0		16:00	12		14						26	
04:15	0		0						0		16:15	13		6						19	
04:30	0		1						1		16:30	7		6						13	
04:45	0	0	0	1					0	1	16:45	10	42	6	32					16	74
05:00	1		0						1		17:00	17		11						28	
05:15	0		1						1		17:15	14		13						27	
05:30	0		0						0		17:30	15		11						26	
05:45	0	1	1	2					1	3	17:45	17	63	8	43					25	106
06:00	1		1						2		18:00	26		6						32	
06:15	1		2						3		18:15	11		7						18	
06:30	0		3						3		18:30	4		9						13	
06:45	4	6	1	7					5	13	18:45	15	56	6	28					21	84
07:00	3		8						11		19:00	9		7						16	
07:15	5		7						12		19:15	6		7						13	
07:30	7		1						8		19:30	6		3						9	
07:45	10	25	23	39					33	64	19:45	5	26	4	21					9	47
08:00	6		21						27		20:00	3		2						5	
08:15	16		57						73		20:15	3		1						4	
08:30	18		13						31		20:30	3		2						5	
08:45	7	47	14	105					21	152	20:45	2	11	4	9					6	20
09:00	6		9						15		21:00	2		2						4	
09:15	7		16						23		21:15	6		3						9	
09:30	5		4						9		21:30	0		5						5	
09:45	8	26	8	37					16	63	21:45	1	9	4	14					5	23
10:00	8		7						15		22:00	1		2						3	
10:15	5		5						10		22:15	3		2						5	
10:30	4		2						6		22:30	2		0						2	
10:45	6	23	3	17					9	40	22:45	1	7	1	5					2	12
11:00	4		6						10		23:00	3		1						4	
11:15	8		6						14		23:15	0		0						0	
11:30	3		7						10		23:30	1		1						2	
11:45	11	26	2	21					13	47	23:45	1	5	0	2					1	7
Totals		158		232					390		Totals		376		321					697	
Split %		40.5%		59.5%					35.9%		Split %		53.9%		46.1%					64.1%	

Daily Totals	NB	SB	EB	WB	Total
	534	553	0	0	1087

AM Peak Hour	07:45	07:45	11:00	PM Peak Hour	17:15	14:15	14:15
AM Peak Volume	50	114	164	PM Peak Volume	72	60	115
AM Pk Hr Factor	0.694	0.528	0.641	PM Pk Hr Factor	0.563	0.469	0.587

EXHIBIT G-216

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

California Street north of N Whitnall Hwy

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	485	519	0	0	1004

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	8		7						15	
00:15	0		0						0		12:15	10		10						20	
00:30	0		0						0		12:30	9		4						13	
00:45	0	0	0	0					0	0	12:45	8	35	4	25					12	60
01:00	2		1						3		13:00	7		6						13	
01:15	0		0						0		13:15	5		6						11	
01:30	0		0						0		13:30	6		6						12	
01:45	0	2	1	2					1	4	13:45	6	24	8	26					14	50
02:00	0		0						0		14:00	4		10						14	
02:15	0		1						1		14:15	6		20						26	
02:30	0		0						0		14:30	17		9						26	
02:45	0	0	0	1					0	1	14:45	9	36	12	51					21	87
03:00	0		0						0		15:00	19		15						34	
03:15	0		0						0		15:15	14		13						27	
03:30	0		0						0		15:30	9		7						16	
03:45	0	0	2	2					2	2	15:45	15	57	7	42					22	99
04:00	0		0						0		16:00	15		6						21	
04:15	0		0						0		16:15	14		9						23	
04:30	0		1						1		16:30	17		6						23	
04:45	0	0	0	1					0	1	16:45	13	59	9	30					22	89
05:00	0		0						0		17:00	15		5						20	
05:15	0		2						2		17:15	12		5						17	
05:30	1		0						1		17:30	16		4						20	
05:45	1	2	0	2					1	4	17:45	7	50	9	23					16	73
06:00	0		2						2		18:00	15		8						23	
06:15	1		2						3		18:15	12		10						22	
06:30	2		4						6		18:30	8		9						17	
06:45	2	5	2	10					4	15	18:45	9	44	7	34					16	78
07:00	3		5						8		19:00	12		6						18	
07:15	2		5						7		19:15	8		5						13	
07:30	7		9						16		19:30	3		6						9	
07:45	9	21	13	32					22	53	19:45	4	27	3	20					7	47
08:00	8		26						34		20:00	6		0						6	
08:15	8		59						67		20:15	3		6						9	
08:30	18		13						31		20:30	1		6						7	
08:45	6	40	14	112					20	152	20:45	0	10	7	19					7	29
09:00	8		9						17		21:00	2		3						5	
09:15	5		13						18		21:15	0		2						2	
09:30	4		7						11		21:30	3		0						3	
09:45	11	28	5	34					16	62	21:45	2	7	1	6					3	13
10:00	5		3						8		22:00	0		0						0	
10:15	2		10						12		22:15	3		1						4	
10:30	4		13						17		22:30	1		0						1	
10:45	4	15	6	32					10	47	22:45	2	6	0	1					2	7
11:00	1		3						4		23:00	2		1						3	
11:15	4		2						6		23:15	0		0						0	
11:30	2		3						5		23:30	1		0						1	
11:45	6	13	5	13					11	26	23:45	1	4	0	1					1	5
Totals		126		241						367	Totals		359		278						637
Split %		34.3%		65.7%						36.6%	Split %		56.4%		43.6%						63.4%

Daily Totals	NB	SB	EB	WB	Total
	485	519	0	0	1004

AM Peak Hour	07:45	08:00	11:00	PM Peak Hour	15:45	14:15	14:30
AM Peak Volume	43	112	154	PM Peak Volume	61	56	108
AM Pk Hr Factor	0.597	0.519	0.602	PM Pk Hr Factor	0.477	0.438	0.551

EXHIBIT G-217

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Ontario Street north of Oaks Street

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 5

Daily Totals	NB	SB	EB	WB	Total
	201	195	0	0	396

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	2		4						6	
00:15	0		0						0		12:15	2		1						3	
00:30	1		0						1		12:30	1		0						1	
00:45	0	1	0	0					0	1	12:45	4	9	1	6					5	15
01:00	0		0						0		13:00	1		2						3	
01:15	0		0						0		13:15	9		0						9	
01:30	0		0						0		13:30	1		4						5	
01:45	0	0	0	0					0	0	13:45	2	13	12	18					14	31
02:00	0		1						1		14:00	5		6						11	
02:15	0		0						0		14:15	7		2						9	
02:30	0		0						0		14:30	6		4						10	
02:45	0	0	0	1					0	1	14:45	5	23	5	17					10	40
03:00	0		0						0		15:00	4		2						6	
03:15	0		0						0		15:15	2		2						4	
03:30	0		0						0		15:30	3		1						4	
03:45	0	0	0	0					0	0	15:45	3	12	1	6					4	18
04:00	0		0						0		16:00	3		4						7	
04:15	1		0						1		16:15	3		2						5	
04:30	0		0						0		16:30	4		3						7	
04:45	0	1	0	0					0	1	16:45	4	14	3	12					7	26
05:00	0		1						1		17:00	2		3						5	
05:15	0		1						1		17:15	6		8						14	
05:30	0		1						1		17:30	4		3						7	
05:45	1	1	0	3					1	4	17:45	4	16	4	18					8	34
06:00	1		1						2		18:00	12		1						13	
06:15	1		1						2		18:15	3		4						7	
06:30	1		3						4		18:30	2		6						8	
06:45	2	5	5	10					7	15	18:45	2	19	1	12					3	31
07:00	1		6						7		19:00	6		3						9	
07:15	1		0						1		19:15	1		0						1	
07:30	2		8						10		19:30	4		3						7	
07:45	8	12	0	14					8	26	19:45	1	12	1	7					2	19
08:00	6		12						18		20:00	2		1						3	
08:15	2		9						11		20:15	2		0						2	
08:30	7		1						8		20:30	3		2						5	
08:45	4	19	7	29					11	48	20:45	1	8	1	4					2	12
09:00	0		0						0		21:00	1		2						3	
09:15	3		1						4		21:15	0		1						1	
09:30	3		2						5		21:30	1		1						2	
09:45	0	6	3	6					3	12	21:45	0	2	3	7					3	9
10:00	1		5						6		22:00	3		0						3	
10:15	4		2						6		22:15	1		0						1	
10:30	1		2						3		22:30	3		0						3	
10:45	2	8	2	11					4	19	22:45	1	8	0	0					1	8
11:00	4		4						8		23:00	0		1						1	
11:15	4		4						8		23:15	0		0						0	
11:30	1		1						2		23:30	1		0						1	
11:45	2	11	4	13					6	24	23:45	0	1	0	1					0	2
Totals		64		87						151	Totals		137		108						245
Split %		42.4%		57.6%						38.1%	Split %		55.9%		44.1%						61.9%

Daily Totals	NB	SB	EB	WB	Total
	201	195	0	0	396

AM Peak Hour	07:45	08:00	08:00	PM Peak Hour	17:15	13:45	13:45
AM Peak Volume	23	29	48	PM Peak Volume	26	24	44
AM Pk Hr Factor	0.719	0.604	0.667	PM Pk Hr Factor	0.542	0.500	0.786

EXHIBIT G-218

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Ontario Street north of Oaks Street

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	185	205	0	0	390

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	2		0						2		12:00	0		6						6	
00:15	0		0						0		12:15	1		5						6	
00:30	0		0						0		12:30	2		1						3	
00:45	1	3	0	0					1	3	12:45	2	5	6	18					8	23
01:00	0		0						0		13:00	2		3						5	
01:15	0		0						0		13:15	5		0						5	
01:30	0		0						0		13:30	6		6						12	
01:45	0	0	0	0					0	0	13:45	5	18	3	12					8	30
02:00	0		1						1		14:00	3		2						5	
02:15	0		0						0		14:15	4		6						10	
02:30	1		0						1		14:30	3		3						6	
02:45	0	1	0	1					0	2	14:45	1	11	1	12					2	23
03:00	0		0						0		15:00	6		8						14	
03:15	0		0						0		15:15	3		6						9	
03:30	0		0						0		15:30	4		3						7	
03:45	0	0	1	1					1	1	15:45	0	13	2	19					2	32
04:00	0		0						0		16:00	2		2						4	
04:15	0		0						0		16:15	4		2						6	
04:30	0		0						0		16:30	0		2						2	
04:45	0	0	0	0					0	0	16:45	4	10	2	8					6	18
05:00	0		1						1		17:00	4		3						7	
05:15	0		1						1		17:15	4		4						8	
05:30	0		2						2		17:30	7		6						13	
05:45	1	1	1	5					2	6	17:45	6	21	2	15					8	36
06:00	1		1						2		18:00	5		1						6	
06:15	1		2						3		18:15	5		4						9	
06:30	0		4						4		18:30	4		1						5	
06:45	1	3	5	12					6	15	18:45	4	18	3	9					7	27
07:00	0		4						4		19:00	0		1						1	
07:15	2		1						3		19:15	4		2						6	
07:30	6		6						12		19:30	1		3						4	
07:45	4	12	6	17					10	29	19:45	1	6	1	7					2	13
08:00	2		6						8		20:00	1		2						3	
08:15	5		9						14		20:15	2		0						2	
08:30	7		3						10		20:30	4		1						5	
08:45	5	19	7	25					12	44	20:45	1	8	1	4					2	12
09:00	0		3						3		21:00	0		1						1	
09:15	2		4						6		21:15	0		2						2	
09:30	1		5						6		21:30	0		1						1	
09:45	0	3	1	13					1	16	21:45	2	2	1	5					3	7
10:00	1		4						5		22:00	0		0						0	
10:15	2		2						4		22:15	2		0						2	
10:30	2		2						4		22:30	2		0						2	
10:45	3	8	4	12					7	20	22:45	0	4	2	2					2	6
11:00	7		0						7		23:00	1		0						1	
11:15	2		3						5		23:15	1		1						2	
11:30	4		3						7		23:30	1		0						1	
11:45	3	16	1	7					4	23	23:45	0	3	0	1					0	4
Totals		66		93					159		Totals		119		112					231	
Split %		41.5%		58.5%					40.8%		Split %		51.5%		48.5%					59.2%	

Daily Totals	NB	SB	EB	WB	Total
	185	205	0	0	390

AM Peak Hour	08:00	07:30	11:00	PM Peak Hour	17:30	15:00	17:30
AM Peak Volume	19	27	44	PM Peak Volume	23	19	36
AM Pk Hr Factor	0.594	0.563	0.611	PM Pk Hr Factor	0.479	0.396	0.643

EXHIBIT G-219

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Ontario Street north of Oaks Street

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	188	168	0	0	356

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	3		6						9	
00:15	3		0						3		12:15	4		1						5	
00:30	0		0						0		12:30	3		0						3	
00:45	0	3	0	0					0	3	12:45	3	13	3	10					6	23
01:00	0		0						0		13:00	3		0						3	
01:15	0		0						0		13:15	5		7						12	
01:30	0		0						0		13:30	3		4						7	
01:45	0	0	1	1					1	1	13:45	1	12	2	13					3	25
02:00	0		0						0		14:00	2		1						3	
02:15	0		0						0		14:15	1		7						8	
02:30	0		0						0		14:30	3		4						7	
02:45	1	1	0	0					1	1	14:45	9	15	1	13					10	28
03:00	0		1						1		15:00	7		4						11	
03:15	0		0						0		15:15	2		4						6	
03:30	0		0						0		15:30	4		2						6	
03:45	0	0	1	2					1	2	15:45	1	14	1	11					2	25
04:00	0		0						0		16:00	3		3						6	
04:15	0		1						1		16:15	4		1						5	
04:30	0		0						0		16:30	6		3						9	
04:45	0	0	0	1					0	1	16:45	2	15	4	11					6	26
05:00	0		1						1		17:00	1		4						5	
05:15	1		1						2		17:15	4		4						8	
05:30	1		1						2		17:30	2		6						8	
05:45	1	3	0	3					1	6	17:45	8	15	2	16					10	31
06:00	0		0						0		18:00	6		0						6	
06:15	0		1						1		18:15	4		3						7	
06:30	1		1						2		18:30	6		3						9	
06:45	3	4	3	5					6	9	18:45	5	21	1	7					6	28
07:00	0		5						5		19:00	4		3						7	
07:15	0		1						1		19:15	3		3						6	
07:30	2		7						9		19:30	3		3						6	
07:45	6	8	1	14					7	22	19:45	5	15	1	10					6	25
08:00	1		3						4		20:00	0		2						2	
08:15	0		0						0		20:15	4		2						6	
08:30	2		1						3		20:30	2		1						3	
08:45	2	5	4	8					6	13	20:45	0	6	1	6					1	12
09:00	4		3						7		21:00	2		1						3	
09:15	2		3						5		21:15	3		1						4	
09:30	1		2						3		21:30	3		1						4	
09:45	3	10	4	12					7	22	21:45	3	11	2	5					5	16
10:00	1		0						1		22:00	0		1						1	
10:15	2		4						6		22:15	1		1						2	
10:30	2		1						3		22:30	0		1						1	
10:45	0	5	2	7					2	12	22:45	0	1	1	4					1	5
11:00	3		3						6		23:00	0		0						0	
11:15	4		0						4		23:15	1		0						1	
11:30	0		5						5		23:30	1		0						1	
11:45	2	9	1	9					3	18	23:45	0	2	0	0					0	2
Totals		48		62						110	Totals		140		106						246
Split %		43.6%		56.4%						30.9%	Split %		56.9%		43.1%						69.1%

Daily Totals	NB	SB	EB	WB	Total
	188	168	0	0	356

AM Peak Hour	09:00	06:45	11:00	PM Peak Hour	17:45	16:45	14:15
AM Peak Volume	10	16	22	PM Peak Volume	24	18	36
AM Pk Hr Factor	0.313	0.333	0.306	PM Pk Hr Factor	0.500	0.375	0.643

EXHIBIT G-220

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Fairview Street north of Oak Street

Day: Tuesday, January 27, 2015 **City:** Burbank, CA

Site # 6

Daily Totals	NB	SB	EB	WB	Total
	312	262	0	0	574

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		1						1		12:00	3		1						4	
00:15	1		1						2		12:15	5		4						9	
00:30	1		0						1		12:30	6		4						10	
00:45	1	3	2	4					3	7	12:45	5	19	4	13					9	32
01:00	0		1						1		13:00	6		5						11	
01:15	0		0						0		13:15	7		3						10	
01:30	1		0						1		13:30	7		3						10	
01:45	0	1	0	1					0	2	13:45	3	23	9	20					12	43
02:00	0		0						0		14:00	6		5						11	
02:15	0		0						0		14:15	10		5						15	
02:30	0		0						0		14:30	5		6						11	
02:45	0	0	0	0					0	0	14:45	3	24	1	17					4	41
03:00	2		0						2		15:00	6		9						15	
03:15	1		0						1		15:15	5		3						8	
03:30	0		0						0		15:30	7		3						10	
03:45	0	3	0	0					0	3	15:45	3	21	8	23					11	44
04:00	0		0						0		16:00	7		2						9	
04:15	0		0						0		16:15	11		6						17	
04:30	0		0						0		16:30	7		3						10	
04:45	1	1	0	0					1	1	16:45	5	30	1	12					6	42
05:00	0		1						1		17:00	7		1						8	
05:15	0		2						2		17:15	5		3						8	
05:30	1		1						2		17:30	11		1						12	
05:45	0	1	0	4					0	5	17:45	7	30	1	6					8	36
06:00	0		4						4		18:00	3		3						6	
06:15	0		4						4		18:15	7		3						10	
06:30	1		3						4		18:30	10		2						12	
06:45	2	3	5	16					7	19	18:45	8	28	2	10					10	38
07:00	1		2						3		19:00	3		1						4	
07:15	2		4						6		19:15	4		5						9	
07:30	5		3						8		19:30	7		3						10	
07:45	3	11	9	18					12	29	19:45	4	18	3	12					7	30
08:00	5		5						10		20:00	4		2						6	
08:15	3		8						11		20:15	1		2						3	
08:30	4		7						11		20:30	6		1						7	
08:45	3	15	7	27					10	42	20:45	4	15	0	5					4	20
09:00	3		7						10		21:00	3		4						7	
09:15	2		5						7		21:15	6		2						8	
09:30	5		8						13		21:30	3		3						6	
09:45	3	13	5	25					8	38	21:45	1	13	1	10					2	23
10:00	3		6						9		22:00	1		0						1	
10:15	5		4						9		22:15	1		0						1	
10:30	5		3						8		22:30	2		1						3	
10:45	4	17	4	17					8	34	22:45	2	6	1	2					3	8
11:00	2		5						7		23:00	1		3						4	
11:15	3		1						4		23:15	1		1						2	
11:30	6		3						9		23:30	0		1						1	
11:45	2	13	6	15					8	28	23:45	2	4	0	5					2	9
Totals		81		127					208		Totals		231		135					366	
Split %		38.9%		61.1%					36.2%		Split %		63.1%		36.9%					63.8%	

Daily Totals	NB	SB	EB	WB	Total
	312	262	0	0	574

AM Peak Hour	10:00	08:15	07:45	PM Peak Hour	17:00	13:45	13:45
AM Peak Volume	17	29	44	PM Peak Volume	30	25	49
AM Pk Hr Factor	0.850	0.906	0.917	PM Pk Hr Factor	0.682	0.694	0.817

EXHIBIT G-221

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Niagra Street north of Oak Street

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 7

Daily Totals	NB	SB	EB	WB	Total
	276	237	0	0	513

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	2		1						3		12:00	9		4						13	
00:15	0		0						0		12:15	5		6						11	
00:30	0		0						0		12:30	4		4						8	
00:45	0	2	0	1					0	3	12:45	4	22	3	17					7	39
01:00	0		0						0		13:00	5		4						9	
01:15	0		0						0		13:15	4		2						6	
01:30	0		0						0		13:30	0		2						2	
01:45	0	0	0	0					0	0	13:45	1	10	5	13					6	23
02:00	0		0						0		14:00	8		10						18	
02:15	0		0						0		14:15	5		2						7	
02:30	0		0						0		14:30	5		1						6	
02:45	0	0	0	0					0	0	14:45	4	22	2	15					6	37
03:00	0		0						0		15:00	6		3						9	
03:15	0		1						1		15:15	10		2						12	
03:30	0		0						0		15:30	4		3						7	
03:45	0	0	0	1					0	1	15:45	4	24	3	11					7	35
04:00	0		0						0		16:00	3		1						4	
04:15	0		1						1		16:15	4		4						8	
04:30	0		0						0		16:30	4		4						8	
04:45	0	0	0	1					0	1	16:45	10	21	4	13					14	34
05:00	1		2						3		17:00	7		3						10	
05:15	0		1						1		17:15	7		1						8	
05:30	2		4						6		17:30	4		3						7	
05:45	0	3	4	11					4	14	17:45	8	26	1	8					9	34
06:00	2		2						4		18:00	11		6						17	
06:15	0		4						4		18:15	11		2						13	
06:30	2		1						3		18:30	3		5						8	
06:45	3	7	5	12					8	19	18:45	4	29	0	13					4	42
07:00	4		9						13		19:00	2		0						2	
07:15	1		5						6		19:15	4		3						7	
07:30	3		7						10		19:30	1		2						3	
07:45	1	9	6	27					7	36	19:45	4	11	2	7					6	18
08:00	3		6						9		20:00	3		0						3	
08:15	1		11						12		20:15	4		2						6	
08:30	1		6						7		20:30	2		1						3	
08:45	4	9	9	32					13	41	20:45	4	13	1	4					5	17
09:00	4		8						12		21:00	2		1						3	
09:15	3		3						6		21:15	0		1						1	
09:30	3		2						5		21:30	1		1						2	
09:45	4	14	5	18					9	32	21:45	2	5	2	5					4	10
10:00	3		1						4		22:00	6		2						8	
10:15	3		3						6		22:15	2		0						2	
10:30	3		5						8		22:30	1		0						1	
10:45	4	13	3	12					7	25	22:45	2	11	0	2					2	13
11:00	3		0						3		23:00	1		1						2	
11:15	5		5						10		23:15	4		0						4	
11:30	5		4						9		23:30	1		0						1	
11:45	4	17	3	12					7	29	23:45	2	8	1	2					3	10
Totals		74		127					201		Totals		202		110					312	
Split %		36.8%		63.2%					39.2%		Split %		64.7%		35.3%					60.8%	

Daily Totals	NB	SB	EB	WB	Total
	276	237	0	0	513

AM Peak Hour	11:00	08:15	08:15	PM Peak Hour	17:30	13:30	17:45
AM Peak Volume	17	34	44	PM Peak Volume	34	19	47
AM Pk Hr Factor	0.850	0.773	0.846	PM Pk Hr Factor	0.773	0.475	0.691

EXHIBIT G-222

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Niagra Street north of Oak Street

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	277	261	0	0	538

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		1						2		12:00	2		2						4	
00:15	0		0						0		12:15	5		0						5	
00:30	1		0						1		12:30	6		6						12	
00:45	2	4	1	2					3	6	12:45	7	20	5	13					12	33
01:00	0		0						0		13:00	4		4						8	
01:15	0		0						0		13:15	2		2						4	
01:30	0		0						0		13:30	3		7						10	
01:45	0	0	0	0					0	0	13:45	2	11	7	20					9	31
02:00	0		0						0		14:00	8		4						12	
02:15	0		0						0		14:15	3		5						8	
02:30	0		0						0		14:30	5		4						9	
02:45	0	0	0	0					0	0	14:45	7	23	5	18					12	41
03:00	0		0						0		15:00	9		3						12	
03:15	0		2						2		15:15	3		1						4	
03:30	1		0						1		15:30	10		3						13	
03:45	0	1	0	2					0	3	15:45	5	27	2	9					7	36
04:00	0		0						0		16:00	3		3						6	
04:15	0		0						0		16:15	3		4						7	
04:30	0		1						1		16:30	4		3						7	
04:45	0	0	0	1					0	1	16:45	11	21	2	12					13	33
05:00	0		1						1		17:00	8		5						13	
05:15	1		1						2		17:15	6		4						10	
05:30	0		5						5		17:30	8		5						13	
05:45	1	2	3	10					4	12	17:45	5	27	0	14					5	41
06:00	0		3						3		18:00	9		4						13	
06:15	1		2						3		18:15	10		3						13	
06:30	0		4						4		18:30	8		5						13	
06:45	6	7	2	11					8	18	18:45	3	30	3	15					6	45
07:00	3		9						12		19:00	6		5						11	
07:15	1		5						6		19:15	4		2						6	
07:30	1		8						9		19:30	5		1						6	
07:45	0	5	6	28					6	33	19:45	5	20	0	8					5	28
08:00	6		10						16		20:00	1		1						2	
08:15	0		4						4		20:15	1		1						2	
08:30	2		6						8		20:30	4		1						5	
08:45	1	9	7	27					8	36	20:45	1	7	0	3					1	10
09:00	1		8						9		21:00	2		1						3	
09:15	5		4						9		21:15	2		0						2	
09:30	2		11						13		21:30	2		1						3	
09:45	1	9	9	32					10	41	21:45	1	7	1	3					2	10
10:00	8		3						11		22:00	1		0						1	
10:15	8		4						12		22:15	3		0						3	
10:30	1		5						6		22:30	2		0						2	
10:45	1	18	4	16					5	34	22:45	0	6	1	1					1	7
11:00	3		1						4		23:00	0		1						1	
11:15	7		5						12		23:15	1		0						1	
11:30	4		4						8		23:30	1		0						1	
11:45	6	20	4	14					10	34	23:45	1	3	1	2					2	5
Totals		75		143					218		Totals		202		118					320	
Split %		34.4%		65.6%					40.5%		Split %		63.1%		36.9%					59.5%	

Daily Totals	NB	SB	EB	WB	Total
	277	261	0	0	538

AM Peak Hour	11:00	09:00	11:00	PM Peak Hour	16:45	13:30	16:45
AM Peak Volume	20	32	46	PM Peak Volume	33	23	49
AM Pk Hr Factor	1.000	0.727	0.885	PM Pk Hr Factor	0.750	0.575	0.721

EXHIBIT G-223

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Niagra Street north of Oak Street

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	276	237	0	0	513

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	2		0						2		12:00	4		3						7	
00:15	0		0						0		12:15	3		2						5	
00:30	0		0						0		12:30	3		4						7	
00:45	0	2	0	0					0	2	12:45	5	15	4	13					9	28
01:00	0		1						1		13:00	8		0						8	
01:15	0		0						0		13:15	3		4						7	
01:30	1		0						1		13:30	3		3						6	
01:45	0	1	0	1					0	2	13:45	1	15	3	10					4	25
02:00	1		0						1		14:00	5		5						10	
02:15	0		0						0		14:15	2		1						3	
02:30	0		0						0		14:30	4		2						6	
02:45	0	1	0	0					0	1	14:45	7	18	5	13					12	31
03:00	0		0						0		15:00	4		4						8	
03:15	0		1						1		15:15	8		3						11	
03:30	0		0						0		15:30	8		3						11	
03:45	0	0	0	1					0	1	15:45	7	27	2	12					9	39
04:00	0		0						0		16:00	3		6						9	
04:15	0		0						0		16:15	8		4						12	
04:30	0		1						1		16:30	6		3						9	
04:45	0	0	0	1					0	1	16:45	11	28	2	15					13	43
05:00	0		0						0		17:00	7		6						13	
05:15	0		1						1		17:15	6		2						8	
05:30	1		3						4		17:30	13		1						14	
05:45	1	2	1	5					2	7	17:45	4	30	2	11					6	41
06:00	0		3						3		18:00	5		2						7	
06:15	1		4						5		18:15	9		0						9	
06:30	1		2						3		18:30	8		3						11	
06:45	4	6	5	14					9	20	18:45	8	30	2	7					10	37
07:00	5		8						13		19:00	6		3						9	
07:15	0		5						5		19:15	3		4						7	
07:30	5		4						9		19:30	3		0						3	
07:45	1	11	11	28					12	39	19:45	3	15	3	10					6	25
08:00	3		7						10		20:00	5		1						6	
08:15	2		13						15		20:15	5		1						6	
08:30	4		9						13		20:30	1		1						2	
08:45	2	11	7	36					9	47	20:45	1	12	1	4					2	16
09:00	3		6						9		21:00	2		2						4	
09:15	2		7						9		21:15	2		2						4	
09:30	1		8						9		21:30	0		1						1	
09:45	4	10	2	23					6	33	21:45	2	6	2	7					4	13
10:00	2		0						2		22:00	3		0						3	
10:15	5		5						10		22:15	3		0						3	
10:30	2		4						6		22:30	2		1						3	
10:45	0	9	5	14					5	23	22:45	1	9	1	2					2	11
11:00	3		1						4		23:00	2		0						2	
11:15	2		3						5		23:15	0		0						0	
11:30	3		2						5		23:30	3		0						3	
11:45	5	13	4	10					9	23	23:45	0	5	0	0					0	5
Totals		66		133						199	Totals		210		104						314
Split %		33.2%		66.8%						38.8%	Split %		66.9%		33.1%						61.2%

Daily Totals	NB	SB	EB	WB	Total
	276	237	0	0	513

AM Peak Hour	06:45	07:45	11:00	PM Peak Hour	16:45	16:15	16:45
AM Peak Volume	14	40	50	PM Peak Volume	37	15	48
AM Pk Hr Factor	0.700	0.909	0.962	PM Pk Hr Factor	0.841	0.375	0.706

EXHIBIT G-224

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Catalina Street north of Oak Street

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 8

Daily Totals	NB	SB	EB	WB	Total
	306	216	0	0	522

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		1						2		12:00	1		3						4	
00:15	0		0						0		12:15	3		2						5	
00:30	0		2						2		12:30	4		6						10	
00:45	1	2	0	3					1	5	12:45	8	16	1	12					9	28
01:00	0		0						0		13:00	2		4						6	
01:15	0		0						0		13:15	5		4						9	
01:30	0		0						0		13:30	4		1						5	
01:45	0	0	0	0					0	0	13:45	0	11	6	15					6	26
02:00	0		0						0		14:00	6		1						7	
02:15	0		0						0		14:15	4		2						6	
02:30	1		0						1		14:30	3		5						8	
02:45	0	1	0	0					0	1	14:45	5	18	2	10					7	28
03:00	1		0						1		15:00	3		5						8	
03:15	0		0						0		15:15	7		5						12	
03:30	0		1						1		15:30	4		3						7	
03:45	0	1	0	1					0	2	15:45	8	22	4	17					12	39
04:00	0		0						0		16:00	2		4						6	
04:15	0		0						0		16:15	13		1						14	
04:30	1		0						1		16:30	7		4						11	
04:45	0	1	0	0					0	1	16:45	6	28	2	11					8	39
05:00	0		0						0		17:00	4		3						7	
05:15	0		0						0		17:15	5		1						6	
05:30	0		1						1		17:30	9		3						12	
05:45	0	0	1	2					1	2	17:45	11	29	4	11					15	40
06:00	0		0						0		18:00	13		1						14	
06:15	2		2						4		18:15	10		4						14	
06:30	1		2						3		18:30	13		4						17	
06:45	1	4	1	5					2	9	18:45	12	48	2	11					14	59
07:00	1		1						2		19:00	8		2						10	
07:15	0		2						2		19:15	8		1						9	
07:30	6		6						12		19:30	3		0						3	
07:45	3	10	12	21					15	31	19:45	2	21	3	6					5	27
08:00	4		6						10		20:00	4		1						5	
08:15	3		12						15		20:15	1		3						4	
08:30	8		8						16		20:30	2		2						4	
08:45	3	18	10	36					13	54	20:45	0	7	0	6					0	13
09:00	2		2						4		21:00	1		3						4	
09:15	5		5						10		21:15	6		2						8	
09:30	2		6						8		21:30	2		2						4	
09:45	3	12	7	20					10	32	21:45	0	9	2	9					2	18
10:00	11		5						16		22:00	3		0						3	
10:15	6		3						9		22:15	2		1						3	
10:30	3		2						5		22:30	2		0						2	
10:45	2	22	2	12					4	34	22:45	0	7	0	1					0	8
11:00	8		1						9		23:00	1		0						1	
11:15	5		2						7		23:15	1		0						1	
11:30	1		1						2		23:30	0		0						0	
11:45	1	15	1	5					2	20	23:45	2	4	2	2					4	6
Totals		86		105					191		Totals		220		111					331	
Split %		45.0%		55.0%					36.6%		Split %		66.5%		33.5%					63.4%	

Daily Totals	NB	SB	EB	WB	Total
	306	216	0	0	522

AM Peak Hour	09:45	07:45	07:45	PM Peak Hour	18:00	15:00	17:45
AM Peak Volume	23	38	56	PM Peak Volume	48	17	60
AM Pk Hr Factor	0.523	0.792	0.875	PM Pk Hr Factor	0.923	0.850	0.882

EXHIBIT G-225

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Catalina Street north of Oak Street

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	291	210	0	0	501

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		1						2		12:00	4		4						8	
00:15	0		1						1		12:15	3		3						6	
00:30	0		0						0		12:30	3		4						7	
00:45	0	1	0	2					0	3	12:45	1	11	3	14					4	25
01:00	1		0						1		13:00	3		4						7	
01:15	0		0						0		13:15	3		2						5	
01:30	0		0						0		13:30	4		4						8	
01:45	0	1	1	1					1	2	13:45	2	12	5	15					7	27
02:00	0		0						0		14:00	5		3						8	
02:15	1		0						1		14:15	7		6						13	
02:30	0		1						1		14:30	2		3						5	
02:45	0	1	0	1					0	2	14:45	3	17	3	15					6	32
03:00	0		0						0		15:00	9		4						13	
03:15	0		0						0		15:15	4		3						7	
03:30	0		0						0		15:30	7		2						9	
03:45	0	0	0	0					0	0	15:45	8	28	2	11					10	39
04:00	0		0						0		16:00	3		4						7	
04:15	0		0						0		16:15	6		2						8	
04:30	0		1						1		16:30	6		2						8	
04:45	0	0	0	1					0	1	16:45	6	21	2	10					8	31
05:00	0		0						0		17:00	11		3						14	
05:15	0		0						0		17:15	8		3						11	
05:30	0		0						0		17:30	8		3						11	
05:45	0	0	1	1					1	1	17:45	10	37	1	10					11	47
06:00	1		2						3		18:00	9		3						12	
06:15	0		3						3		18:15	10		1						11	
06:30	3		3						6		18:30	4		1						5	
06:45	1	5	1	9					2	14	18:45	5	28	4	9					9	37
07:00	0		2						2		19:00	7		2						9	
07:15	1		1						2		19:15	8		2						10	
07:30	0		3						3		19:30	3		3						6	
07:45	4	5	11	17					15	22	19:45	3	21	2	9					5	30
08:00	5		9						14		20:00	5		1						6	
08:15	2		9						11		20:15	2		2						4	
08:30	6		5						11		20:30	3		0						3	
08:45	9	22	9	32					18	54	20:45	4	14	1	4					5	18
09:00	3		2						5		21:00	1		1						2	
09:15	1		3						4		21:15	2		4						6	
09:30	2		6						8		21:30	4		0						4	
09:45	6	12	5	16					11	28	21:45	2	9	0	5					2	14
10:00	5		4						9		22:00	4		1						5	
10:15	8		3						11		22:15	2		4						6	
10:30	3		3						6		22:30	1		0						1	
10:45	6	22	2	12					8	34	22:45	0	7	0	5					0	12
11:00	4		3						7		23:00	1		0						1	
11:15	5		3						8		23:15	0		0						0	
11:30	3		1						4		23:30	0		0						0	
11:45	4	16	4	11					8	27	23:45	0	1	0	0					0	1
Totals		85		103					188		Totals		206		107					313	
Split %		45.2%		54.8%					37.5%		Split %		65.8%		34.2%					62.5%	

Daily Totals	NB	SB	EB	WB	Total
	291	210	0	0	501

AM Peak Hour	10:00	07:45	11:00	PM Peak Hour	17:30	13:30	17:00
AM Peak Volume	22	34	54	PM Peak Volume	37	18	47
AM Pk Hr Factor	0.500	0.708	0.844	PM Pk Hr Factor	0.712	0.900	0.691

EXHIBIT G-226

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Catalina Street north of Oak Street

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	307	231	0	0	538

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		1						1		12:00	7		1						8	
00:15	0		0						0		12:15	6		2						8	
00:30	0		0						0		12:30	7		4						11	
00:45	0	0	0	1					0	1	12:45	6	26	5	12					11	38
01:00	0		0						0		13:00	5		6						11	
01:15	1		0						1		13:15	3		4						7	
01:30	0		0						0		13:30	5		3						8	
01:45	0	1	0	0					0	1	13:45	5	18	5	18					10	36
02:00	0		0						0		14:00	2		3						5	
02:15	0		0						0		14:15	5		2						7	
02:30	0		0						0		14:30	3		4						7	
02:45	1	1	0	0					1	1	14:45	7	17	2	11					9	28
03:00	0		0						0		15:00	11		3						14	
03:15	0		0						0		15:15	9		3						12	
03:30	0		0						0		15:30	6		2						8	
03:45	0	0	0	0					0	0	15:45	5	31	2	10					7	41
04:00	0		1						1		16:00	4		4						8	
04:15	0		0						0		16:15	8		2						10	
04:30	0		0						0		16:30	10		8						18	
04:45	0	0	0	1					0	1	16:45	6	28	2	16					8	44
05:00	0		0						0		17:00	6		4						10	
05:15	0		0						0		17:15	6		8						14	
05:30	0		0						0		17:30	8		2						10	
05:45	1	1	1	1					2	2	17:45	11	31	3	17					14	48
06:00	0		1						1		18:00	11		2						13	
06:15	0		4						4		18:15	13		2						15	
06:30	2		5						7		18:30	5		1						6	
06:45	1	3	1	11					2	14	18:45	4	33	0	5					4	38
07:00	0		1						1		19:00	8		3						11	
07:15	1		1						2		19:15	6		1						7	
07:30	4		7						11		19:30	3		1						4	
07:45	5	10	12	21					17	31	19:45	5	22	4	9					9	31
08:00	4		10						14		20:00	3		3						6	
08:15	4		8						12		20:15	1		1						2	
08:30	9		6						15		20:30	5		4						9	
08:45	2	19	9	33					11	52	20:45	3	12	2	10					5	22
09:00	1		3						4		21:00	3		3						6	
09:15	4		6						10		21:15	2		0						2	
09:30	1		5						6		21:30	0		0						0	
09:45	2	8	6	20					8	28	21:45	0	5	0	3					0	8
10:00	9		4						13		22:00	2		2						4	
10:15	5		2						7		22:15	3		1						4	
10:30	3		3						6		22:30	2		0						2	
10:45	6	23	2	11					8	34	22:45	1	8	0	3					1	11
11:00	3		4						7		23:00	0		1						1	
11:15	2		5						7		23:15	0		0						0	
11:30	0		2						2		23:30	2		1						3	
11:45	3	8	5	16					8	24	23:45	0	2	0	2					0	4
Totals		74		115						189	Totals		233		116						349
Split %		39.2%		60.8%						35.1%	Split %		66.8%		33.2%						64.9%

Daily Totals	NB	SB	EB	WB	Total
	307	231	0	0	538

AM Peak Hour	10:00	07:30	11:00	PM Peak Hour	17:30	16:30	17:30
AM Peak Volume	23	37	58	PM Peak Volume	43	22	52
AM Pk Hr Factor	0.523	0.771	0.906	PM Pk Hr Factor	0.827	1.100	0.765

EXHIBIT G-227

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Florence Street north of Oak Street

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 9

Daily Totals	NB	SB	EB	WB	Total
	230	159	0	0	389

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	3		2						5	
00:15	1		0						1		12:15	5		2						7	
00:30	1		0						1		12:30	6		6						12	
00:45	0	2	0	0					0	2	12:45	4	18	5	15					9	33
01:00	1		0						1		13:00	2		3						5	
01:15	0		1						1		13:15	2		2						4	
01:30	0		0						0		13:30	3		1						4	
01:45	0	1	0	1					0	2	13:45	1	8	2	8					3	16
02:00	0		0						0		14:00	4		2						6	
02:15	0		0						0		14:15	4		3						7	
02:30	0		1						1		14:30	4		0						4	
02:45	0	0	0	1					0	1	14:45	8	20	4	9					12	29
03:00	0		0						0		15:00	5		3						8	
03:15	0		0						0		15:15	8		2						10	
03:30	0		0						0		15:30	5		7						12	
03:45	0	0	0	0					0	0	15:45	3	21	3	15					6	36
04:00	0		0						0		16:00	7		5						12	
04:15	0		1						1		16:15	4		3						7	
04:30	0		1						1		16:30	7		2						9	
04:45	0	0	0	2					0	2	16:45	5	23	4	14					9	37
05:00	1		1						2		17:00	6		3						9	
05:15	0		0						0		17:15	6		0						6	
05:30	0		1						1		17:30	8		0						8	
05:45	1	2	0	2					1	4	17:45	8	28	3	6					11	34
06:00	1		1						2		18:00	3		2						5	
06:15	0		3						3		18:15	3		3						6	
06:30	0		2						2		18:30	6		1						7	
06:45	2	3	3	9					5	12	18:45	6	18	2	8					8	26
07:00	0		0						0		19:00	0		1						1	
07:15	3		3						6		19:15	2		3						5	
07:30	1		3						4		19:30	3		3						6	
07:45	2	6	3	9					5	15	19:45	4	9	5	12					9	21
08:00	0		4						4		20:00	7		3						10	
08:15	3		3						6		20:15	7		1						8	
08:30	2		0						2		20:30	0		1						1	
08:45	0	5	3	10					3	15	20:45	3	17	1	6					4	23
09:00	3		3						6		21:00	3		2						5	
09:15	1		1						2		21:15	1		1						2	
09:30	2		3						5		21:30	2		0						2	
09:45	5	11	1	8					6	19	21:45	2	8	0	3					2	11
10:00	2		2						4		22:00	0		0						0	
10:15	1		1						2		22:15	0		0						0	
10:30	2		2						4		22:30	4		1						5	
10:45	1	6	2	7					3	13	22:45	1	5	0	1					1	6
11:00	4		4						8		23:00	1		1						2	
11:15	1		3						4		23:15	0		0						0	
11:30	3		4						7		23:30	2		0						2	
11:45	8	16	1	12					9	28	23:45	0	3	0	1					0	4
Totals		52		61					113		Totals		178		98					276	
Split %		46.0%		54.0%					29.0%		Split %		64.5%		35.5%					71.0%	

Daily Totals	NB	SB	EB	WB	Total
	230	159	0	0	389

AM Peak Hour	11:00	10:45	11:00	PM Peak Hour	17:00	15:30	14:45
AM Peak Volume	16	13	28	PM Peak Volume	28	18	42
AM Pk Hr Factor	0.500	0.813	0.778	PM Pk Hr Factor	0.875	0.643	0.875

EXHIBIT G-228

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Florence Street north of Oak Street

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	220	144	0	0	364

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	3		0						3	
00:15	0		0						0		12:15	5		5						10	
00:30	0		1						1		12:30	4		2						6	
00:45	0	0	2	3					2	3	12:45	4	16	2	9					6	25
01:00	0		1						1		13:00	5		1						6	
01:15	0		0						0		13:15	3		3						6	
01:30	0		0						0		13:30	7		2						9	
01:45	0	0	0	1					0	1	13:45	3	18	2	8					5	26
02:00	0		0						0		14:00	3		4						7	
02:15	0		0						0		14:15	5		3						8	
02:30	0		0						0		14:30	1		2						3	
02:45	0	0	0	0					0	0	14:45	2	11	4	13					6	24
03:00	0		0						0		15:00	4		6						10	
03:15	0		0						0		15:15	5		2						7	
03:30	0		0						0		15:30	5		4						9	
03:45	0	0	0	0					0	0	15:45	6	20	5	17					11	37
04:00	0		1						1		16:00	7		0						7	
04:15	0		0						0		16:15	5		2						7	
04:30	0		0						0		16:30	4		1						5	
04:45	0	0	0	1					0	1	16:45	7	23	3	6					10	29
05:00	0		0						0		17:00	8		0						8	
05:15	0		0						0		17:15	6		3						9	
05:30	0		0						0		17:30	5		2						7	
05:45	0	0	1	1					1	1	17:45	2	21	2	7					4	28
06:00	0		1						1		18:00	9		2						11	
06:15	0		3						3		18:15	6		3						9	
06:30	1		1						2		18:30	8		2						10	
06:45	1	2	4	9					5	11	18:45	6	29	4	11					10	40
07:00	1		2						3		19:00	4		3						7	
07:15	1		0						1		19:15	4		3						7	
07:30	2		4						6		19:30	3		2						5	
07:45	2	6	3	9					5	15	19:45	2	13	0	8					2	21
08:00	0		4						4		20:00	4		0						4	
08:15	2		4						6		20:15	2		0						2	
08:30	3		0						3		20:30	3		0						3	
08:45	2	7	5	13					7	20	20:45	3	12	1	1					4	13
09:00	2		3						5		21:00	2		1						3	
09:15	0		1						1		21:15	2		1						3	
09:30	1		4						5		21:30	1		0						1	
09:45	0	3	1	9					1	12	21:45	1	6	1	3					2	9
10:00	6		0						6		22:00	0		1						1	
10:15	1		0						1		22:15	0		1						1	
10:30	3		3						6		22:30	2		1						3	
10:45	5	15	1	4					6	19	22:45	3	5	0	3					3	8
11:00	3		3						6		23:00	1		0						1	
11:15	2		1						3		23:15	0		1						1	
11:30	1		3						4		23:30	0		0						0	
11:45	5	11	0	7					5	18	23:45	1	2	0	1					1	3
Totals		44		57						101	Totals		176		87						263
Split %		43.6%		56.4%						27.7%	Split %		66.9%		33.1%						72.3%

Daily Totals	NB	SB	EB	WB	Total
	220	144	0	0	364

AM Peak Hour	10:00	07:30	11:00	PM Peak Hour	18:00	15:00	18:00
AM Peak Volume	15	15	21	PM Peak Volume	29	17	40
AM Pk Hr Factor	0.469	0.938	0.583	PM Pk Hr Factor	0.906	0.607	0.833

EXHIBIT G-229

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Florence Street north of Oak Street

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	220	159	0	0	379

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	2		0						2		12:00	4		1						5	
00:15	0		0						0		12:15	5		4						9	
00:30	1		1						2		12:30	1		1						2	
00:45	0	3	1	2					1	5	12:45	4	14	2	8					6	22
01:00	0		1						1		13:00	3		0						3	
01:15	0		0						0		13:15	4		4						8	
01:30	0		2						2		13:30	1		1						2	
01:45	2	2	0	3					2	5	13:45	3	11	2	7					5	18
02:00	1		0						1		14:00	5		4						9	
02:15	0		0						0		14:15	3		4						7	
02:30	0		0						0		14:30	4		0						4	
02:45	1	2	0	0					1	2	14:45	6	18	3	11					9	29
03:00	0		0						0		15:00	3		6						9	
03:15	0		0						0		15:15	5		4						9	
03:30	0		0						0		15:30	5		3						8	
03:45	0	0	0	0					0	0	15:45	5	18	0	13					5	31
04:00	0		0						0		16:00	8		5						13	
04:15	0		0						0		16:15	4		4						8	
04:30	0		0						0		16:30	7		2						9	
04:45	0	0	0	0					0	0	16:45	5	24	6	17					11	41
05:00	0		1						1		17:00	2		3						5	
05:15	0		0						0		17:15	10		3						13	
05:30	0		1						1		17:30	4		3						7	
05:45	0	0	0	2					0	2	17:45	7	23	2	11					9	34
06:00	1		0						1		18:00	9		7						16	
06:15	1		2						3		18:15	5		1						6	
06:30	1		1						2		18:30	5		2						7	
06:45	0	3	6	9					6	12	18:45	8	27	2	12					10	39
07:00	1		1						2		19:00	9		1						10	
07:15	2		0						2		19:15	2		6						8	
07:30	1		3						4		19:30	1		0						1	
07:45	2	6	4	8					6	14	19:45	3	15	2	9					5	24
08:00	1		5						6		20:00	2		1						3	
08:15	2		4						6		20:15	1		0						1	
08:30	0		3						3		20:30	2		0						2	
08:45	0	3	0	12					0	15	20:45	6	11	1	2					7	13
09:00	2		6						8		21:00	2		3						5	
09:15	1		3						4		21:15	3		0						3	
09:30	3		0						3		21:30	0		3						3	
09:45	4	10	5	14					9	24	21:45	1	6	0	6					1	12
10:00	3		2						5		22:00	0		0						0	
10:15	1		0						1		22:15	2		0						2	
10:30	1		2						3		22:30	1		1						2	
10:45	6	11	1	5					7	16	22:45	0	3	0	1					0	4
11:00	3		1						4		23:00	1		0						1	
11:15	3		1						4		23:15	1		1						2	
11:30	1		1						2		23:30	0		0						0	
11:45	1	8	3	6					4	14	23:45	0	2	0	1					0	3
Totals		48		61						109	Totals		172		98						270
Split %		44.0%		56.0%						28.8%	Split %		63.7%		36.3%						71.2%

Daily Totals	NB	SB	EB	WB	Total
	220	159	0	0	379

AM Peak Hour	10:45	07:45	11:00	PM Peak Hour	17:15	16:00	17:15
AM Peak Volume	13	16	24	PM Peak Volume	30	17	45
AM Pk Hr Factor	0.406	1.000	0.667	PM Pk Hr Factor	0.938	0.607	0.938

EXHIBIT G-230

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Naomi Street north of Oak Street

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 10

Daily Totals	NB	SB	EB	WB	Total
	375	291	0	0	666

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		2						3		12:00	10		3						13	
00:15	1		0						1		12:15	6		3						9	
00:30	1		0						1		12:30	3		9						12	
00:45	0	3	0	2					0	5	12:45	10	29	4	19					14	48
01:00	1		0						1		13:00	5		5						10	
01:15	0		0						0		13:15	7		4						11	
01:30	0		1						1		13:30	8		2						10	
01:45	0	1	0	1					0	2	13:45	7	27	4	15					11	42
02:00	0		0						0		14:00	6		5						11	
02:15	0		0						0		14:15	9		2						11	
02:30	0		0						0		14:30	8		7						15	
02:45	0	0	0	0					0	0	14:45	4	27	5	19					9	46
03:00	0		0						0		15:00	5		1						6	
03:15	0		0						0		15:15	7		3						10	
03:30	0		0						0		15:30	4		0						4	
03:45	0	0	0	0					0	0	15:45	4	20	6	10					10	30
04:00	0		0						0		16:00	8		1						9	
04:15	0		0						0		16:15	6		4						10	
04:30	0		0						0		16:30	8		4						12	
04:45	0	0	0	0					0	0	16:45	7	29	4	13					11	42
05:00	3		1						4		17:00	7		5						12	
05:15	1		0						1		17:15	8		4						12	
05:30	0		1						1		17:30	5		3						8	
05:45	0	4	2	4					2	8	17:45	10	30	6	18					16	48
06:00	2		4						6		18:00	8		5						13	
06:15	0		2						2		18:15	22		4						26	
06:30	1		4						5		18:30	12		7						19	
06:45	4	7	6	16					10	23	18:45	7	49	3	19					10	68
07:00	1		2						3		19:00	5		5						10	
07:15	2		1						3		19:15	4		1						5	
07:30	5		8						13		19:30	6		5						11	
07:45	10	18	9	20					19	38	19:45	11	26	3	14					14	40
08:00	2		7						9		20:00	3		5						8	
08:15	2		7						9		20:15	5		4						9	
08:30	2		7						9		20:30	0		1						1	
08:45	3	9	5	26					8	35	20:45	5	13	1	11					6	24
09:00	5		5						10		21:00	2		4						6	
09:15	4		8						12		21:15	4		2						6	
09:30	5		9						14		21:30	4		2						6	
09:45	6	20	7	29					13	49	21:45	5	15	1	9					6	24
10:00	2		6						8		22:00	0		2						2	
10:15	5		4						9		22:15	2		0						2	
10:30	4		5						9		22:30	1		1						2	
10:45	1	12	6	21					7	33	22:45	1	4	1	4					2	8
11:00	3		1						4		23:00	1		1						2	
11:15	7		4						11		23:15	1		0						1	
11:30	9		5						14		23:30	2		1						3	
11:45	9	28	8	18					17	46	23:45	0	4	1	3					1	7
Totals		102		137					239		Totals		273		154					427	
Split %		42.7%		57.3%					35.9%		Split %		63.9%		36.1%					64.1%	

Daily Totals	NB	SB	EB	WB	Total
	375	291	0	0	666

AM Peak Hour	11:00	07:30	07:30	PM Peak Hour	17:45	17:45	17:45
AM Peak Volume	28	31	50	PM Peak Volume	52	22	74
AM Pk Hr Factor	0.778	0.861	0.658	PM Pk Hr Factor	0.591	0.786	0.712

EXHIBIT G-231

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Naomi Street north of Oak Street

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	408	350	0	0	758

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	2		0						2		12:00	5		6						11	
00:15	2		0						2		12:15	10		0						10	
00:30	0		0						0		12:30	4		9						13	
00:45	0	4	0	0					0	4	12:45	3	22	6	21					9	43
01:00	0		0						0		13:00	7		5						12	
01:15	1		0						1		13:15	10		4						14	
01:30	0		0						0		13:30	6		1						7	
01:45	1	2	0	0					1	2	13:45	7	30	8	18					15	48
02:00	0		0						0		14:00	3		3						6	
02:15	1		0						1		14:15	7		5						12	
02:30	0		0						0		14:30	5		4						9	
02:45	0	1	0	0					0	1	14:45	9	24	8	20					17	44
03:00	0		1						1		15:00	10		6						16	
03:15	0		0						0		15:15	11		8						19	
03:30	0		0						0		15:30	8		6						14	
03:45	1	1	0	1					1	2	15:45	4	33	7	27					11	60
04:00	0		0						0		16:00	6		2						8	
04:15	1		0						1		16:15	4		3						7	
04:30	0		0						0		16:30	9		3						12	
04:45	0	1	1	1					1	2	16:45	11	30	3	11					14	41
05:00	1		1						2		17:00	7		4						11	
05:15	0		1						1		17:15	7		2						9	
05:30	1		2						3		17:30	7		2						9	
05:45	0	2	3	7					3	9	17:45	14	35	7	15					21	50
06:00	0		2						2		18:00	15		3						18	
06:15	0		1						1		18:15	13		5						18	
06:30	1		3						4		18:30	11		7						18	
06:45	2	3	7	13					9	16	18:45	4	43	6	21					10	64
07:00	1		6						7		19:00	8		2						10	
07:15	3		3						6		19:15	8		4						12	
07:30	2		7						9		19:30	10		1						11	
07:45	13	19	11	27					24	46	19:45	6	32	6	13					12	45
08:00	4		11						15		20:00	10		11						21	
08:15	2		12						14		20:15	6		6						12	
08:30	2		9						11		20:30	5		1						6	
08:45	6	14	11	43					17	57	20:45	5	26	2	20					7	46
09:00	6		5						11		21:00	4		3						7	
09:15	4		7						11		21:15	5		1						6	
09:30	3		9						12		21:30	4		3						7	
09:45	4	17	3	24					7	41	21:45	2	15	8	15					10	30
10:00	5		5						10		22:00	3		5						8	
10:15	4		4						8		22:15	5		3						8	
10:30	3		7						10		22:30	2		1						3	
10:45	5	17	5	21					10	38	22:45	3	13	1	10					4	23
11:00	3		5						8		23:00	2		0						2	
11:15	6		4						10		23:15	0		0						0	
11:30	4		5						9		23:30	2		1						3	
11:45	6	19	6	20					12	39	23:45	1	5	1	2					2	7
Totals		100		157						257	Totals		308		193						501
Split %		38.9%		61.1%						33.9%	Split %		61.5%		38.5%						66.1%

Daily Totals	NB	SB	EB	WB	Total
	408	350	0	0	758

AM Peak Hour	07:15	08:00	11:00	PM Peak Hour	17:45	14:45	17:45
AM Peak Volume	22	43	64	PM Peak Volume	53	28	75
AM Pk Hr Factor	0.611	1.194	0.842	PM Pk Hr Factor	0.602	1.000	0.721

EXHIBIT G-232

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Naomi Street north of Oak Street

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	404	295	0	0	699

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		1						2		12:00	7		1						8	
00:15	0		0						0		12:15	6		3						9	
00:30	1		0						1		12:30	7		7						14	
00:45	1	3	0	1					1	4	12:45	5	25	5	16					10	41
01:00	0		1						1		13:00	8		2						10	
01:15	0		0						0		13:15	8		6						14	
01:30	0		0						0		13:30	3		2						5	
01:45	1	1	0	1					1	2	13:45	6	25	3	13					9	38
02:00	1		0						1		14:00	8		3						11	
02:15	0		0						0		14:15	7		7						14	
02:30	1		0						1		14:30	5		1						6	
02:45	0	2	1	1					1	3	14:45	9	29	2	13					11	42
03:00	0		1						1		15:00	9		6						15	
03:15	0		0						0		15:15	14		7						21	
03:30	0		0						0		15:30	12		3						15	
03:45	0	0	0	1					0	1	15:45	7	42	8	24					15	66
04:00	0		0						0		16:00	9		3						12	
04:15	0		0						0		16:15	7		4						11	
04:30	1		0						1		16:30	5		5						10	
04:45	1	2	0	0					1	2	16:45	17	38	4	16					21	54
05:00	1		0						1		17:00	6		5						11	
05:15	0		0						0		17:15	10		5						15	
05:30	1		2						3		17:30	11		6						17	
05:45	0	2	2	4					2	6	17:45	8	35	2	18					10	53
06:00	0		5						5		18:00	8		4						12	
06:15	0		0						0		18:15	12		8						20	
06:30	2		3						5		18:30	14		9						23	
06:45	4	6	5	13					9	19	18:45	10	44	6	27					16	71
07:00	3		5						8		19:00	6		1						7	
07:15	2		3						5		19:15	3		3						6	
07:30	4		8						12		19:30	10		3						13	
07:45	7	16	6	22					13	38	19:45	7	26	2	9					9	35
08:00	3		9						12		20:00	7		4						11	
08:15	1		14						15		20:15	4		1						5	
08:30	2		3						5		20:30	3		4						7	
08:45	2	8	11	37					13	45	20:45	3	17	1	10					4	27
09:00	5		8						13		21:00	3		2						5	
09:15	3		6						9		21:15	5		2						7	
09:30	1		5						6		21:30	3		1						4	
09:45	3	12	2	21					5	33	21:45	3	14	0	5					3	19
10:00	6		6						12		22:00	2		1						3	
10:15	5		4						9		22:15	1		2						3	
10:30	4		7						11		22:30	3		0						3	
10:45	4	19	7	24					11	43	22:45	1	7	1	4					2	11
11:00	5		5						10		23:00	3		0						3	
11:15	7		2						9		23:15	3		0						3	
11:30	5		2						7		23:30	1		2						3	
11:45	6	23	3	12					9	35	23:45	1	8	1	3					2	11
Totals		94		137						231	Totals		310		158						468
Split %		40.7%		59.3%						33.0%	Split %		66.2%		33.8%						67.0%

Daily Totals	NB	SB	EB	WB	Total
	404	295	0	0	699

AM Peak Hour	11:00	08:00	11:00	PM Peak Hour	18:00	18:00	18:00
AM Peak Volume	23	37	52	PM Peak Volume	44	27	71
AM Pk Hr Factor	0.639	1.028	0.684	PM Pk Hr Factor	0.500	0.964	0.683

EXHIBIT G-233

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Frederick Street north of Oak Street

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 11

Daily Totals	NB	SB	EB	WB	Total
	346	213	0	0	559

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		2						2		12:00	4		2						6	
00:15	2		0						2		12:15	8		1						9	
00:30	1		0						1		12:30	4		6						10	
00:45	0	3	0	2					0	5	12:45	1	17	0	9					1	26
01:00	0		0						0		13:00	6		0						6	
01:15	0		0						0		13:15	8		3						11	
01:30	0		0						0		13:30	6		7						13	
01:45	0	0	0	0					0	0	13:45	8	28	2	12					10	40
02:00	0		0						0		14:00	5		3						8	
02:15	0		0						0		14:15	8		3						11	
02:30	0		0						0		14:30	6		2						8	
02:45	0	0	1	1					1	1	14:45	6	25	2	10					8	35
03:00	0		0						0		15:00	4		3						7	
03:15	0		0						0		15:15	5		6						11	
03:30	0		0						0		15:30	4		1						5	
03:45	0	0	0	0					0	0	15:45	8	21	3	13					11	34
04:00	0		0						0		16:00	12		2						14	
04:15	0		0						0		16:15	4		6						10	
04:30	0		1						1		16:30	9		7						16	
04:45	1	1	0	1					1	2	16:45	8	33	4	19					12	52
05:00	0		2						2		17:00	12		2						14	
05:15	2		0						2		17:15	7		8						15	
05:30	0		1						1		17:30	14		3						17	
05:45	0	2	0	3					0	5	17:45	8	41	2	15					10	56
06:00	1		0						1		18:00	8		1						9	
06:15	1		3						4		18:15	12		3						15	
06:30	0		3						3		18:30	12		4						16	
06:45	1	3	3	9					4	12	18:45	8	40	2	10					10	50
07:00	2		2						4		19:00	6		3						9	
07:15	3		4						7		19:15	4		3						7	
07:30	2		4						6		19:30	7		3						10	
07:45	3	10	7	17					10	27	19:45	4	21	3	12					7	33
08:00	5		8						13		20:00	1		1						2	
08:15	2		12						14		20:15	6		0						6	
08:30	2		11						13		20:30	7		1						8	
08:45	5	14	5	36					10	50	20:45	1	15	0	2					1	17
09:00	3		8						11		21:00	2		1						3	
09:15	3		4						7		21:15	1		1						2	
09:30	7		2						9		21:30	3		0						3	
09:45	3	16	1	15					4	31	21:45	0	6	0	2					0	8
10:00	4		4						8		22:00	3		2						5	
10:15	3		1						4		22:15	1		0						1	
10:30	4		3						7		22:30	1		0						1	
10:45	5	16	4	12					9	28	22:45	1	6	0	2					1	8
11:00	4		1						5		23:00	1		0						1	
11:15	5		2						7		23:15	0		0						0	
11:30	5		3						8		23:30	2		0						2	
11:45	9	23	4	10					13	33	23:45	2	5	1	1					3	6
Totals		88		106					194		Totals		258		107					365	
Split %		45.4%		54.6%					34.7%		Split %		70.7%		29.3%					65.3%	

Daily Totals	NB	SB	EB	WB	Total
	346	213	0	0	559

AM Peak Hour	11:00	07:45	08:00	PM Peak Hour	17:30	16:30	16:45
AM Peak Volume	23	38	50	PM Peak Volume	42	21	58
AM Pk Hr Factor	0.639	0.792	0.893	PM Pk Hr Factor	0.750	0.656	0.853

EXHIBIT G-234

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Frederick Street north of Oak Street

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	372	213	0	0	585

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		1						2		12:00	7		4						11	
00:15	0		0						0		12:15	4		5						9	
00:30	0		0						0		12:30	9		3						12	
00:45	1	2	0	1					1	3	12:45	4	24	4	16					8	40
01:00	0		0						0		13:00	2		1						3	
01:15	0		0						0		13:15	4		3						7	
01:30	1		0						1		13:30	2		2						4	
01:45	0	1	0	0					0	1	13:45	12	20	3	9					15	29
02:00	0		0						0		14:00	7		3						10	
02:15	0		0						0		14:15	8		5						13	
02:30	0		0						0		14:30	9		1						10	
02:45	0	0	0	0					0	0	14:45	5	29	1	10					6	39
03:00	0		0						0		15:00	12		4						16	
03:15	0		0						0		15:15	9		2						11	
03:30	0		0						0		15:30	6		1						7	
03:45	0	0	0	0					0	0	15:45	5	32	2	9					7	41
04:00	0		0						0		16:00	14		3						17	
04:15	0		1						1		16:15	9		4						13	
04:30	0		1						1		16:30	8		2						10	
04:45	1	1	2	4					3	5	16:45	7	38	2	11					9	49
05:00	0		0						0		17:00	9		1						10	
05:15	0		1						1		17:15	6		2						8	
05:30	0		1						1		17:30	6		2						8	
05:45	1	1	1	3					2	4	17:45	7	28	8	13					15	41
06:00	0		0						0		18:00	7		5						12	
06:15	0		2						2		18:15	7		2						9	
06:30	2		3						5		18:30	8		3						11	
06:45	0	2	8	13					8	15	18:45	6	28	1	11					7	39
07:00	4		2						6		19:00	10		2						12	
07:15	1		7						8		19:15	6		3						9	
07:30	4		4						8		19:30	5		1						6	
07:45	2	11	6	19					8	30	19:45	5	26	2	8					7	34
08:00	4		3						7		20:00	4		3						7	
08:15	3		18						21		20:15	5		1						6	
08:30	5		8						13		20:30	4		0						4	
08:45	3	15	5	34					8	49	20:45	3	16	2	6					5	22
09:00	6		5						11		21:00	7		0						7	
09:15	3		4						7		21:15	6		0						6	
09:30	5		0						5		21:30	4		5						9	
09:45	3	17	2	11					5	28	21:45	0	17	0	5					0	22
10:00	3		6						9		22:00	3		2						5	
10:15	7		2						9		22:15	1		0						1	
10:30	6		3						9		22:30	1		2						3	
10:45	6	22	4	15					10	37	22:45	0	5	0	4					0	9
11:00	8		2						10		23:00	3		0						3	
11:15	5		4						9		23:15	1		2						3	
11:30	6		1						7		23:30	1		0						1	
11:45	13	32	2	9					15	41	23:45	0	5	0	2					0	7
Totals		104		109					213		Totals		268		104					372	
Split %		48.8%		51.2%					36.4%		Split %		72.0%		28.0%					63.6%	

Daily Totals	NB	SB	EB	WB	Total
	372	213	0	0	585

AM Peak Hour	11:00	08:15	11:00	PM Peak Hour	16:00	17:45	16:00
AM Peak Volume	32	36	53	PM Peak Volume	38	18	49
AM Pk Hr Factor	0.889	0.750	0.946	PM Pk Hr Factor	0.679	0.563	0.721

EXHIBIT G-235

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Frederick Street north of Oak Street

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	367	204	0	0	571

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	8		2						10	
00:15	0		0						0		12:15	5		7						12	
00:30	0		0						0		12:30	9		1						10	
00:45	0	0	0	0					0	0	12:45	7	29	4	14					11	43
01:00	0		0						0		13:00	9		4						13	
01:15	1		0						1		13:15	9		3						12	
01:30	1		0						1		13:30	7		2						9	
01:45	1	3	2	2					3	5	13:45	5	30	3	12					8	42
02:00	0		0						0		14:00	2		0						2	
02:15	0		0						0		14:15	7		2						9	
02:30	0		0						0		14:30	3		3						6	
02:45	1	1	0	0					1	1	14:45	9	21	4	9					13	30
03:00	0		0						0		15:00	5		1						6	
03:15	0		0						0		15:15	6		3						9	
03:30	0		0						0		15:30	9		1						10	
03:45	0	0	0	0					0	0	15:45	5	25	3	8					8	33
04:00	0		1						1		16:00	14		7						21	
04:15	0		0						0		16:15	7		5						12	
04:30	0		0						0		16:30	10		4						14	
04:45	0	0	0	1					0	1	16:45	10	41	4	20					14	61
05:00	0		1						1		17:00	10		2						12	
05:15	0		0						0		17:15	9		5						14	
05:30	1		1						2		17:30	10		4						14	
05:45	1	2	2	4					3	6	17:45	11	40	3	14					14	54
06:00	2		0						2		18:00	7		3						10	
06:15	3		3						6		18:15	9		6						15	
06:30	0		4						4		18:30	11		6						17	
06:45	0	5	4	11					4	16	18:45	17	44	2	17					19	61
07:00	3		4						7		19:00	3		2						5	
07:15	1		3						4		19:15	6		0						6	
07:30	1		1						2		19:30	4		2						6	
07:45	3	8	6	14					9	22	19:45	5	18	2	6					7	24
08:00	3		7						10		20:00	4		0						4	
08:15	8		9						17		20:15	1		1						2	
08:30	5		8						13		20:30	2		2						4	
08:45	1	17	4	28					5	45	20:45	1	8	0	3					1	11
09:00	2		4						6		21:00	6		0						6	
09:15	4		5						9		21:15	0		0						0	
09:30	2		4						6		21:30	8		3						11	
09:45	2	10	1	14					3	24	21:45	1	15	1	4					2	19
10:00	5		3						8		22:00	2		0						2	
10:15	4		1						5		22:15	2		0						2	
10:30	8		2						10		22:30	1		0						1	
10:45	5	22	2	8					7	30	22:45	1	6	0	0					1	6
11:00	8		4						12		23:00	2		0						2	
11:15	1		2						3		23:15	1		2						3	
11:30	6		3						9		23:30	1		0						1	
11:45	3	18	4	13					7	31	23:45	0	4	0	2					0	6
Totals		86		95						181	Totals		281		109						390
Split %		47.5%		52.5%						31.7%	Split %		72.1%		27.9%						68.3%

Daily Totals	NB	SB	EB	WB	Total
	367	204	0	0	571

AM Peak Hour	10:15	07:45	11:00	PM Peak Hour	18:00	16:00	18:00
AM Peak Volume	25	30	49	PM Peak Volume	44	20	61
AM Pk Hr Factor	0.694	0.625	0.875	PM Pk Hr Factor	0.786	0.625	0.897

EXHIBIT G-236

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oak Street east of Hollywood Way

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 12

Daily Totals	NB	SB	EB	WB	Total
	0	0	1348	1411	2759

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			3		0		3		12:00			16		14		30	
00:15			4		2		6		12:15			28		18		46	
00:30			3		3		6		12:30			21		19		40	
00:45			1	11	0	5	1	16	12:45			20	85	16	67	36	152
01:00			2		1		3		13:00			12		21		33	
01:15			2		2		4		13:15			22		17		39	
01:30			2		2		4		13:30			31		14		45	
01:45			1	7	1	6	2	13	13:45			40	105	24	76	64	181
02:00			4		2		6		14:00			28		22		50	
02:15			0		0		0		14:15			27		44		71	
02:30			1		0		1		14:30			25		23		48	
02:45			0	5	0	2	0	7	14:45			29	109	17	106	46	215
03:00			0		0		0		15:00			17		27		44	
03:15			0		0		0		15:15			25		21		46	
03:30			1		0		1		15:30			20		20		40	
03:45			1	2	1	1	2	3	15:45			22	84	21	89	43	173
04:00			1		0		1		16:00			13		35		48	
04:15			0		0		0		16:15			20		24		44	
04:30			0		1		1		16:30			16		42		58	
04:45			1	2	3	4	4	6	16:45			25	74	42	143	67	217
05:00			0		0		0		17:00			35		51		86	
05:15			5		3		8		17:15			42		43		85	
05:30			0		2		2		17:30			32		34		66	
05:45			3	8	4	9	7	17	17:45			38	147	51	179	89	326
06:00			2		6		8		18:00			42		46		88	
06:15			5		3		8		18:15			26		31		57	
06:30			2		5		7		18:30			34		36		70	
06:45			3	12	9	23	12	35	18:45			20	122	30	143	50	265
07:00			12		10		22		19:00			26		22		48	
07:15			12		16		28		19:15			16		18		34	
07:30			23		12		35		19:30			14		16		30	
07:45			24	71	23	61	47	132	19:45			13	69	6	62	19	131
08:00			35		28		63		20:00			16		13		29	
08:15			46		51		97		20:15			6		10		16	
08:30			15		46		61		20:30			22		7		29	
08:45			16	112	23	148	39	260	20:45			15	59	14	44	29	103
09:00			15		23		38		21:00			11		7		18	
09:15			22		19		41		21:15			11		7		18	
09:30			9		24		33		21:30			11		6		17	
09:45			21	67	22	88	43	155	21:45			11	44	7	27	18	71
10:00			15		11		26		22:00			9		3		12	
10:15			6		12		18		22:15			4		3		7	
10:30			18		5		23		22:30			7		4		11	
10:45			21	60	18	46	39	106	22:45			3	23	3	13	6	36
11:00			17		12		29		23:00			5		5		10	
11:15			14		20		34		23:15			3		2		5	
11:30			12		17		29		23:30			5		1		6	
11:45			12	55	12	61	24	116	23:45			2	15	0	8	2	23
Totals				412		454		866	Totals				936		957		1893
Split %				47.6%		52.4%		31.4%	Split %				49.4%		50.6%		68.6%

Daily Totals	NB	SB	EB	WB	Total
	0	0	1348	1411	2759

AM Peak Hour	07:30	08:00	07:45	PM Peak Hour	17:15	17:00	17:15
AM Peak Hr Volume	128	148	268	PM Peak Hr Volume	154	179	328
AM Pk Hr Factor	0.696	0.725	0.691	PM Pk Hr Factor	0.917	0.877	0.921

EXHIBIT G-237

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oak Street east of Hollywood Way

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	1367	1405	2772

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			1		3		4		12:00			8		5		13	
00:15			3		1		4		12:15			19		23		42	
00:30			1		1		2		12:30			29		13		42	
00:45			3	8	3	8	6	16	12:45			21	77	17	58	38	135
01:00			1		1		2		13:00			21		20		41	
01:15			2		0		2		13:15			27		14		41	
01:30			0		1		1		13:30			14		24		38	
01:45			1	4	0	2	1	6	13:45			26	88	23	81	49	169
02:00			0		0		0		14:00			11		15		26	
02:15			1		0		1		14:15			29		20		49	
02:30			2		0		2		14:30			27		26		53	
02:45			1	4	0	0	1	4	14:45			16	83	21	82	37	165
03:00			0		0		0		15:00			27		41		68	
03:15			0		0		0		15:15			22		32		54	
03:30			0		0		0		15:30			22		18		40	
03:45			1	1	1	1	2	2	15:45			10	81	17	108	27	189
04:00			0		0		0		16:00			20		24		44	
04:15			0		2		2		16:15			18		19		37	
04:30			0		1		1		16:30			35		34		69	
04:45			1	1	2	5	3	6	16:45			19	92	46	123	65	215
05:00			0		0		0		17:00			27		41		68	
05:15			0		1		1		17:15			30		55		85	
05:30			1		4		5		17:30			43		40		83	
05:45			3	4	3	8	6	12	17:45			42	142	46	182	88	324
06:00			2		0		2		18:00			36		51		87	
06:15			4		5		9		18:15			45		59		104	
06:30			6		8		14		18:30			26		35		61	
06:45			12	24	8	21	20	45	18:45			30	137	23	168	53	305
07:00			12		9		21		19:00			23		32		55	
07:15			11		16		27		19:15			27		24		51	
07:30			20		21		41		19:30			24		13		37	
07:45			31	74	27	73	58	147	19:45			24	98	6	75	30	173
08:00			26		21		47		20:00			9		11		20	
08:15			37		46		83		20:15			16		6		22	
08:30			21		53		74		20:30			12		13		25	
08:45			18	102	21	141	39	243	20:45			7	44	6	36	13	80
09:00			21		19		40		21:00			11		7		18	
09:15			26		24		50		21:15			18		9		27	
09:30			13		23		36		21:30			9		5		14	
09:45			24	84	21	87	45	171	21:45			12	50	5	26	17	76
10:00			12		11		23		22:00			8		6		14	
10:15			16		10		26		22:15			12		7		19	
10:30			15		12		27		22:30			7		2		9	
10:45			10	53	9	42	19	95	22:45			6	33	4	19	10	52
11:00			16		12		28		23:00			2		7		9	
11:15			13		10		23		23:15			4		3		7	
11:30			14		11		25		23:30			8		3		11	
11:45			20	63	13	46	33	109	23:45			6	20	0	13	6	33
Totals				422		434		856	Totals				945		971		1916
Split %				49.3%		50.7%		30.9%	Split %				49.3%		50.7%		69.1%

Daily Totals	NB	SB	EB	WB	Total
	0	0	1367	1405	2772

AM Peak Hour	07:45	07:45	07:45	PM Peak Hour	17:30	17:30	17:30
AM Peak Hr Volume	115	147	262	PM Peak Hr Volume	166	196	362
AM Pk Hr Factor	0.625	0.721	0.675	PM Pk Hr Factor	0.988	0.961	1.017

EXHIBIT G-238

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oak Street east of Hollywood Way

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	1322	1493	2815

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			3		1		4		12:00			18		23		41	
00:15			0		1		1		12:15			16		16		32	
00:30			1		0		1		12:30			19		27		46	
00:45			3	7	2	4	5	11	12:45			20	73	15	81	35	154
01:00			0		0		0		13:00			17		21		38	
01:15			0		0		0		13:15			26		19		45	
01:30			0		0		0		13:30			23		18		41	
01:45			1	1	0	0	1	1	13:45			16	82	17	75	33	157
02:00			2		0		2		14:00			24		12		36	
02:15			0		1		1		14:15			39		19		58	
02:30			0		0		0		14:30			25		30		55	
02:45			2	4	2	3	4	7	14:45			24	112	22	83	46	195
03:00			0		0		0		15:00			30		29		59	
03:15			0		0		0		15:15			23		26		49	
03:30			0		1		1		15:30			17		28		45	
03:45			1	1	0	1	1	2	15:45			17	87	29	112	46	199
04:00			0		1		1		16:00			14		29		43	
04:15			0		1		1		16:15			20		24		44	
04:30			1		3		4		16:30			29		34		63	
04:45			0	1	0	5	0	6	16:45			28	91	34	121	62	212
05:00			1		3		4		17:00			31		39		70	
05:15			2		3		5		17:15			34		53		87	
05:30			1		2		3		17:30			32		51		83	
05:45			1	5	2	10	3	15	17:45			33	130	37	180	70	310
06:00			1		6		7		18:00			37		42		79	
06:15			5		3		8		18:15			32		53		85	
06:30			3		6		9		18:30			32		49		81	
06:45			8	17	13	28	21	45	18:45			36	137	42	186	78	323
07:00			10		12		22		19:00			24		30		54	
07:15			9		15		24		19:15			30		13		43	
07:30			22		15		37		19:30			18		13		31	
07:45			23	64	27	69	50	133	19:45			19	91	14	70	33	161
08:00			31		23		54		20:00			6		12		18	
08:15			42		42		84		20:15			9		8		17	
08:30			20		52		72		20:30			22		8		30	
08:45			15	108	23	140	38	248	20:45			8	45	14	42	22	87
09:00			19		21		40		21:00			8		3		11	
09:15			25		23		48		21:15			7		7		14	
09:30			16		29		45		21:30			9		2		11	
09:45			16	76	21	94	37	170	21:45			5	29	4	16	9	45
10:00			18		15		33		22:00			8		5		13	
10:15			15		15		30		22:15			14		7		21	
10:30			18		12		30		22:30			5		5		10	
10:45			10	61	17	59	27	120	22:45			2	29	5	22	7	51
11:00			12		14		26		23:00			7		1		8	
11:15			14		16		30		23:15			4		7		11	
11:30			12		22		34		23:30			5		1		6	
11:45			11	49	29	81	40	130	23:45			6	22	2	11	8	33
Totals				394		494		888	Totals				928		999		1927
Split %				44.4%		55.6%		31.5%	Split %				48.2%		51.8%		68.5%

Daily Totals	NB	SB	EB	WB	Total
	0	0	1322	1493	2815

AM Peak Hour	07:30	07:45	07:45	PM Peak Hour	18:00	18:00	18:00
AM Peak Hr Volume	118	144	260	PM Peak Hr Volume	137	186	323
AM Pk Hr Factor	0.641	0.706	0.670	PM Pk Hr Factor	0.815	0.912	0.907

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oaks St east of Cordova Street

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 13

Daily Totals	NB	SB	EB	WB	Total
	0	0	962	1277	2239

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			2		0		2		12:00			11		15		26	
00:15			3		3		6		12:15			18		15		33	
00:30			4		3		7		12:30			15		18		33	
00:45			2	11	1	7	3	18	12:45			13	57	17	65	30	122
01:00			2		2		4		13:00			11		26		37	
01:15			0		0		0		13:15			17		18		35	
01:30			0		1		1		13:30			25		12		37	
01:45			1	3	0	3	1	6	13:45			31	84	16	72	47	156
02:00			3		2		5		14:00			23		21		44	
02:15			0		1		1		14:15			24		46		70	
02:30			1		0		1		14:30			16		30		46	
02:45			0	4	0	3	0	7	14:45			24	87	19	116	43	203
03:00			0		0		0		15:00			13		25		38	
03:15			0		0		0		15:15			19		17		36	
03:30			1		0		1		15:30			16		15		31	
03:45			0	1	1	1	1	2	15:45			18	66	20	77	38	143
04:00			0		0		0		16:00			9		40		49	
04:15			0		0		0		16:15			23		26		49	
04:30			0		1		1		16:30			15		30		45	
04:45			1	1	2	3	3	4	16:45			15	62	26	122	41	184
05:00			0		0		0		17:00			15		30		45	
05:15			5		1		6		17:15			17		40		57	
05:30			0		4		4		17:30			23		32		55	
05:45			2	7	4	9	6	16	17:45			21	76	33	135	54	211
06:00			3		5		8		18:00			23		47		70	
06:15			4		4		8		18:15			12		48		60	
06:30			2		4		6		18:30			20		30		50	
06:45			2	11	9	22	11	33	18:45			16	71	35	160	51	231
07:00			4		11		15		19:00			15		17		32	
07:15			11		14		25		19:15			12		20		32	
07:30			15		7		22		19:30			10		14		24	
07:45			17	47	18	50	35	97	19:45			7	44	6	57	13	101
08:00			19		31		50		20:00			11		11		22	
08:15			40		40		80		20:15			2		11		13	
08:30			13		37		50		20:30			17		9		26	
08:45			13	85	12	120	25	205	20:45			11	41	14	45	25	86
09:00			12		20		32		21:00			7		5		12	
09:15			20		12		32		21:15			7		8		15	
09:30			8		10		18		21:30			4		7		11	
09:45			19	59	10	52	29	111	21:45			7	25	5	25	12	50
10:00			15		6		21		22:00			6		8		14	
10:15			8		14		22		22:15			4		6		10	
10:30			14		6		20		22:30			7		2		9	
10:45			14	51	18	44	32	95	22:45			2	19	1	17	3	36
11:00			13		15		28		23:00			4		5		9	
11:15			4		18		22		23:15			2		4		6	
11:30			12		15		27		23:30			4		2		6	
11:45			10	39	13	61	23	100	23:45			1	11	0	11	1	22
Totals				319		375		694	Totals				643		902		1545
Split %				46.0%		54.0%		31.0%	Split %				41.6%		58.4%		69.0%

Daily Totals	NB	SB	EB	WB	Total
	0	0	962	1277	2239

AM Peak Hour	07:30	07:45	07:45	PM Peak Hour	13:30	18:00	17:30
AM Peak Hr Volume	91	126	215	PM Peak Hr Volume	103	160	239
AM Pk Hr Factor	0.569	0.788	0.672	PM Pk Hr Factor	0.831	0.833	0.854

EXHIBIT G-240

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oaks St east of Cordova Street

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	974	1312	2286

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			1		3		4		12:00			18		10		28	
00:15			1		1		2		12:15			11		19		30	
00:30			1		4		5		12:30			21		19		40	
00:45			2	5	6	14	8	19	12:45			19	69	15	63	34	132
01:00			1		1		2		13:00			15		19		34	
01:15			1		0		1		13:15			20		10		30	
01:30			0		0		0		13:30			16		23		39	
01:45			1	3	0	1	1	4	13:45			18	69	18	70	36	139
02:00			0		0		0		14:00			10		15		25	
02:15			1		0		1		14:15			24		19		43	
02:30			2		0		2		14:30			20		27		47	
02:45			0	3	0	0	0	3	14:45			16	70	24	85	40	155
03:00			0		0		0		15:00			21		50		71	
03:15			0		0		0		15:15			15		35		50	
03:30			0		0		0		15:30			19		20		39	
03:45			0	0	1	1	1	1	15:45			12	67	20	125	32	192
04:00			0		0		0		16:00			18		22		40	
04:15			0		3		3		16:15			14		22		36	
04:30			0		0		0		16:30			23		23		46	
04:45			1	1	2	5	3	6	16:45			14	69	22	89	36	158
05:00			0		0		0		17:00			21		41		62	
05:15			0		0		0		17:15			15		44		59	
05:30			0		5		5		17:30			18		38		56	
05:45			3	3	3	8	6	11	17:45			16	70	33	156	49	226
06:00			2		0		2		18:00			23		48		71	
06:15			5		4		9		18:15			23		52		75	
06:30			6		13		19		18:30			21		43		64	
06:45			11	24	6	23	17	47	18:45			19	86	31	174	50	260
07:00			10		6		16		19:00			13		19		32	
07:15			7		14		21		19:15			12		27		39	
07:30			16		11		27		19:30			19		16		35	
07:45			24	57	23	54	47	111	19:45			19	63	4	66	23	129
08:00			21		26		47		20:00			6		9		15	
08:15			25		46		71		20:15			10		6		16	
08:30			10		48		58		20:30			12		10		22	
08:45			17	73	18	138	35	211	20:45			5	33	6	31	11	64
09:00			12		14		26		21:00			7		7		14	
09:15			12		21		33		21:15			12		9		21	
09:30			17		14		31		21:30			6		4		10	
09:45			13	54	19	68	32	122	21:45			9	34	6	26	15	60
10:00			9		10		19		22:00			3		5		8	
10:15			12		7		19		22:15			6		4		10	
10:30			11		11		22		22:30			6		3		9	
10:45			8	40	14	42	22	82	22:45			6	21	6	18	12	39
11:00			13		12		25		23:00			1		9		10	
11:15			8		7		15		23:15			4		4		8	
11:30			14		9		23		23:30			4		2		6	
11:45			14	49	12	40	26	89	23:45			2	11	0	15	2	26
Totals				312		394		706	Totals				662		918		1580
Split %				44.2%		55.8%		30.9%	Split %				41.9%		58.1%		69.1%

Daily Totals	NB	SB	EB	WB	Total
	0	0	974	1312	2286

AM Peak Hour	07:30	07:45	07:45	PM Peak Hour	18:00	17:45	18:00
AM Peak Hr Volume	86	143	223	PM Peak Hr Volume	86	176	260
AM Pk Hr Factor	0.538	0.894	0.697	PM Pk Hr Factor	0.694	0.917	0.929

EXHIBIT G-241

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oaks St east of Cordova Street

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	973	1315	2288

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			3		2		5		12:00			17		19		36	
00:15			0		3		3		12:15			14		18		32	
00:30			1		0		1		12:30			13		20		33	
00:45			1	5	3	8	4	13	12:45			15	59	14	71	29	130
01:00			0		0		0		13:00			17		24		41	
01:15			0		0		0		13:15			19		14		33	
01:30			0		0		0		13:30			20		18		38	
01:45			0	0	0	0	0	0	13:45			9	65	14	70	23	135
02:00			0		0		0		14:00			22		15		37	
02:15			0		1		1		14:15			25		12		37	
02:30			0		0		0		14:30			25		25		50	
02:45			1	1	1	2	2	3	14:45			21	93	26	78	47	171
03:00			0		0		0		15:00			25		36		61	
03:15			0		0		0		15:15			20		20		40	
03:30			0		1		1		15:30			14		29		43	
03:45			1	1	0	1	1	2	15:45			15	74	31	116	46	190
04:00			0		1		1		16:00			15		34		49	
04:15			0		1		1		16:15			19		30		49	
04:30			1		2		3		16:30			21		33		54	
04:45			0	1	0	4	0	5	16:45			8	63	28	125	36	188
05:00			0		2		2		17:00			20		38		58	
05:15			2		2		4		17:15			17		46		63	
05:30			1		2		3		17:30			24		29		53	
05:45			1	4	2	8	3	12	17:45			21	82	39	152	60	234
06:00			0		5		5		18:00			18		44		62	
06:15			2		3		5		18:15			25		46		71	
06:30			3		5		8		18:30			15		28		43	
06:45			6	11	11	24	17	35	18:45			20	78	20	138	40	216
07:00			10		6		16		19:00			19		34		53	
07:15			8		13		21		19:15			25		14		39	
07:30			20		15		35		19:30			13		12		25	
07:45			28	66	19	53	47	119	19:45			16	73	12	72	28	145
08:00			17		24		41		20:00			4		10		14	
08:15			34		45		79		20:15			3		9		12	
08:30			13		40		53		20:30			15		9		24	
08:45			11	75	13	122	24	197	20:45			6	28	9	37	15	65
09:00			18		14		32		21:00			6		4		10	
09:15			17		15		32		21:15			3		4		7	
09:30			17		15		32		21:30			3		4		7	
09:45			17	69	14	58	31	127	21:45			3	15	7	19	10	34
10:00			15		7		22		22:00			5		4		9	
10:15			8		11		19		22:15			9		5		14	
10:30			15		11		26		22:30			1		5		6	
10:45			10	48	16	45	26	93	22:45			1	16	8	22	9	38
11:00			7		17		24		23:00			2		1		3	
11:15			13		13		26		23:15			2		6		8	
11:30			7		24		31		23:30			5		2		7	
11:45			7	34	26	80	33	114	23:45			3	12	1	10	4	22
Totals				315		405		720	Totals				658		910		1568
Split %				43.8%		56.3%		31.5%	Split %				42.0%		58.0%		68.5%

Daily Totals	NB	SB	EB	WB	Total
	0	0	973	1315	2288

AM Peak Hour	07:30	07:45	07:45	PM Peak Hour	14:15	17:30	17:30
AM Peak Hr Volume	99	128	220	PM Peak Hr Volume	96	158	246
AM Pk Hr Factor	0.619	0.800	0.688	PM Pk Hr Factor	0.774	0.823	0.879

EXHIBIT G-242

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oak Street east of California Street

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 14

Daily Totals	NB	SB	EB	WB	Total
	0	0	807	763	1570

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			0		0		0		12:00			14		14		28	
00:15			3		2		5		12:15			16		11		27	
00:30			4		3		7		12:30			9		17		26	
00:45			1	8	0	5	1	13	12:45			12	51	13	55	25	106
01:00			1		1		2		13:00			9		13		22	
01:15			0		0		0		13:15			20		16		36	
01:30			0		0		0		13:30			16		15		31	
01:45			0	1	0	1	0	2	13:45			14	59	14	58	28	117
02:00			3		1		4		14:00			27		11		38	
02:15			0		0		0		14:15			35		9		44	
02:30			1		0		1		14:30			13		7		20	
02:45			0	4	0	1	0	5	14:45			13	88	7	34	20	122
03:00			0		0		0		15:00			15		13		28	
03:15			0		0		0		15:15			9		12		21	
03:30			1		0		1		15:30			20		8		28	
03:45			0	1	0	0	0	1	15:45			16	60	11	44	27	104
04:00			0		0		0		16:00			13		21		34	
04:15			0		1		1		16:15			15		14		29	
04:30			0		1		1		16:30			11		12		23	
04:45			1	1	0	2	1	3	16:45			21	60	16	63	37	123
05:00			0		0		0		17:00			12		15		27	
05:15			2		1		3		17:15			20		19		39	
05:30			2		2		4		17:30			16		15		31	
05:45			2	6	1	4	3	10	17:45			17	65	17	66	34	131
06:00			4		4		8		18:00			16		19		35	
06:15			2		4		6		18:15			24		15		39	
06:30			3		7		10		18:30			16		12		28	
06:45			4	13	6	21	10	34	18:45			15	71	16	62	31	133
07:00			2		13		15		19:00			11		14		25	
07:15			4		10		14		19:15			13		9		22	
07:30			16		12		28		19:30			2		9		11	
07:45			18	40	22	57	40	97	19:45			12	38	3	35	15	73
08:00			11		31		42		20:00			6		4		10	
08:15			18		36		54		20:15			8		7		15	
08:30			15		14		29		20:30			4		4		8	
08:45			15	59	14	95	29	154	20:45			8	26	2	17	10	43
09:00			7		12		19		21:00			4		7		11	
09:15			11		8		19		21:15			10		3		13	
09:30			10		8		18		21:30			4		2		6	
09:45			10	38	7	35	17	73	21:45			5	23	4	16	9	39
10:00			12		4		16		22:00			5		0		5	
10:15			7		11		18		22:15			2		3		5	
10:30			12		3		15		22:30			1		4		5	
10:45			9	40	17	35	26	75	22:45			3	11	1	8	4	19
11:00			12		14		26		23:00			2		1		3	
11:15			8		10		18		23:15			2		0		2	
11:30			12		9		21		23:30			2		2		4	
11:45			6	38	12	45	18	83	23:45			0	6	1	4	1	10
Totals				249		301		550	Totals				558		462		1020
Split %				45.3%		54.7%		35.0%	Split %				54.7%		45.3%		65.0%

Daily Totals	NB	SB	EB	WB	Total
	0	0	807	763	1570

AM Peak Hour	07:30	07:45	07:45	PM Peak Hour	13:30	17:15	13:30
AM Peak Hr Volume	63	103	165	PM Peak Hr Volume	92	70	141
AM Pk Hr Factor	0.875	0.715	0.764	PM Pk Hr Factor	0.657	0.921	0.801

EXHIBIT G-243

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oak Street east of California Street

Day: Tuesday, January 27, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	801	825	1626

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			2		2		4		12:00			13		14		27	
00:15			2		1		3		12:15			12		10		22	
00:30			0		0		0		12:30			10		12		22	
00:45			0	4	3	6	3	10	12:45			16	51	13	49	29	100
01:00			1		1		2		13:00			10		14		24	
01:15			0		1		1		13:15			15		21		36	
01:30			0		0		0		13:30			11		16		27	
01:45			0	1	1	3	1	4	13:45			20	56	24	75	44	131
02:00			0		0		0		14:00			23		16		39	
02:15			0		1		1		14:15			24		12		36	
02:30			1		0		1		14:30			12		9		21	
02:45			0	1	0	1	0	2	14:45			15	74	7	44	22	118
03:00			0		0		0		15:00			15		15		30	
03:15			0		0		0		15:15			20		19		39	
03:30			0		0		0		15:30			9		8		17	
03:45			0	0	0	0	0	0	15:45			7	51	14	56	21	107
04:00			0		1		1		16:00			13		15		28	
04:15			0		0		0		16:15			14		12		26	
04:30			1		1		2		16:30			18		12		30	
04:45			0	1	0	2	0	3	16:45			15	60	22	61	37	121
05:00			2		0		2		17:00			23		20		43	
05:15			2		1		3		17:15			23		16		39	
05:30			2		3		5		17:30			13		26		39	
05:45			1	7	2	6	3	13	17:45			18	77	18	80	36	157
06:00			1		2		3		18:00			19		16		35	
06:15			0		4		4		18:15			18		14		32	
06:30			1		3		4		18:30			16		15		31	
06:45			8	10	9	18	17	28	18:45			14	67	15	60	29	127
07:00			1		11		12		19:00			16		15		31	
07:15			6		10		16		19:15			8		11		19	
07:30			15		10		25		19:30			14		10		24	
07:45			19	41	18	49	37	90	19:45			7	45	10	46	17	91
08:00			16		26		42		20:00			8		4		12	
08:15			10		39		49		20:15			7		4		11	
08:30			18		9		27		20:30			10		7		17	
08:45			14	58	14	88	28	146	20:45			4	29	5	20	9	49
09:00			9		11		20		21:00			5		10		15	
09:15			11		10		21		21:15			5		5		10	
09:30			20		7		27		21:30			6		4		10	
09:45			8	48	12	40	20	88	21:45			4	20	6	25	10	45
10:00			8		9		17		22:00			6		8		14	
10:15			5		5		10		22:15			5		5		10	
10:30			5		7		12		22:30			6		2		8	
10:45			17	35	7	28	24	63	22:45			2	19	2	17	4	36
11:00			9		7		16		23:00			4		3		7	
11:15			7		6		13		23:15			2		4		6	
11:30			11		18		29		23:30			0		1		1	
11:45			9	36	10	41	19	77	23:45			4	10	2	10	6	20
Totals				242		282		524	Totals				559		543		1102
Split %				46.2%		53.8%		32.2%	Split %				50.7%		49.3%		67.8%

Daily Totals	NB	SB	EB	WB	Total
	0	0	801	825	1626

AM Peak Hour	07:45	07:30	07:45	PM Peak Hour	16:30	16:45	16:45
AM Peak Hr Volume	63	93	155	PM Peak Hr Volume	79	84	158
AM Pk Hr Factor	0.875	0.646	0.718	PM Pk Hr Factor	0.564	1.105	0.898

EXHIBIT G-244

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oaks St east of Fairview Street

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 15

Daily Totals	NB	SB	EB	WB	Total
	0	0	804	750	1554

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			0		0		0		12:00			18		12		30	
00:15			2		2		4		12:15			9		11		20	
00:30			1		3		4		12:30			11		15		26	
00:45			1	4	1	6	2	10	12:45			12	50	7	45	19	95
01:00			1		0		1		13:00			16		13		29	
01:15			0		0		0		13:15			14		9		23	
01:30			0		0		0		13:30			15		8		23	
01:45			0	1	0	0	0	1	13:45			12	57	7	37	19	94
02:00			1		0		1		14:00			13		15		28	
02:15			0		0		0		14:15			15		13		28	
02:30			0		0		0		14:30			16		11		27	
02:45			0	1	0	0	0	1	14:45			12	56	17	56	29	112
03:00			0		0		0		15:00			39		15		54	
03:15			0		0		0		15:15			12		12		24	
03:30			1		0		1		15:30			15		11		26	
03:45			0	1	0	0	0	1	15:45			11	77	12	50	23	127
04:00			0		0		0		16:00			12		17		29	
04:15			0		1		1		16:15			7		16		23	
04:30			0		1		1		16:30			11		15		26	
04:45			2	2	0	2	2	4	16:45			13	43	10	58	23	101
05:00			2		0		2		17:00			20		20		40	
05:15			4		1		5		17:15			16		17		33	
05:30			3		4		7		17:30			16		18		34	
05:45			2	11	1	6	3	17	17:45			19	71	24	79	43	150
06:00			2		3		5		18:00			15		28		43	
06:15			2		4		6		18:15			19		20		39	
06:30			2		6		8		18:30			19		15		34	
06:45			7	13	2	15	9	28	18:45			12	65	13	76	25	141
07:00			6		8		14		19:00			13		9		22	
07:15			7		9		16		19:15			7		10		17	
07:30			19		8		27		19:30			9		12		21	
07:45			10	42	13	38	23	80	19:45			5	34	7	38	12	72
08:00			7		24		31		20:00			9		5		14	
08:15			20		33		53		20:15			5		9		14	
08:30			18		14		32		20:30			11		6		17	
08:45			15	60	10	81	25	141	20:45			7	32	4	24	11	56
09:00			23		8		31		21:00			3		5		8	
09:15			16		9		25		21:15			5		9		14	
09:30			11		12		23		21:30			5		5		10	
09:45			15	65	6	35	21	100	21:45			6	19	2	21	8	40
10:00			13		9		22		22:00			4		4		8	
10:15			9		8		17		22:15			4		1		5	
10:30			14		7		21		22:30			1		0		1	
10:45			13	49	8	32	21	81	22:45			1	10	3	8	4	18
11:00			9		9		18		23:00			1		2		3	
11:15			8		6		14		23:15			1		0		1	
11:30			7		12		19		23:30			3		0		3	
11:45			12	36	13	40	25	76	23:45			0	5	1	3	1	8
Totals				285		255		540	Totals				519		495		1014
Split %				52.8%		47.2%		34.7%	Split %				51.2%		48.8%		65.3%

Daily Totals	NB	SB	EB	WB	Total
	0	0	804	750	1554

AM Peak Hour	08:15	07:45	08:15	PM Peak Hour	14:15	17:30	17:45
AM Peak Hr Volume	76	84	141	PM Peak Hr Volume	82	90	159
AM Pk Hr Factor	0.826	0.636	0.665	PM Pk Hr Factor	0.526	0.804	0.924

EXHIBIT G-245

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oaks St east of Fairview Street

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	814	756	1570

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			1		2		3		12:00			14		8		22	
00:15			1		1		2		12:15			11		16		27	
00:30			0		0		0		12:30			14		12		26	
00:45			2	4	2	5	4	9	12:45			15	54	10	46	25	100
01:00			0		1		1		13:00			16		14		30	
01:15			2		0		2		13:15			15		7		22	
01:30			0		0		0		13:30			17		11		28	
01:45			0	2	0	1	0	3	13:45			13	61	7	39	20	100
02:00			0		0		0		14:00			12		21		33	
02:15			0		0		0		14:15			9		17		26	
02:30			0		0		0		14:30			19		11		30	
02:45			0	0	0	0	0	0	14:45			13	53	19	68	32	121
03:00			0		0		0		15:00			41		17		58	
03:15			1		2		3		15:15			11		15		26	
03:30			0		0		0		15:30			12		8		20	
03:45			0	1	0	2	0	3	15:45			9	73	16	56	25	129
04:00			0		1		1		16:00			17		19		36	
04:15			0		2		2		16:15			7		17		24	
04:30			0		0		0		16:30			16		10		26	
04:45			2	2	0	3	2	5	16:45			13	53	15	61	28	114
05:00			3		0		3		17:00			14		18		32	
05:15			3		0		3		17:15			16		16		32	
05:30			2		4		6		17:30			20		16		36	
05:45			3	11	2	6	5	17	17:45			15	65	16	66	31	131
06:00			1		1		2		18:00			17		30		47	
06:15			3		5		8		18:15			26		17		43	
06:30			7		8		15		18:30			19		16		35	
06:45			10	21	7	21	17	42	18:45			20	82	14	77	34	159
07:00			6		8		14		19:00			14		8		22	
07:15			7		8		15		19:15			7		13		20	
07:30			15		10		25		19:30			10		6		16	
07:45			18	46	18	44	36	90	19:45			10	41	3	30	13	71
08:00			9		23		32		20:00			3		5		8	
08:15			16		38		54		20:15			3		10		13	
08:30			20		5		25		20:30			11		8		19	
08:45			14	59	6	72	20	131	20:45			7	24	6	29	13	53
09:00			9		6		15		21:00			6		9		15	
09:15			14		11		25		21:15			10		4		14	
09:30			13		9		22		21:30			4		1		5	
09:45			9	45	12	38	21	83	21:45			4	24	1	15	5	39
10:00			9		8		17		22:00			2		3		5	
10:15			14		6		20		22:15			4		3		7	
10:30			6		6		12		22:30			4		3		7	
10:45			10	39	7	27	17	66	22:45			2	12	4	13	6	25
11:00			10		8		18		23:00			1		3		4	
11:15			9		6		15		23:15			1		0		1	
11:30			11		7		18		23:30			1		0		1	
11:45			9	39	13	34	22	73	23:45			0	3	0	3	0	6
Totals				269		253		522	Totals				545		503		1048
Split %				51.5%		48.5%		33.2%	Split %				52.0%		48.0%		66.8%

Daily Totals	NB	SB	EB	WB	Total
	0	0	814	756	1570

AM Peak Hour	07:45	07:30	07:45	PM Peak Hour	14:30	17:45	18:00
AM Peak Hr Volume	63	89	147	PM Peak Hr Volume	84	79	159
AM Pk Hr Factor	0.685	0.674	0.693	PM Pk Hr Factor	0.538	0.705	0.924

EXHIBIT G-246

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oaks St east of Fairview Street

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	775	774	1549

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			1		0		1		12:00			15		10		25	
00:15			0		5		5		12:15			6		8		14	
00:30			0		1		1		12:30			3		16		19	
00:45			0	1	1	7	1	8	12:45			11	35	8	42	19	77
01:00			1		0		1		13:00			18		12		30	
01:15			0		0		0		13:15			14		11		25	
01:30			0		0		0		13:30			12		9		21	
01:45			0	1	0	0	0	1	13:45			10	54	9	41	19	95
02:00			0		0		0		14:00			14		18		32	
02:15			0		1		1		14:15			12		14		26	
02:30			0		0		0		14:30			21		12		33	
02:45			1	1	0	1	1	2	14:45			11	58	19	63	30	121
03:00			1		0		1		15:00			36		16		52	
03:15			0		1		1		15:15			19		13		32	
03:30			0		1		1		15:30			8		10		18	
03:45			1	2	0	2	1	4	15:45			19	82	15	54	34	136
04:00			0		2		2		16:00			9		20		29	
04:15			0		1		1		16:15			10		18		28	
04:30			1		0		1		16:30			13		32		45	
04:45			2	3	0	3	2	6	16:45			14	46	11	81	25	127
05:00			1		0		1		17:00			14		21		35	
05:15			3		0		3		17:15			22		15		37	
05:30			1		2		3		17:30			14		14		28	
05:45			3	8	2	4	5	12	17:45			17	67	16	66	33	133
06:00			1		3		4		18:00			18		23		41	
06:15			4		4		8		18:15			24		25		49	
06:30			5		5		10		18:30			16		14		30	
06:45			3	13	8	20	11	33	18:45			15	73	15	77	30	150
07:00			7		3		10		19:00			18		15		33	
07:15			3		10		13		19:15			16		11		27	
07:30			17		8		25		19:30			4		8		12	
07:45			17	44	11	32	28	76	19:45			11	49	5	39	16	88
08:00			7		25		32		20:00			4		4		8	
08:15			17		40		57		20:15			2		5		7	
08:30			19		13		32		20:30			7		9		16	
08:45			13	56	6	84	19	140	20:45			6	19	3	21	9	40
09:00			21		7		28		21:00			6		3		9	
09:15			13		10		23		21:15			2		2		4	
09:30			14		15		29		21:30			3		2		5	
09:45			11	59	5	37	16	96	21:45			1	12	4	11	5	23
10:00			15		7		22		22:00			2		3		5	
10:15			10		8		18		22:15			4		2		6	
10:30			12		5		17		22:30			2		8		10	
10:45			10	47	5	25	15	72	22:45			1	9	5	18	6	27
11:00			5		7		12		23:00			0		3		3	
11:15			5		12		17		23:15			3		2		5	
11:30			7		8		15		23:30			1		1		2	
11:45			14	31	13	40	27	71	23:45			1	5	0	6	1	11
Totals				266		255		521	Totals				509		519		1028
Split %				51.1%		48.9%		33.6%	Split %				49.5%		50.5%		66.4%

Daily Totals	NB	SB	EB	WB	Total
	0	0	775	774	1549

AM Peak Hour	08:15	07:45	07:45	PM Peak Hour	14:30	15:45	17:45
AM Peak Hr Volume	70	89	149	PM Peak Hr Volume	87	85	153
AM Pk Hr Factor	0.761	0.674	0.703	PM Pk Hr Factor	0.558	0.759	0.890

EXHIBIT G-247

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oaks St east of Catalina Street

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 16

Daily Totals	NB	SB	EB	WB	Total
	0	0	735	742	1477

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			0		1		1		12:00			15		8		23	
00:15			2		2		4		12:15			14		12		26	
00:30			1		2		3		12:30			12		14		26	
00:45			2	5	2	7	4	12	12:45			12	53	10	44	22	97
01:00			1		0		1		13:00			7		12		19	
01:15			0		0		0		13:15			13		13		26	
01:30			0		0		0		13:30			15		9		24	
01:45			0	1	0	0	0	1	13:45			15	50	24	58	39	108
02:00			1		0		1		14:00			17		16		33	
02:15			1		1		2		14:15			35		7		42	
02:30			0		0		0		14:30			14		16		30	
02:45			0	2	0	1	0	3	14:45			15	81	11	50	26	131
03:00			0		0		0		15:00			10		12		22	
03:15			0		0		0		15:15			9		13		22	
03:30			1		0		1		15:30			12		10		22	
03:45			0	1	0	0	0	1	15:45			10	41	15	50	25	91
04:00			0		1		1		16:00			12		14		26	
04:15			0		0		0		16:15			7		18		25	
04:30			0		0		0		16:30			13		12		25	
04:45			1	1	0	1	1	2	16:45			12	44	9	53	21	97
05:00			1		1		2		17:00			13		14		27	
05:15			5		0		5		17:15			15		18		33	
05:30			4		3		7		17:30			18		20		38	
05:45			4	14	1	5	5	19	17:45			10	56	21	73	31	129
06:00			3		3		6		18:00			19		23		42	
06:15			5		5		10		18:15			15		12		27	
06:30			3		4		7		18:30			18		19		37	
06:45			8	19	4	16	12	35	18:45			15	67	13	67	28	134
07:00			5		7		12		19:00			9		13		22	
07:15			7		5		12		19:15			11		13		24	
07:30			14		9		23		19:30			8		11		19	
07:45			11	37	11	32	22	69	19:45			8	36	9	46	17	82
08:00			10		17		27		20:00			7		9		16	
08:15			17		24		41		20:15			9		7		16	
08:30			14		10		24		20:30			7		7		14	
08:45			17	58	7	58	24	116	20:45			5	28	3	26	8	54
09:00			7		6		13		21:00			4		8		12	
09:15			6		9		15		21:15			4		8		12	
09:30			11		11		22		21:30			2		4		6	
09:45			13	37	11	37	24	74	21:45			7	17	4	24	11	41
10:00			13		5		18		22:00			5		8		13	
10:15			5		8		13		22:15			4		1		5	
10:30			8		6		14		22:30			2		1		3	
10:45			11	37	17	36	28	73	22:45			0	11	3	13	3	24
11:00			8		18		26		23:00			0		3		3	
11:15			10		9		19		23:15			0		1		1	
11:30			9		3		12		23:30			2		0		2	
11:45			9	36	9	39	18	75	23:45			1	3	2	6	3	9
Totals				248		232		480	Totals				487		510		997
Split %				51.7%		48.3%		32.5%	Split %				48.8%		51.2%		67.5%

Daily Totals	NB	SB	EB	WB	Total
	0	0	735	742	1477

AM Peak Hour	08:00	07:45	08:00	PM Peak Hour	13:30	17:15	17:15
AM Peak Hr Volume	58	62	116	PM Peak Hr Volume	82	82	144
AM Pk Hr Factor	0.853	0.646	0.707	PM Pk Hr Factor	0.586	0.891	0.857

EXHIBIT G-248

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oaks St east of Catalina Street

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	751	698	1449

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			2		2		4		12:00			11		8		19	
00:15			1		3		4		12:15			8		16		24	
00:30			0		0		0		12:30			15		11		26	
00:45			1	4	2	7	3	11	12:45			15	49	12	47	27	96
01:00			0		1		1		13:00			14		13		27	
01:15			2		0		2		13:15			14		9		23	
01:30			0		1		1		13:30			16		6		22	
01:45			0	2	0	2	0	4	13:45			10	54	3	31	13	85
02:00			0		0		0		14:00			7		19		26	
02:15			0		0		0		14:15			10		12		22	
02:30			0		0		0		14:30			15		12		27	
02:45			0	0	0	0	0	0	14:45			13	45	11	54	24	99
03:00			0		0		0		15:00			30		15		45	
03:15			1		1		2		15:15			9		19		28	
03:30			0		0		0		15:30			15		11		26	
03:45			0	1	0	1	0	2	15:45			6	60	19	64	25	124
04:00			0		1		1		16:00			14		20		34	
04:15			0		1		1		16:15			9		16		25	
04:30			0		0		0		16:30			9		7		16	
04:45			1	1	0	2	1	3	16:45			14	46	12	55	26	101
05:00			2		0		2		17:00			14		12		26	
05:15			3		0		3		17:15			15		13		28	
05:30			4		1		5		17:30			17		11		28	
05:45			4	13	1	2	5	15	17:45			14	60	20	56	34	116
06:00			2		2		4		18:00			18		20		38	
06:15			5		2		7		18:15			25		18		43	
06:30			9		6		15		18:30			11		14		25	
06:45			8	24	7	17	15	41	18:45			17	71	8	60	25	131
07:00			8		5		13		19:00			10		10		20	
07:15			5		5		10		19:15			15		20		35	
07:30			10		6		16		19:30			8		9		17	
07:45			18	41	19	35	37	76	19:45			9	42	5	44	14	86
08:00			11		17		28		20:00			7		5		12	
08:15			13		36		49		20:15			2		13		15	
08:30			17		4		21		20:30			7		6		13	
08:45			15	56	7	64	22	120	20:45			9	25	5	29	14	54
09:00			12		7		19		21:00			5		9		14	
09:15			16		13		29		21:15			6		6		12	
09:30			19		6		25		21:30			2		6		8	
09:45			13	60	11	37	24	97	21:45			3	16	2	23	5	39
10:00			7		6		13		22:00			3		4		7	
10:15			10		5		15		22:15			1		2		3	
10:30			7		2		9		22:30			3		4		7	
10:45			9	33	6	19	15	52	22:45			2	9	4	14	6	23
11:00			10		11		21		23:00			0		2		2	
11:15			12		5		17		23:15			0		1		1	
11:30			9		7		16		23:30			0		0		0	
11:45			7	38	8	31	15	69	23:45			1	1	1	4	2	5
Totals				273		217		490	Totals				478		481		959
Split %				55.7%		44.3%		33.8%	Split %				49.8%		50.2%		66.2%

Daily Totals	NB	SB	EB	WB	Total
	0	0	751	698	1449

AM Peak Hour	08:45	07:30	07:45	PM Peak Hour	17:30	17:45	17:30
AM Peak Hr Volume	62	78	135	PM Peak Hr Volume	74	72	143
AM Pk Hr Factor	0.912	0.813	0.823	PM Pk Hr Factor	0.529	0.783	0.851

EXHIBIT G-249

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oaks St east of Catalina Street

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	731	704	1435

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			3		0		3		12:00			14		9		23	
00:15			0		5		5		12:15			6		7		13	
00:30			1		1		2		12:30			3		16		19	
00:45			0	4	1	7	1	11	12:45			8	31	8	40	16	71
01:00			1		0		1		13:00			15		14		29	
01:15			0		0		0		13:15			13		10		23	
01:30			0		0		0		13:30			10		13		23	
01:45			1	2	0	0	1	2	13:45			11	49	9	46	20	95
02:00			0		2		2		14:00			11		11		22	
02:15			0		1		1		14:15			11		12		23	
02:30			0		0		0		14:30			19		12		31	
02:45			1	1	0	3	1	4	14:45			10	51	12	47	22	98
03:00			1		0		1		15:00			30		12		42	
03:15			0		1		1		15:15			15		16		31	
03:30			0		1		1		15:30			8		12		20	
03:45			1	2	0	2	1	4	15:45			9	62	16	56	25	118
04:00			0		1		1		16:00			9		22		31	
04:15			0		1		1		16:15			13		19		32	
04:30			1		0		1		16:30			10		19		29	
04:45			0	1	0	2	0	3	16:45			12	44	13	73	25	117
05:00			2		0		2		17:00			14		9		23	
05:15			4		0		4		17:15			17		15		32	
05:30			1		1		2		17:30			14		13		27	
05:45			1	8	1	2	2	10	17:45			21	66	13	50	34	116
06:00			6		4		10		18:00			18		20		38	
06:15			5		3		8		18:15			22		21		43	
06:30			9		3		12		18:30			13		15		28	
06:45			5	25	8	18	13	43	18:45			12	65	20	76	32	141
07:00			4		4		8		19:00			19		15		34	
07:15			6		7		13		19:15			16		7		23	
07:30			14		6		20		19:30			2		8		10	
07:45			20	44	9	26	29	70	19:45			6	43	4	34	10	77
08:00			8		20		28		20:00			4		3		7	
08:15			17		25		42		20:15			3		7		10	
08:30			14		15		29		20:30			7		7		14	
08:45			12	51	4	64	16	115	20:45			5	19	2	19	7	38
09:00			22		7		29		21:00			6		5		11	
09:15			12		5		17		21:15			4		4		8	
09:30			16		11		27		21:30			3		4		7	
09:45			12	62	4	27	16	89	21:45			2	15	5	18	7	33
10:00			15		8		23		22:00			3		2		5	
10:15			12		7		19		22:15			4		4		8	
10:30			6		7		13		22:30			3		8		11	
10:45			10	43	8	30	18	73	22:45			2	12	6	20	8	32
11:00			7		5		12		23:00			0		4		4	
11:15			6		7		13		23:15			1		3		4	
11:30			5		8		13		23:30			1		4		5	
11:45			10	28	13	33	23	61	23:45			1	3	0	11	1	14
Totals				271		214		485	Totals				460		490		950
Split %				55.9%		44.1%		33.8%	Split %				48.4%		51.6%		66.2%

Daily Totals	NB	SB	EB	WB	Total
	0	0	731	704	1435

AM Peak Hour	08:15	07:45	07:45	PM Peak Hour	17:30	18:00	17:45
AM Peak Hr Volume	65	69	128	PM Peak Hr Volume	75	76	143
AM Pk Hr Factor	0.956	0.719	0.780	PM Pk Hr Factor	0.536	0.826	0.851

EXHIBIT G-250

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oaks St east of Frederick Street

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 17

Daily Totals	NB	SB	EB	WB	Total
	0	0	1014	714	1728

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			3		3		6		12:00			4		1		5	
00:15			0		2		2		12:15			0		0		0	
00:30			1		0		1		12:30			4		1		5	
00:45			0	4	1	6	1	10	12:45			20	28	9	11	29	39
01:00			0		1		1		13:00			24		15		39	
01:15			0		0		0		13:15			15		18		33	
01:30			0		0		0		13:30			18		8		26	
01:45			0	0	0	1	0	1	13:45			11	68	16	57	27	125
02:00			0		1		1		14:00			18		9		27	
02:15			0		1		1		14:15			16		15		31	
02:30			0		0		0		14:30			21		9		30	
02:45			0	0	0	2	0	2	14:45			20	75	15	48	35	123
03:00			1		0		1		15:00			30		15		45	
03:15			0		0		0		15:15			26		13		39	
03:30			0		0		0		15:30			19		9		28	
03:45			1	2	0	0	1	2	15:45			15	90	14	51	29	141
04:00			0		2		2		16:00			15		8		23	
04:15			0		0		0		16:15			21		16		37	
04:30			1		0		1		16:30			21		14		35	
04:45			1	2	1	3	2	5	16:45			19	76	18	56	37	132
05:00			4		0		4		17:00			25		18		43	
05:15			6		0		6		17:15			19		15		34	
05:30			8		0		8		17:30			16		14		30	
05:45			5	23	3	3	8	26	17:45			15	75	10	57	25	132
06:00			6		1		7		18:00			24		15		39	
06:15			10		1		11		18:15			30		16		46	
06:30			6		5		11		18:30			24		16		40	
06:45			14	36	4	11	18	47	18:45			13	91	14	61	27	152
07:00			15		8		23		19:00			16		13		29	
07:15			16		9		25		19:15			15		13		28	
07:30			18		10		28		19:30			15		11		26	
07:45			20	69	11	38	31	107	19:45			18	64	11	48	29	112
08:00			20		15		35		20:00			6		8		14	
08:15			10		14		24		20:15			13		6		19	
08:30			18		10		28		20:30			6		9		15	
08:45			10	58	10	49	20	107	20:45			8	33	4	27	12	60
09:00			13		11		24		21:00			5		13		18	
09:15			19		5		24		21:15			1		6		7	
09:30			15		4		19		21:30			4		6		10	
09:45			18	65	18	38	36	103	21:45			5	15	3	28	8	43
10:00			23		9		32		22:00			3		8		11	
10:15			16		14		30		22:15			6		4		10	
10:30			6		9		15		22:30			4		4		8	
10:45			15	60	10	42	25	102	22:45			1	14	3	19	4	33
11:00			25		9		34		23:00			1		4		5	
11:15			10		15		25		23:15			0		0		0	
11:30			13		9		22		23:30			0		3		3	
11:45			14	62	14	47	28	109	23:45			3	4	4	11	7	15
Totals				381		240		621	Totals				633		474		1107
Split %				61.4%		38.6%		35.9%	Split %				57.2%		42.8%		64.1%

Daily Totals	NB	SB	EB	WB	Total
	0	0	1014	714	1728

AM Peak Hour	09:15	09:45	07:15	PM Peak Hour	14:30	16:15	18:00
AM Peak Hr Volume	75	50	119	PM Peak Hr Volume	97	66	152
AM Pk Hr Factor	0.815	0.694	0.850	PM Pk Hr Factor	0.808	0.917	0.826

EXHIBIT G-251

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oaks St east of Frederick Street

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	1032	808	1840

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			4		1		5		12:00			19		15		34	
00:15			0		4		4		12:15			14		11		25	
00:30			0		0		0		12:30			18		15		33	
00:45			0	4	3	8	3	12	12:45			14	65	13	54	27	119
01:00			0		0		0		13:00			23		13		36	
01:15			1		1		2		13:15			19		14		33	
01:30			0		1		1		13:30			24		10		34	
01:45			1	2	0	2	1	4	13:45			21	87	14	51	35	138
02:00			0		0		0		14:00			15		20		35	
02:15			0		0		0		14:15			13		13		26	
02:30			0		0		0		14:30			18		15		33	
02:45			0	0	0	0	0	0	14:45			9	55	15	63	24	118
03:00			0		0		0		15:00			31		14		45	
03:15			1		1		2		15:15			15		16		31	
03:30			0		0		0		15:30			18		6		24	
03:45			0	1	0	1	0	2	15:45			9	73	24	60	33	133
04:00			0		1		1		16:00			19		16		35	
04:15			0		1		1		16:15			14		13		27	
04:30			1		0		1		16:30			19		13		32	
04:45			1	2	0	2	1	4	16:45			14	66	21	63	35	129
05:00			3		0		3		17:00			18		14		32	
05:15			6		0		6		17:15			25		10		35	
05:30			8		0		8		17:30			14		18		32	
05:45			5	22	1	1	6	23	17:45			25	82	13	55	38	137
06:00			4		1		5		18:00			21		19		40	
06:15			11		4		15		18:15			26		18		44	
06:30			13		5		18		18:30			19		14		33	
06:45			10	38	6	16	16	54	18:45			23	89	11	62	34	151
07:00			13		6		19		19:00			13		10		23	
07:15			18		6		24		19:15			18		19		37	
07:30			18		10		28		19:30			18		13		31	
07:45			21	70	13	35	34	105	19:45			11	60	10	52	21	112
08:00			10		10		20		20:00			16		10		26	
08:15			10		28		38		20:15			6		11		17	
08:30			18		15		33		20:30			8		9		17	
08:45			14	52	6	59	20	111	20:45			13	43	13	43	26	86
09:00			11		16		27		21:00			8		13		21	
09:15			11		13		24		21:15			8		10		18	
09:30			20		8		28		21:30			8		6		14	
09:45			19	61	14	51	33	112	21:45			5	29	3	32	8	61
10:00			11		15		26		22:00			6		4		10	
10:15			11		4		15		22:15			3		3		6	
10:30			18		6		24		22:30			6		8		14	
10:45			16	56	10	35	26	91	22:45			1	16	6	21	7	37
11:00			10		13		23		23:00			0		4		4	
11:15			18		9		27		23:15			1		0		1	
11:30			9		8		17		23:30			0		0		0	
11:45			18	55	8	38	26	93	23:45			3	4	0	4	3	8
Totals				363		248		611	Totals				669		560		1229
Split %				59.4%		40.6%		33.2%	Split %				54.4%		45.6%		66.8%

Daily Totals	NB	SB	EB	WB	Total
	0	0	1032	808	1840

AM Peak Hour	07:00	07:45	07:45	PM Peak Hour	17:45	17:30	17:45
AM Peak Hr Volume	70	66	125	PM Peak Hr Volume	91	68	155
AM Pk Hr Factor	0.761	0.917	0.893	PM Pk Hr Factor	0.758	0.944	0.842

EXHIBIT G-252

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oaks St east of Frederick Street

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	915	696	1611

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			1		1		2		12:00			14		8		22	
00:15			0		3		3		12:15			13		5		18	
00:30			0		3		3		12:30			9		10		19	
00:45			1	2	1	8	2	10	12:45			10	46	4	27	14	73
01:00			1		1		2		13:00			20		11		31	
01:15			0		0		0		13:15			15		11		26	
01:30			0		0		0		13:30			23		9		32	
01:45			0	1	3	4	3	5	13:45			15	73	14	45	29	118
02:00			0		1		1		14:00			14		18		32	
02:15			0		1		1		14:15			18		11		29	
02:30			1		0		1		14:30			16		11		27	
02:45			0	1	1	3	1	4	14:45			11	59	6	46	17	105
03:00			1		0		1		15:00			33		11		44	
03:15			0		0		0		15:15			19		19		38	
03:30			1		0		1		15:30			14		9		23	
03:45			1	3	0	0	1	3	15:45			10	76	20	59	30	135
04:00			0		0		0		16:00			15		20		35	
04:15			0		3		3		16:15			19		16		35	
04:30			1		1		2		16:30			19		25		44	
04:45			0	1	0	4	0	5	16:45			14	67	15	76	29	143
05:00			3		0		3		17:00			20		10		30	
05:15			8		0		8		17:15			26		13		39	
05:30			5		1		6		17:30			23		9		32	
05:45			3	19	3	4	6	23	17:45			20	89	13	45	33	134
06:00			10		3		13		18:00			16		16		32	
06:15			11		5		16		18:15			25		11		36	
06:30			11		0		11		18:30			20		23		43	
06:45			9	41	13	21	22	62	18:45			14	75	19	69	33	144
07:00			10		5		15		19:00			23		8		31	
07:15			15		6		21		19:15			15		11		26	
07:30			15		9		24		19:30			6		9		15	
07:45			11	51	5	25	16	76	19:45			9	53	13	41	22	94
08:00			14		15		29		20:00			5		6		11	
08:15			11		23		34		20:15			5		10		15	
08:30			18		18		36		20:30			6		10		16	
08:45			14	57	10	66	24	123	20:45			8	24	5	31	13	55
09:00			15		5		20		21:00			11		8		19	
09:15			16		9		25		21:15			8		5		13	
09:30			14		14		28		21:30			6		5		11	
09:45			10	55	5	33	15	88	21:45			8	33	9	27	17	60
10:00			1		0		1		22:00			1		4		5	
10:15			1		0		1		22:15			8		4		12	
10:30			0		0		0		22:30			1		8		9	
10:45			3	5	0	0	3	5	22:45			4	14	3	19	7	33
11:00			11		4		15		23:00			0		4		4	
11:15			15		13		28		23:15			4		1		5	
11:30			15		4		19		23:30			3		4		7	
11:45			21	62	10	31	31	93	23:45			1	8	3	12	4	20
Totals				298		199		497	Totals				617		497		1114
Split %				60.0%		40.0%		30.9%	Split %				55.4%		44.6%		69.1%

Daily Totals	NB	SB	EB	WB	Total
	0	0	915	696	1611

AM Peak Hour	08:30	08:00	08:00	PM Peak Hour	17:00	15:45	18:00
AM Peak Hr Volume	63	66	123	PM Peak Hr Volume	89	81	144
AM Pk Hr Factor	0.685	0.917	0.879	PM Pk Hr Factor	0.742	1.125	0.783

EXHIBIT G-253

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Hollywood Way and Cordova Street south of Oak St

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site #: 18

Daily Totals	NB	SB	EB	WB	Total
	124	145	0	0	269

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	2		0						2		12:00	2		3						5	
00:15	0		2						2		12:15	3		1						4	
00:30	2		1						3		12:30	3		2						5	
00:45	1	5	1	4					2	9	12:45	3	11	3	9					6	20
01:00	0		0						0		13:00	1		4						5	
01:15	0		0						0		13:15	2		2						4	
01:30	0		0						0		13:30	4		2						6	
01:45	0	0	0	0					0	0	13:45	4	11	1	9					5	20
02:00	0		0						0		14:00	1		2						3	
02:15	0		0						0		14:15	0		1						1	
02:30	0		0						0		14:30	3		0						3	
02:45	0	0	0	0					0	0	14:45	1	5	2	5					3	10
03:00	0		0						0		15:00	2		1						3	
03:15	0		0						0		15:15	1		4						5	
03:30	0		0						0		15:30	3		0						3	
03:45	0	0	0	0					0	0	15:45	1	7	1	6					2	13
04:00	0		0						0		16:00	2		2						4	
04:15	0		0						0		16:15	2		1						3	
04:30	0		0						0		16:30	1		4						5	
04:45	0	0	0	0					0	0	16:45	2	7	0	7					2	14
05:00	0		0						0		17:00	2		4						6	
05:15	1		0						1		17:15	4		1						5	
05:30	0		0						0		17:30	0		3						3	
05:45	0	1	0	0					0	1	17:45	2	8	8	16					10	24
06:00	1		0						1		18:00	2		4						6	
06:15	0		0						0		18:15	2		4						6	
06:30	2		1						3		18:30	4		1						5	
06:45	0	3	4	5					4	8	18:45	2	10	3	12					5	22
07:00	0		0						0		19:00	1		5						6	
07:15	3		3						6		19:15	1		3						4	
07:30	5		2						7		19:30	0		0						0	
07:45	2	10	2	7					4	17	19:45	1	3	2	10					3	13
08:00	5		1						6		20:00	2		1						3	
08:15	6		3						9		20:15	0		3						3	
08:30	0		3						3		20:30	2		5						7	
08:45	1	12	1	8					2	20	20:45	2	6	3	12					5	18
09:00	10		1						11		21:00	0		2						2	
09:15	2		6						8		21:15	0		1						1	
09:30	2		2						4		21:30	0		0						0	
09:45	0	14	1	10					1	24	21:45	1	1	2	5					3	6
10:00	1		1						2		22:00	0		1						1	
10:15	0		2						2		22:15	0		1						1	
10:30	1		1						2		22:30	0		1						1	
10:45	2	4	3	7					5	11	22:45	0	0	1	4					1	4
11:00	0		0						0		23:00	0		0						0	
11:15	1		2						3		23:15	1		3						4	
11:30	2		1						3		23:30	0		0						0	
11:45	2	5	2	5					4	10	23:45	0	1	1	4					1	5
Totals		54		46						100	Totals		70		99						169
Split %		54.0%		46.0%						37.2%	Split %		41.4%		58.6%						62.8%

Daily Totals	NB	SB	EB	WB	Total
	124	145	0	0	269

AM Peak Hour	07:30	08:30	07:30	PM Peak Hour	13:15	17:30	17:45
AM Peak Volume	18	11	26	PM Peak Volume	11	19	27
AM Pk Hr Factor	0.750	0.458	0.722	PM Pk Hr Factor	0.688	0.594	0.675

EXHIBIT G-254

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Hollywood Way and Cordova Street south of Oak St

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	139	143	0	0	282

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	1		2						3	
00:15	1		0						1		12:15	0		3						3	
00:30	1		0						1		12:30	3		1						4	
00:45	0	2	1	1					1	3	12:45	3	7	1	7					4	14
01:00	0		1						1		13:00	0		4						4	
01:15	0		0						0		13:15	5		1						6	
01:30	0		0						0		13:30	1		0						1	
01:45	0	0	0	1					0	1	13:45	3	9	3	8					6	17
02:00	0		0						0		14:00	1		1						2	
02:15	0		0						0		14:15	1		3						4	
02:30	0		0						0		14:30	2		1						3	
02:45	0	0	0	0					0	0	14:45	1	5	2	7					3	12
03:00	0		0						0		15:00	3		0						3	
03:15	0		0						0		15:15	5		3						8	
03:30	0		0						0		15:30	1		1						2	
03:45	0	0	0	0					0	0	15:45	1	10	2	6					3	16
04:00	0		0						0		16:00	2		1						3	
04:15	0		0						0		16:15	2		1						3	
04:30	0		0						0		16:30	2		1						3	
04:45	0	0	0	0					0	0	16:45	0	6	0	3					0	9
05:00	0		0						0		17:00	3		1						4	
05:15	0		0						0		17:15	2		7						9	
05:30	0		0						0		17:30	4		0						4	
05:45	0	0	0	0					0	0	17:45	0	9	6	14					6	23
06:00	1		0						1		18:00	2		7						9	
06:15	1		1						2		18:15	0		1						1	
06:30	1		2						3		18:30	2		2						4	
06:45	0	3	2	5					2	8	18:45	4	8	2	12					6	20
07:00	0		0						0		19:00	4		0						4	
07:15	1		2						3		19:15	1		4						5	
07:30	3		1						4		19:30	2		2						4	
07:45	6	10	5	8					11	18	19:45	0	7	0	6					0	13
08:00	3		5						8		20:00	1		2						3	
08:15	2		1						3		20:15	3		3						6	
08:30	3		1						4		20:30	0		6						6	
08:45	6	14	1	8					7	22	20:45	1	5	3	14					4	19
09:00	5		0						5		21:00	2		2						4	
09:15	3		3						6		21:15	0		3						3	
09:30	5		2						7		21:30	0		2						2	
09:45	2	15	4	9					6	24	21:45	2	4	2	9					4	13
10:00	3		0						3		22:00	1		1						2	
10:15	3		4						7		22:15	0		0						0	
10:30	3		3						6		22:30	0		0						0	
10:45	3	12	4	11					7	23	22:45	0	1	1	2					1	3
11:00	5		2						7		23:00	0		0						0	
11:15	1		5						6		23:15	0		0						0	
11:30	2		3						5		23:30	0		0						0	
11:45	3	11	1	11					4	22	23:45	1	1	1	1					2	2
Totals		67		54						121	Totals		72		89						161
Split %		55.4%		44.6%						42.9%	Split %		44.7%		55.3%						57.1%

Daily Totals	NB	SB	EB	WB	Total
	139	143	0	0	282

AM Peak Hour	08:45	10:45	11:00	PM Peak Hour	18:45	17:15	17:15
AM Peak Volume	19	14	27	PM Peak Volume	11	20	28
AM Pk Hr Factor	0.792	0.583	0.750	PM Pk Hr Factor	0.688	0.625	0.700

EXHIBIT G-255

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Hollywood Way and Cordova Street south of Oak St

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	129	133	0	0	262

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	2		2						4	
00:15	0		0						0		12:15	1		1						2	
00:30	0		0						0		12:30	2		3						5	
00:45	0	0	1	1					1	1	12:45	2	7	2	8					4	15
01:00	0		0						0		13:00	2		1						3	
01:15	0		0						0		13:15	2		1						3	
01:30	0		0						0		13:30	1		2						3	
01:45	0	0	0	0					0	0	13:45	1	6	3	7					4	13
02:00	0		0						0		14:00	2		3						5	
02:15	0		0						0		14:15	0		0						0	
02:30	0		0						0		14:30	5		2						7	
02:45	0	0	1	1					1	1	14:45	0	7	1	6					1	13
03:00	0		0						0		15:00	3		2						5	
03:15	0		0						0		15:15	3		1						4	
03:30	0		0						0		15:30	0		2						2	
03:45	0	0	0	0					0	0	15:45	2	8	2	7					4	15
04:00	0		0						0		16:00	5		2						7	
04:15	0		0						0		16:15	4		1						5	
04:30	0		0						0		16:30	0		3						3	
04:45	0	0	1	1					1	1	16:45	2	11	1	7					3	18
05:00	0		0						0		17:00	1		5						6	
05:15	0		0						0		17:15	2		1						3	
05:30	0		0						0		17:30	2		1						3	
05:45	1	1	0	0					1	1	17:45	3	8	1	8					4	16
06:00	2		0						2		18:00	2		7						9	
06:15	2		1						3		18:15	1		1						2	
06:30	3		0						3		18:30	2		1						3	
06:45	0	7	1	2					1	9	18:45	0	5	4	13					4	18
07:00	1		1						2		19:00	2		3						5	
07:15	2		3						5		19:15	3		1						4	
07:30	3		3						6		19:30	2		3						5	
07:45	4	10	4	11					8	21	19:45	1	8	2	9					3	17
08:00	6		6						12		20:00	0		0						0	
08:15	5		2						7		20:15	0		0						0	
08:30	2		2						4		20:30	1		2						3	
08:45	4	17	3	13					7	30	20:45	0	1	5	7					5	8
09:00	5		1						6		21:00	2		2						4	
09:15	2		1						3		21:15	0		3						3	
09:30	2		3						5		21:30	0		2						2	
09:45	2	11	2	7					4	18	21:45	0	2	2	9					2	11
10:00	2		1						3		22:00	0		1						1	
10:15	2		1						3		22:15	0		0						0	
10:30	3		0						3		22:30	2		0						2	
10:45	1	8	1	3					2	11	22:45	0	2	0	1					0	3
11:00	4		0						4		23:00	0		2						2	
11:15	1		3						4		23:15	0		0						0	
11:30	3		1						4		23:30	0		1						1	
11:45	2	10	3	7					5	17	23:45	0	0	2	5					2	5
Totals		64		46						110	Totals		65		87						152
Split %		58.2%		41.8%						42.0%	Split %		42.8%		57.2%						58.0%

Daily Totals	NB	SB	EB	WB	Total
	129	133	0	0	262

AM Peak Hour	07:30	07:15	11:00	PM Peak Hour	16:00	18:00	17:15
AM Peak Volume	18	16	33	PM Peak Volume	11	13	19
AM Pk Hr Factor	0.750	0.667	0.917	PM Pk Hr Factor	0.688	0.406	0.475

EXHIBIT G-256

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Cordova Street south of Oak Street

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 19

Daily Totals	NB	SB	EB	WB	Total
	115	479	0	0	594

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		2						3		12:00	1		8						9	
00:15	0		1						1		12:15	2		7						9	
00:30	0		0						0		12:30	1		8						9	
00:45	0	1	2	5					2	6	12:45	3	7	7	30					10	37
01:00	0		1						1		13:00	2		9						11	
01:15	0		1						1		13:15	3		8						11	
01:30	0		0						0		13:30	4		9						13	
01:45	1	1	1	3					2	4	13:45	1	10	6	32					7	42
02:00	0		1						1		14:00	0		8						8	
02:15	0		1						1		14:15	3		10						13	
02:30	0		0						0		14:30	0		11						11	
02:45	0	0	0	2					0	2	14:45	1	4	9	38					10	42
03:00	0		0						0		15:00	3		5						8	
03:15	0		0						0		15:15	4		3						7	
03:30	0		0						0		15:30	1		4						5	
03:45	0	0	0	0					0	0	15:45	4	12	10	22					14	34
04:00	0		1						1		16:00	0		5						5	
04:15	0		0						0		16:15	4		6						10	
04:30	0		1						1		16:30	1		6						7	
04:45	0	0	1	3					1	3	16:45	3	8	12	29					15	37
05:00	0		0						0		17:00	2		13						15	
05:15	1		0						1		17:15	3		10						13	
05:30	0		3						3		17:30	5		6						11	
05:45	0	1	1	4					1	5	17:45	1	11	6	35					7	46
06:00	0		2						2		18:00	1		11						12	
06:15	0		2						2		18:15	2		5						7	
06:30	0		1						1		18:30	2		6						8	
06:45	2	2	7	12					9	14	18:45	1	6	9	31					10	37
07:00	0		8						8		19:00	0		6						6	
07:15	2		7						9		19:15	1		6						7	
07:30	5		9						14		19:30	0		5						5	
07:45	1	8	6	30					7	38	19:45	0	1	6	23					6	24
08:00	3		14						17		20:00	1		5						6	
08:15	3		11						14		20:15	1		3						4	
08:30	4		13						17		20:30	1		4						5	
08:45	2	12	15	53					17	65	20:45	0	3	1	13					1	16
09:00	2		16						18		21:00	1		2						3	
09:15	1		9						10		21:15	0		7						7	
09:30	5		7						12		21:30	1		2						3	
09:45	1	9	4	36					5	45	21:45	1	3	11	22					12	25
10:00	2		2						4		22:00	2		1						3	
10:15	2		2						4		22:15	0		3						3	
10:30	0		7						7		22:30	0		1						1	
10:45	3	7	10	21					13	28	22:45	0	2	3	8					3	10
11:00	3		6						9		23:00	0		1						1	
11:15	3		5						8		23:15	0		2						2	
11:30	0		3						3		23:30	1		1						2	
11:45	0	6	5	19					5	25	23:45	0	1	4	8					4	9
Totals		47		188					235		Totals		68		291					359	
Split %		20.0%		80.0%					39.6%		Split %		18.9%		81.1%					60.4%	

Daily Totals	NB	SB	EB	WB	Total
	115	479	0	0	594

AM Peak Hour	08:00	08:15	08:15	PM Peak Hour	16:45	16:45	16:45
AM Peak Volume	12	55	66	PM Peak Volume	13	41	54
AM Pk Hr Factor	0.750	0.859	0.917	PM Pk Hr Factor	0.650	0.788	0.900

EXHIBIT G-257

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Cordova Street south of Oak Street

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	152	503	0	0	655

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		4						4		12:00	3		6						9	
00:15	0		0						0		12:15	6		5						11	
00:30	1		0						1		12:30	1		11						12	
00:45	0	1	0	4					0	5	12:45	4	14	7	29					11	43
01:00	0		1						1		13:00	2		11						13	
01:15	0		2						2		13:15	2		8						10	
01:30	0		0						0		13:30	3		9						12	
01:45	1	1	0	3					1	4	13:45	6	13	10	38					16	51
02:00	1		1						2		14:00	2		7						9	
02:15	0		0						0		14:15	3		9						12	
02:30	0		0						0		14:30	0		4						4	
02:45	0	1	0	1					0	2	14:45	5	10	9	29					14	39
03:00	0		0						0		15:00	1		18						19	
03:15	0		0						0		15:15	3		16						19	
03:30	0		0						0		15:30	1		6						7	
03:45	0	0	0	0					0	0	15:45	3	8	5	45					8	53
04:00	0		0						0		16:00	4		5						9	
04:15	0		1						1		16:15	0		6						6	
04:30	0		0						0		16:30	5		4						9	
04:45	1	1	0	1					1	2	16:45	2	11	8	23					10	34
05:00	0		0						0		17:00	5		10						15	
05:15	0		0						0		17:15	2		13						15	
05:30	0		1						1		17:30	4		8						12	
05:45	0	0	1	2					1	2	17:45	3	14	3	34					6	48
06:00	0		0						0		18:00	3		6						9	
06:15	1		4						5		18:15	1		9						10	
06:30	0		1						1		18:30	5		8						13	
06:45	0	1	7	12					7	13	18:45	0	9	11	34					11	43
07:00	0		6						6		19:00	2		8						10	
07:15	3		6						9		19:15	6		6						12	
07:30	6		2						8		19:30	3		5						8	
07:45	3	12	13	27					16	39	19:45	0	11	4	23					4	34
08:00	1		12						13		20:00	2		4						6	
08:15	2		11						13		20:15	1		8						9	
08:30	5		14						19		20:30	1		0						1	
08:45	3	11	18	55					21	66	20:45	0	4	6	18					6	22
09:00	1		8						9		21:00	1		6						7	
09:15	4		7						11		21:15	2		3						5	
09:30	4		5						9		21:30	1		5						6	
09:45	2	11	6	26					8	37	21:45	0	4	4	18					4	22
10:00	1		7						8		22:00	1		5						6	
10:15	2		10						12		22:15	0		6						6	
10:30	1		4						5		22:30	0		5						5	
10:45	0	4	5	26					5	30	22:45	2	3	4	20					6	23
11:00	0		7						7		23:00	0		5						5	
11:15	1		5						6		23:15	1		3						4	
11:30	2		2						4		23:30	0		1						1	
11:45	3	6	10	24					13	30	23:45	1	2	2	11					3	13
Totals		49		181					230		Totals		103		322					425	
Split %		21.3%		78.7%					35.1%		Split %		24.2%		75.8%					64.9%	

Daily Totals	NB	SB	EB	WB	Total
	152	503	0	0	655

AM Peak Hour	08:30	08:00	11:00	PM Peak Hour	17:00	14:45	14:45
AM Peak Volume	13	55	66	PM Peak Volume	14	49	59
AM Pk Hr Factor	0.813	0.859	0.917	PM Pk Hr Factor	0.700	0.942	0.983

EXHIBIT G-258

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Cordova Street south of Oak Street

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	127	491	0	0	618

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		2						3		12:00	3		4						7	
00:15	0		0						0		12:15	4		8						12	
00:30	1		1						2		12:30	3		5						8	
00:45	0	2	3	6					3	8	12:45	1	11	7	24					8	35
01:00	0		1						1		13:00	1		4						5	
01:15	0		0						0		13:15	3		9						12	
01:30	0		1						1		13:30	1		6						7	
01:45	0	0	2	4					2	4	13:45	5	10	10	29					15	39
02:00	0		1						1		14:00	3		7						10	
02:15	1		0						1		14:15	1		5						6	
02:30	0		0						0		14:30	4		7						11	
02:45	0	1	0	1					0	2	14:45	6	14	8	27					14	41
03:00	0		0						0		15:00	2		15						17	
03:15	0		0						0		15:15	1		5						6	
03:30	0		0						0		15:30	3		6						9	
03:45	0	0	0	0					0	0	15:45	3	9	6	32					9	41
04:00	0		0						0		16:00	2		6						8	
04:15	0		1						1		16:15	1		13						14	
04:30	0		0						0		16:30	1		9						10	
04:45	0	0	0	1					0	1	16:45	1	5	5	33					6	38
05:00	0		1						1		17:00	3		6						9	
05:15	0		1						1		17:15	5		9						14	
05:30	1		1						2		17:30	2		12						14	
05:45	0	1	3	6					3	7	17:45	3	13	8	35					11	48
06:00	0		2						2		18:00	2		7						9	
06:15	0		4						4		18:15	2		13						15	
06:30	2		2						4		18:30	1		10						11	
06:45	1	3	5	13					6	16	18:45	0	5	4	34					4	39
07:00	2		6						8		19:00	2		8						10	
07:15	4		5						9		19:15	2		10						12	
07:30	2		8						10		19:30	3		7						10	
07:45	1	9	8	27					9	36	19:45	1	8	4	29					5	37
08:00	1		6						7		20:00	0		4						4	
08:15	1		18						19		20:15	1		10						11	
08:30	0		16						16		20:30	1		8						9	
08:45	3	5	9	49					12	54	20:45	1	3	2	24					3	27
09:00	1		5						6		21:00	1		7						8	
09:15	3		15						18		21:15	1		3						4	
09:30	1		5						6		21:30	0		4						4	
09:45	3	8	5	30					8	38	21:45	0	2	4	18					4	20
10:00	2		7						9		22:00	2		5						7	
10:15	2		8						10		22:15	0		4						4	
10:30	1		5						6		22:30	0		5						5	
10:45	2	7	3	23					5	30	22:45	0	2	2	16					2	18
11:00	0		4						4		23:00	1		4						5	
11:15	2		3						5		23:15	1		4						5	
11:30	2		6						8		23:30	0		0						0	
11:45	1	5	6	19					7	24	23:45	2	4	3	11					5	15
Totals		41		179					220		Totals		86		312					398	
Split %		18.6%		81.4%					35.6%		Split %		21.6%		78.4%					64.4%	

Daily Totals	NB	SB	EB	WB	Total
	127	491	0	0	618

AM Peak Hour	09:15	08:00	11:00	PM Peak Hour	14:00	17:30	17:30
AM Peak Volume	9	49	54	PM Peak Volume	14	40	49
AM Pk Hr Factor	0.563	0.766	0.750	PM Pk Hr Factor	0.700	0.769	0.817

EXHIBIT G-259

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Avon Street south of Oak Street

Day: Tuesday, January 27, 2015 **City:** Burbank, CA

Site # 20

Daily Totals	NB	SB	EB	WB	Total
	557	301	0	0	858

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		0						1		12:00	4		4						8	
00:15	3		2						5		12:15	10		4						14	
00:30	0		0						0		12:30	3		3						6	
00:45	0	4	0	2					0	6	12:45	5	22	3	14					8	36
01:00	0		0						0		13:00	5		2						7	
01:15	1		0						1		13:15	5		1						6	
01:30	0		0						0		13:30	6		4						10	
01:45	0	1	1	1					1	2	13:45	11	27	2	9					13	36
02:00	0		1						1		14:00	16		12						28	
02:15	1		0						1		14:15	12		5						17	
02:30	0		0						0		14:30	4		3						7	
02:45	0	1	0	1					0	2	14:45	7	39	4	24					11	63
03:00	0		0						0		15:00	14		6						20	
03:15	0		0						0		15:15	7		4						11	
03:30	0		0						0		15:30	12		5						17	
03:45	0	0	1	1					1	1	15:45	10	43	2	17					12	60
04:00	1		0						1		16:00	10		5						15	
04:15	0		1						1		16:15	8		7						15	
04:30	0		0						0		16:30	13		7						20	
04:45	2	3	1	2					3	5	16:45	19	50	3	22					22	72
05:00	0		0						0		17:00	15		6						21	
05:15	0		0						0		17:15	17		0						17	
05:30	3		2						5		17:30	17		4						21	
05:45	1	4	1	3					2	7	17:45	13	62	3	13					16	75
06:00	1		0						1		18:00	20		4						24	
06:15	1		3						4		18:15	18		2						20	
06:30	2		0						2		18:30	25		5						30	
06:45	6	10	2	5					8	15	18:45	11	74	0	11					11	85
07:00	7		12						19		19:00	10		2						12	
07:15	3		5						8		19:15	1		1						2	
07:30	8		8						16		19:30	7		4						11	
07:45	8	26	8	33					16	59	19:45	11	29	3	10					14	39
08:00	6		10						16		20:00	4		6						10	
08:15	13		17						30		20:15	7		3						10	
08:30	5		11						16		20:30	3		1						4	
08:45	7	31	3	41					10	72	20:45	4	18	1	11					5	29
09:00	11		12						23		21:00	4		3						7	
09:15	5		13						18		21:15	3		3						6	
09:30	9		6						15		21:30	6		4						10	
09:45	2	27	1	32					3	59	21:45	2	15	5	15					7	30
10:00	7		3						10		22:00	3		1						4	
10:15	5		3						8		22:15	6		1						7	
10:30	6		3						9		22:30	3		0						3	
10:45	6	24	4	13					10	37	22:45	3	15	2	4					5	19
11:00	6		1						7		23:00	3		0						3	
11:15	4		4						8		23:15	1		4						5	
11:30	6		2						8		23:30	1		1						2	
11:45	8	24	5	12					13	36	23:45	3	8	0	5					3	13
Totals		155		146					301		Totals		402		155					557	
Split %		51.5%		48.5%					35.1%		Split %		72.2%		27.8%					64.9%	

Daily Totals	NB	SB	EB	WB	Total
	557	301	0	0	858

AM Peak Hour	08:15	07:45	08:15	PM Peak Hour	17:45	14:00	17:45
AM Peak Volume	36	46	79	PM Peak Volume	76	24	90
AM Pk Hr Factor	0.692	0.676	0.658	PM Pk Hr Factor	0.760	0.500	0.750

EXHIBIT G-260

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Lima Street south of Oak Street

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 21

Daily Totals	NB	SB	EB	WB	Total
	428	302	0	0	730

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		2						2		12:00	9		3						12	
00:15	1		0						1		12:15	5		6						11	
00:30	1		1						2		12:30	6		3						9	
00:45	0	2	0	3					0	5	12:45	8	28	7	19					15	47
01:00	0		1						1		13:00	13		4						17	
01:15	0		0						0		13:15	11		2						13	
01:30	3		1						4		13:30	9		7						16	
01:45	0	3	0	2					0	5	13:45	14	47	10	23					24	70
02:00	0		2						2		14:00	12		19						31	
02:15	0		0						0		14:15	13		8						21	
02:30	0		0						0		14:30	4		2						6	
02:45	0	0	0	2					0	2	14:45	3	32	3	32					6	64
03:00	0		0						0		15:00	3		6						9	
03:15	0		0						0		15:15	6		5						11	
03:30	1		1						2		15:30	9		5						14	
03:45	0	1	0	1					0	2	15:45	4	22	6	22					10	44
04:00	0		0						0		16:00	6		3						9	
04:15	0		1						1		16:15	10		4						14	
04:30	0		0						0		16:30	7		3						10	
04:45	0	0	1	2					1	2	16:45	8	31	3	13					11	44
05:00	0		0						0		17:00	5		3						8	
05:15	0		0						0		17:15	11		5						16	
05:30	0		0						0		17:30	16		2						18	
05:45	0	0	0	0					0	0	17:45	7	39	2	12					9	51
06:00	1		1						2		18:00	11		8						19	
06:15	2		1						3		18:15	17		1						18	
06:30	2		2						4		18:30	10		4						14	
06:45	1	6	1	5					2	11	18:45	10	48	5	18					15	66
07:00	4		4						8		19:00	5		1						6	
07:15	2		0						2		19:15	2		4						6	
07:30	5		5						10		19:30	7		3						10	
07:45	12	23	8	17					20	40	19:45	2	16	0	8					2	24
08:00	12		12						24		20:00	4		2						6	
08:15	14		17						31		20:15	5		4						9	
08:30	8		17						25		20:30	4		5						9	
08:45	5	39	8	54					13	93	20:45	5	18	0	11					5	29
09:00	6		5						11		21:00	1		1						2	
09:15	4		7						11		21:15	3		0						3	
09:30	4		3						7		21:30	1		0						1	
09:45	4	18	5	20					9	38	21:45	2	7	3	4					5	11
10:00	5		6						11		22:00	5		4						9	
10:15	3		3						6		22:15	2		1						3	
10:30	2		3						5		22:30	1		1						2	
10:45	2	12	4	16					6	28	22:45	1	9	2	8					3	17
11:00	6		1						7		23:00	1		1						2	
11:15	4		2						6		23:15	0		0						0	
11:30	8		1						9		23:30	1		0						1	
11:45	6	24	5	9					11	33	23:45	1	3	0	1					1	4
Totals		128		131					259		Totals		300		171					471	
Split %		49.4%		50.6%					35.5%		Split %		63.7%		36.3%					64.5%	

Daily Totals	NB	SB	EB	WB	Total
	428	302	0	0	730

AM Peak Hour	07:45	08:00	07:45	PM Peak Hour	17:30	13:30	13:30
AM Peak Volume	46	54	100	PM Peak Volume	51	44	92
AM Pk Hr Factor	0.821	0.794	0.806	PM Pk Hr Factor	0.750	0.579	0.742

EXHIBIT G-261

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Lima Street south of Oak Street

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	423	297	0	0	720

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	2		0						2		12:00	11		5						16	
00:15	1		0						1		12:15	3		1						4	
00:30	4		1						5		12:30	7		4						11	
00:45	0	7	0	1					0	8	12:45	2	23	5	15					7	38
01:00	1		1						2		13:00	4		4						8	
01:15	0		1						1		13:15	4		3						7	
01:30	0		1						1		13:30	5		5						10	
01:45	1	2	0	3					1	5	13:45	5	18	9	21					14	39
02:00	0		0						0		14:00	6		3						9	
02:15	0		1						1		14:15	10		8						18	
02:30	0		0						0		14:30	9		15						24	
02:45	0	0	0	1					0	1	14:45	14	39	3	29					17	68
03:00	0		0						0		15:00	7		18						25	
03:15	0		0						0		15:15	5		8						13	
03:30	0		0						0		15:30	6		4						10	
03:45	0	0	1	1					1	1	15:45	6	24	2	32					8	56
04:00	0		0						0		16:00	4		5						9	
04:15	0		0						0		16:15	12		6						18	
04:30	0		0						0		16:30	6		1						7	
04:45	1	1	0	0					1	1	16:45	10	32	4	16					14	48
05:00	0		1						1		17:00	13		2						15	
05:15	0		0						0		17:15	17		4						21	
05:30	1		1						2		17:30	20		3						23	
05:45	1	2	0	2					1	4	17:45	8	58	8	17					16	75
06:00	1		1						2		18:00	17		3						20	
06:15	1		3						4		18:15	20		2						22	
06:30	3		2						5		18:30	17		1						18	
06:45	1	6	3	9					4	15	18:45	13	67	1	7					14	74
07:00	6		11						17		19:00	8		1						9	
07:15	3		2						5		19:15	3		2						5	
07:30	3		7						10		19:30	3		9						12	
07:45	10	22	5	25					15	47	19:45	1	15	3	15					4	30
08:00	9		8						17		20:00	5		0						5	
08:15	17		17						34		20:15	1		0						1	
08:30	8		10						18		20:30	1		1						2	
08:45	1	35	7	42					8	77	20:45	0	7	3	4					3	11
09:00	4		2						6		21:00	0		2						2	
09:15	5		4						9		21:15	2		5						7	
09:30	2		5						7		21:30	5		2						7	
09:45	1	12	7	18					8	30	21:45	4	11	3	12					7	23
10:00	4		4						8		22:00	2		0						2	
10:15	1		1						2		22:15	2		1						3	
10:30	5		5						10		22:30	0		2						2	
10:45	4	14	1	11					5	25	22:45	1	5	2	5					3	10
11:00	4		2						6		23:00	0		0						0	
11:15	5		3						8		23:15	1		2						3	
11:30	3		0						3		23:30	0		1						1	
11:45	10	22	3	8					13	30	23:45	0	1	0	3					0	4
Totals		123		121						244	Totals		300		176						476
Split %		50.4%		49.6%						33.9%	Split %		63.0%		37.0%						66.1%

Daily Totals	NB	SB	EB	WB	Total
	423	297	0	0	720

AM Peak Hour	07:45	08:00	11:00	PM Peak Hour	18:00	14:30	14:15
AM Peak Volume	44	42	84	PM Peak Volume	67	44	84
AM Pk Hr Factor	0.786	0.618	0.677	PM Pk Hr Factor	0.985	0.579	0.677

EXHIBIT G-262

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Lima Street south of Oak Street

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	465	310	0	0	775

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		1						2		12:00	10		2						12	
00:15	0		0						0		12:15	4		2						6	
00:30	0		0						0		12:30	9		2						11	
00:45	0	1	0	1					0	2	12:45	7	30	3	9					10	39
01:00	1		0						1		13:00	6		2						8	
01:15	0		0						0		13:15	10		3						13	
01:30	0		0						0		13:30	6		5						11	
01:45	0	1	1	1					1	2	13:45	8	30	2	12					10	42
02:00	0		0						0		14:00	6		4						10	
02:15	0		0						0		14:15	4		7						11	
02:30	0		0						0		14:30	15		9						24	
02:45	0	0	0	0					0	0	14:45	13	38	6	26					19	64
03:00	0		0						0		15:00	11		16						27	
03:15	0		0						0		15:15	13		8						21	
03:30	0		0						0		15:30	13		5						18	
03:45	0	0	0	0					0	0	15:45	6	43	5	34					11	77
04:00	0		0						0		16:00	8		5						13	
04:15	0		0						0		16:15	12		3						15	
04:30	1		0						1		16:30	8		5						13	
04:45	0	1	1	1					1	2	16:45	10	38	4	17					14	55
05:00	1		0						1		17:00	13		6						19	
05:15	0		0						0		17:15	18		5						23	
05:30	0		1						1		17:30	11		9						20	
05:45	1	2	3	4					4	6	17:45	13	55	3	23					16	78
06:00	0		0						0		18:00	26		6						32	
06:15	1		1						2		18:15	16		6						22	
06:30	1		1						2		18:30	10		2						12	
06:45	2	4	2	4					4	8	18:45	6	58	3	17					9	75
07:00	4		7						11		19:00	15		2						17	
07:15	2		6						8		19:15	4		4						8	
07:30	4		7						11		19:30	3		4						7	
07:45	12	22	6	26					18	48	19:45	7	29	3	13					10	42
08:00	6		7						13		20:00	2		3						5	
08:15	11		20						31		20:15	6		3						9	
08:30	6		18						24		20:30	1		4						5	
08:45	2	25	9	54					11	79	20:45	5	14	1	11					6	25
09:00	9		5						14		21:00	2		2						4	
09:15	3		4						7		21:15	2		1						3	
09:30	4		6						10		21:30	1		0						1	
09:45	3	19	5	20					8	39	21:45	2	7	0	3					2	10
10:00	4		2						6		22:00	2		2						4	
10:15	4		3						7		22:15	0		2						2	
10:30	0		4						4		22:30	2		1						3	
10:45	8	16	1	10					9	26	22:45	1	5	2	7					3	12
11:00	5		5						10		23:00	1		1						2	
11:15	6		2						8		23:15	1		0						1	
11:30	4		5						9		23:30	2		0						2	
11:45	8	23	4	16					12	39	23:45	0	4	0	1					0	5
Totals		114		137						251	Totals		351		173						524
Split %		45.4%		54.6%						32.4%	Split %		67.0%		33.0%						67.6%

Daily Totals	NB	SB	EB	WB	Total
	465	310	0	0	775

AM Peak Hour	07:45	08:00	11:00	PM Peak Hour	17:15	14:30	17:15
AM Peak Volume	35	54	86	PM Peak Volume	68	39	91
AM Pk Hr Factor	0.625	0.794	0.694	PM Pk Hr Factor	1.000	0.513	0.734

EXHIBIT G-263

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

California Street south of Oak Street

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 22

Daily Totals	NB	SB	EB	WB	Total
	471	406	0	0	877

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	9		5						14	
00:15	1		0						1		12:15	4		9						13	
00:30	0		0						0		12:30	5		7						12	
00:45	0	1	0	0					0	1	12:45	5	23	2	23					7	46
01:00	0		0						0		13:00	5		5						10	
01:15	0		0						0		13:15	10		10						20	
01:30	0		0						0		13:30	8		10						18	
01:45	0	0	0	0					0	0	13:45	5	28	13	38					18	66
02:00	1		0						1		14:00	18		10						28	
02:15	0		0						0		14:15	8		12						20	
02:30	1		1						2		14:30	15		11						26	
02:45	0	2	0	1					0	3	14:45	1	42	10	43					11	85
03:00	0		0						0		15:00	12		9						21	
03:15	0		0						0		15:15	2		3						5	
03:30	0		0						0		15:30	11		3						14	
03:45	0	0	0	0					0	0	15:45	6	31	8	23					14	54
04:00	0		0						0		16:00	8		4						12	
04:15	0		1						1		16:15	5		6						11	
04:30	2		0						2		16:30	12		7						19	
04:45	0	2	0	1					0	3	16:45	19	44	5	22					24	66
05:00	1		1						2		17:00	14		1						15	
05:15	0		2						2		17:15	26		2						28	
05:30	0		0						0		17:30	14		5						19	
05:45	1	2	2	5					3	7	17:45	17	71	7	15					24	86
06:00	0		0						0		18:00	15		4						19	
06:15	0		4						4		18:15	11		3						14	
06:30	0		3						3		18:30	10		5						15	
06:45	3	3	2	9					5	12	18:45	9	45	5	17					14	62
07:00	0		5						5		19:00	13		7						20	
07:15	1		4						5		19:15	6		2						8	
07:30	10		10						20		19:30	4		5						9	
07:45	13	24	12	31					25	55	19:45	5	28	2	16					7	44
08:00	9		10						19		20:00	8		2						10	
08:15	14		15						29		20:15	5		5						10	
08:30	7		12						19		20:30	1		5						6	
08:45	7	37	13	50					20	87	20:45	5	19	6	18					11	37
09:00	3		10						13		21:00	2		3						5	
09:15	3		13						16		21:15	0		2						2	
09:30	5		9						14		21:30	0		1						1	
09:45	6	17	3	35					9	52	21:45	3	5	1	7					4	12
10:00	5		7						12		22:00	3		3						6	
10:15	4		5						9		22:15	0		1						1	
10:30	4		3						7		22:30	0		0						0	
10:45	3	16	3	18					6	34	22:45	0	3	1	5					1	8
11:00	8		6						14		23:00	1		1						2	
11:15	7		7						14		23:15	1		0						1	
11:30	5		6						11		23:30	1		0						1	
11:45	4	24	7	26					11	50	23:45	1	4	2	3					3	7
Totals		128		176					304		Totals		343		230					573	
Split %		42.1%		57.9%					34.7%		Split %		59.9%		40.1%					65.3%	

Daily Totals	NB	SB	EB	WB	Total
	471	406	0	0	877

AM Peak Hour	07:30	08:15	07:30	PM Peak Hour	16:45	13:45	13:45
AM Peak Volume	46	50	93	PM Peak Volume	73	46	92
AM Pk Hr Factor	0.821	0.833	0.802	PM Pk Hr Factor	0.702	0.885	0.821

EXHIBIT G-264

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

California Street south of Oak Street

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	447	380	0	0	827

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		0						1		12:00	6		8						14	
00:15	1		0						1		12:15	7		4						11	
00:30	0		0						0		12:30	7		4						11	
00:45	2	4	1	1					3	5	12:45	11	31	6	22					17	53
01:00	0		0						0		13:00	4		7						11	
01:15	0		0						0		13:15	4		7						11	
01:30	0		0						0		13:30	11		10						21	
01:45	0	0	0	0					0	0	13:45	10	29	7	31					17	60
02:00	0		0						0		14:00	10		6						16	
02:15	0		1						1		14:15	5		4						9	
02:30	0		1						1		14:30	5		10						15	
02:45	0	0	0	2					0	2	14:45	15	35	6	26					21	61
03:00	0		0						0		15:00	10		5						15	
03:15	0		0						0		15:15	6		5						11	
03:30	0		0						0		15:30	4		10						14	
03:45	0	0	0	0					0	0	15:45	7	27	1	21					8	48
04:00	0		0						0		16:00	7		6						13	
04:15	0		0						0		16:15	8		4						12	
04:30	0		0						0		16:30	3		7						10	
04:45	0	0	0	0					0	0	16:45	13	31	6	23					19	54
05:00	2		0						2		17:00	16		11						27	
05:15	0		1						1		17:15	19		3						22	
05:30	0		1						1		17:30	12		8						20	
05:45	0	2	0	2					0	4	17:45	12	59	3	25					15	84
06:00	1		1						2		18:00	18		3						21	
06:15	1		4						5		18:15	9		5						14	
06:30	1		3						4		18:30	8		5						13	
06:45	4	7	2	10					6	17	18:45	11	46	6	19					17	65
07:00	2		6						8		19:00	5		4						9	
07:15	4		4						8		19:15	8		8						16	
07:30	8		3						11		19:30	5		2						7	
07:45	12	26	11	24					23	50	19:45	5	23	4	18					9	41
08:00	6		8						14		20:00	3		5						8	
08:15	22		13						35		20:15	1		3						4	
08:30	10		10						20		20:30	5		1						6	
08:45	7	45	19	50					26	95	20:45	3	12	6	15					9	27
09:00	4		13						17		21:00	1		2						3	
09:15	6		10						16		21:15	2		0						2	
09:30	4		9						13		21:30	2		6						8	
09:45	7	21	9	41					16	62	21:45	1	6	2	10					3	16
10:00	7		7						14		22:00	1		1						2	
10:15	1		6						7		22:15	3		1						4	
10:30	1		4						5		22:30	2		0						2	
10:45	2	11	5	22					7	33	22:45	1	7	2	4					3	11
11:00	5		6						11		23:00	2		0						2	
11:15	3		1						4		23:15	1		0						1	
11:30	4		4						8		23:30	1		0						1	
11:45	8	20	1	12					9	32	23:45	1	5	2	2					3	7
Totals		136		164						300	Totals		311		216						527
Split %		45.3%		54.7%						36.3%	Split %		59.0%		41.0%						63.7%

Daily Totals	NB	SB	EB	WB	Total
	447	380	0	0	827

AM Peak Hour	07:45	08:15	11:00	PM Peak Hour	17:15	13:00	16:45
AM Peak Volume	50	55	98	PM Peak Volume	61	31	88
AM Pk Hr Factor	0.893	0.917	0.845	PM Pk Hr Factor	0.587	0.596	0.786

EXHIBIT G-265

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

California Street south of Oak Street

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	406	361	0	0	767

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	2		4						6	
00:15	2		0						2		12:15	6		7						13	
00:30	0		0						0		12:30	7		3						10	
00:45	0	2	0	0					0	2	12:45	4	19	2	16					6	35
01:00	1		1						2		13:00	7		3						10	
01:15	0		0						0		13:15	3		5						8	
01:30	0		0						0		13:30	5		7						12	
01:45	0	1	1	2					1	3	13:45	7	22	11	26					18	48
02:00	0		0						0		14:00	5		6						11	
02:15	0		1						1		14:15	7		11						18	
02:30	1		1						2		14:30	11		3						14	
02:45	0	1	0	2					0	3	14:45	6	29	6	26					12	55
03:00	0		0						0		15:00	6		9						15	
03:15	0		0						0		15:15	10		6						16	
03:30	0		1						1		15:30	9		7						16	
03:45	0	0	0	1					0	1	15:45	5	30	2	24					7	54
04:00	0		0						0		16:00	13		2						15	
04:15	0		0						0		16:15	11		6						17	
04:30	0		0						0		16:30	11		6						17	
04:45	1	1	0	0					1	1	16:45	8	43	5	19					13	62
05:00	0		0						0		17:00	10		5						15	
05:15	1		2						3		17:15	19		4						23	
05:30	0		1						1		17:30	13		7						20	
05:45	1	2	0	3					1	5	17:45	11	53	4	20					15	73
06:00	0		2						2		18:00	14		8						22	
06:15	1		3						4		18:15	14		6						20	
06:30	2		4						6		18:30	7		5						12	
06:45	2	5	3	12					5	17	18:45	11	46	7	26					18	72
07:00	5		2						7		19:00	8		9						17	
07:15	3		4						7		19:15	4		9						13	
07:30	7		5						12		19:30	6		4						10	
07:45	8	23	8	19					16	42	19:45	3	21	0	22					3	43
08:00	6		13						19		20:00	5		0						5	
08:15	16		12						28		20:15	2		2						4	
08:30	6		15						21		20:30	1		2						3	
08:45	6	34	12	52					18	86	20:45	3	11	1	5					4	16
09:00	3		8						11		21:00	1		1						2	
09:15	2		9						11		21:15	1		1						2	
09:30	4		11						15		21:30	3		3						6	
09:45	5	14	7	35					12	49	21:45	1	6	2	7					3	13
10:00	2		6						8		22:00	0		2						2	
10:15	2		9						11		22:15	2		0						2	
10:30	5		7						12		22:30	3		0						3	
10:45	4	13	5	27					9	40	22:45	3	8	0	2					3	10
11:00	4		2						6		23:00	0		1						1	
11:15	2		2						4		23:15	1		0						1	
11:30	5		2						7		23:30	1		3						4	
11:45	7	18	4	10					11	28	23:45	2	4	1	5					3	9
Totals		114		163						277	Totals		292		198						490
Split %		41.2%		58.8%						36.1%	Split %		59.6%		40.4%						63.9%

Daily Totals	NB	SB	EB	WB	Total
	406	361	0	0	767

AM Peak Hour	07:30	08:00	11:00	PM Peak Hour	17:15	13:30	17:15
AM Peak Volume	37	52	86	PM Peak Volume	57	35	80
AM Pk Hr Factor	0.661	0.867	0.741	PM Pk Hr Factor	0.548	0.673	0.714

EXHIBIT G-266

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

N Whitnall Hwy south of Oak Street

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 23

Daily Totals	NB	SB	EB	WB	Total
	164	147	0	0	311

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	2		1						3	
00:15	1		0						1		12:15	2		6						8	
00:30	0		0						0		12:30	4		0						4	
00:45	0	1	0	0					0	1	12:45	4	12	5	12					9	24
01:00	0		1						1		13:00	4		0						4	
01:15	0		0						0		13:15	5		1						6	
01:30	0		0						0		13:30	1		6						7	
01:45	0	0	0	1					0	1	13:45	3	13	6	13					9	26
02:00	0		2						2		14:00	7		4						11	
02:15	0		0						0		14:15	1		10						11	
02:30	0		0						0		14:30	9		2						11	
02:45	0	0	0	2					0	2	14:45	0	17	2	18					2	35
03:00	0		0						0		15:00	5		5						10	
03:15	0		1						1		15:15	2		2						4	
03:30	0		0						0		15:30	2		2						4	
03:45	0	0	0	1					0	1	15:45	4	13	0	9					4	22
04:00	0		0						0		16:00	4		0						4	
04:15	1		0						1		16:15	4		3						7	
04:30	1		0						1		16:30	3		1						4	
04:45	0	2	0	0					0	2	16:45	3	14	2	6					5	20
05:00	0		0						0		17:00	4		3						7	
05:15	0		0						0		17:15	3		3						6	
05:30	0		2						2		17:30	4		1						5	
05:45	0	0	0	2					0	2	17:45	3	14	0	7					3	21
06:00	0		2						2		18:00	5		0						5	
06:15	1		1						2		18:15	2		4						6	
06:30	1		3						4		18:30	6		1						7	
06:45	1	3	1	7					2	10	18:45	3	16	0	5					3	21
07:00	1		2						3		19:00	1		2						3	
07:15	0		0						0		19:15	2		4						6	
07:30	3		2						5		19:30	2		1						3	
07:45	2	6	0	4					2	10	19:45	0	5	1	8					1	13
08:00	4		2						6		20:00	0		3						3	
08:15	7		5						12		20:15	0		2						2	
08:30	4		4						8		20:30	1		1						2	
08:45	0	15	6	17					6	32	20:45	0	1	1	7					1	8
09:00	4		0						4		21:00	1		1						2	
09:15	0		3						3		21:15	0		1						1	
09:30	4		1						5		21:30	0		0						0	
09:45	0	8	3	7					3	15	21:45	0	1	0	2					0	3
10:00	2		2						4		22:00	1		0						1	
10:15	4		2						6		22:15	1		0						1	
10:30	2		1						3		22:30	0		1						1	
10:45	2	10	1	6					3	16	22:45	0	2	0	1					0	3
11:00	2		3						5		23:00	1		0						1	
11:15	1		0						1		23:15	0		1						1	
11:30	4		5						9		23:30	0		0						0	
11:45	3	10	3	11					6	21	23:45	0	1	0	1					0	2
Totals		55		58					113		Totals		109		89					198	
Split %		48.7%		51.3%					36.3%		Split %		55.1%		44.9%					63.7%	

Daily Totals	NB	SB	EB	WB	Total
	164	147	0	0	311

AM Peak Hour	07:45	08:00	08:00	PM Peak Hour	13:45	13:30	13:45
AM Peak Volume	17	17	32	PM Peak Volume	20	26	42
AM Pk Hr Factor	0.607	0.708	0.667	PM Pk Hr Factor	0.556	0.650	0.955

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

N Whitnall Hwy south of Oak Street

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	144	163	0	0	307

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	2		0						2		12:00	2		4						6	
00:15	0		0						0		12:15	6		4						10	
00:30	0		0						0		12:30	1		3						4	
00:45	0	2	0	0					0	2	12:45	6	15	4	15					10	30
01:00	0		0						0		13:00	3		4						7	
01:15	0		0						0		13:15	2		5						7	
01:30	0		0						0		13:30	1		2						3	
01:45	0	0	0	0					0	0	13:45	0	6	2	13					2	19
02:00	0		0						0		14:00	0		2						2	
02:15	0		1						1		14:15	5		2						7	
02:30	0		0						0		14:30	2		3						5	
02:45	0	0	0	1					0	1	14:45	2	9	2	9					4	18
03:00	0		0						0		15:00	2		7						9	
03:15	0		1						1		15:15	5		4						9	
03:30	0		0						0		15:30	2		1						3	
03:45	0	0	0	1					0	1	15:45	0	9	2	14					2	23
04:00	0		0						0		16:00	2		5						7	
04:15	0		0						0		16:15	3		3						6	
04:30	0		0						0		16:30	2		4						6	
04:45	1	1	0	0					1	1	16:45	2	9	2	14					4	23
05:00	0		0						0		17:00	3		4						7	
05:15	0		0						0		17:15	2		1						3	
05:30	0		1						1		17:30	3		3						6	
05:45	0	0	2	3					2	3	17:45	5	13	3	11					8	24
06:00	0		0						0		18:00	5		2						7	
06:15	2		0						2		18:15	2		2						4	
06:30	0		1						1		18:30	2		2						4	
06:45	0	2	1	2					1	4	18:45	4	13	4	10					8	23
07:00	2		2						4		19:00	3		0						3	
07:15	1		2						3		19:15	3		0						3	
07:30	2		1						3		19:30	1		3						4	
07:45	1	6	2	7					3	13	19:45	0	7	1	4					1	11
08:00	2		2						4		20:00	2		3						5	
08:15	12		6						18		20:15	1		0						1	
08:30	1		1						2		20:30	3		2						5	
08:45	1	16	2	11					3	27	20:45	1	7	1	6					2	13
09:00	1		1						2		21:00	1		2						3	
09:15	1		2						3		21:15	2		1						3	
09:30	2		5						7		21:30	0		1						1	
09:45	1	5	3	11					4	16	21:45	4	7	0	4					4	11
10:00	1		5						6		22:00	2		0						2	
10:15	2		1						3		22:15	0		0						0	
10:30	2		0						2		22:30	0		2						2	
10:45	2	7	5	11					7	18	22:45	0	2	0	2					0	4
11:00	0		2						2		23:00	0		2						2	
11:15	3		2						5		23:15	1		2						3	
11:30	1		2						3		23:30	0		1						1	
11:45	2	6	2	8					4	14	23:45	1	2	1	6					2	8
Totals		45		55						100	Totals		99		108						207
Split %		45.0%		55.0%						32.6%	Split %		47.8%		52.2%						67.4%

Daily Totals	NB	SB	EB	WB	Total
	144	163	0	0	307

AM Peak Hour	07:30	09:15	11:00	PM Peak Hour	12:15	14:30	12:15
AM Peak Volume	17	15	28	PM Peak Volume	16	16	31
AM Pk Hr Factor	0.607	0.625	0.583	PM Pk Hr Factor	0.444	0.400	0.705

EXHIBIT G-268

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

N Whitnall Hwy south of Oak Street

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	156	160	0	0	316

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	2		3						5	
00:15	0		1						1		12:15	3		3						6	
00:30	0		0						0		12:30	1		1						2	
00:45	0	0	0	1					0	1	12:45	5	11	2	9					7	20
01:00	0		0						0		13:00	2		4						6	
01:15	0		0						0		13:15	2		7						9	
01:30	0		0						0		13:30	4		2						6	
01:45	0	0	0	0					0	0	13:45	3	11	1	14					4	25
02:00	1		0						1		14:00	3		3						6	
02:15	0		0						0		14:15	6		6						12	
02:30	0		0						0		14:30	2		7						9	
02:45	0	1	0	0					0	1	14:45	3	14	4	20					7	34
03:00	0		0						0		15:00	4		5						9	
03:15	0		1						1		15:15	3		2						5	
03:30	0		0						0		15:30	1		2						3	
03:45	0	0	0	1					0	1	15:45	4	12	3	12					7	24
04:00	1		1						2		16:00	3		2						5	
04:15	0		1						1		16:15	6		2						8	
04:30	0		1						1		16:30	5		4						9	
04:45	0	1	0	3					0	4	16:45	3	17	4	12					7	29
05:00	1		0						1		17:00	6		3						9	
05:15	0		0						0		17:15	3		3						6	
05:30	0		2						2		17:30	6		5						11	
05:45	0	1	0	2					0	3	17:45	1	16	1	12					2	28
06:00	0		1						1		18:00	3		3						6	
06:15	0		0						0		18:15	2		4						6	
06:30	0		0						0		18:30	3		2						5	
06:45	0	0	2	3					2	3	18:45	1	9	0	9					1	18
07:00	0		1						1		19:00	3		2						5	
07:15	0		1						1		19:15	5		2						7	
07:30	2		3						5		19:30	0		2						2	
07:45	2	4	2	7					4	11	19:45	4	12	0	6					4	18
08:00	3		3						6		20:00	3		1						4	
08:15	8		5						13		20:15	1		1						2	
08:30	1		1						2		20:30	4		3						7	
08:45	0	12	6	15					6	27	20:45	0	8	1	6					1	14
09:00	2		2						4		21:00	0		0						0	
09:15	1		4						5		21:15	0		1						1	
09:30	1		1						2		21:30	2		0						2	
09:45	2	6	1	8					3	14	21:45	2	4	0	1					2	5
10:00	2		4						6		22:00	1		0						1	
10:15	1		1						2		22:15	0		1						1	
10:30	3		6						9		22:30	0		0						0	
10:45	1	7	3	14					4	21	22:45	0	1	0	1					0	2
11:00	0		1						1		23:00	1		0						1	
11:15	4		0						4		23:15	0		0						0	
11:30	0		3						3		23:30	1		0						1	
11:45	2	6	0	4					2	10	23:45	1	3	0	0					1	3
Totals		38		58						96	Totals		118		102						220
Split %		39.6%		60.4%						30.4%	Split %		53.6%		46.4%						69.6%

Daily Totals	NB	SB	EB	WB	Total
	156	160	0	0	316

AM Peak Hour	07:30	08:00	11:00	PM Peak Hour	16:15	14:15	14:15
AM Peak Volume	15	15	28	PM Peak Volume	20	22	37
AM Pk Hr Factor	0.536	0.625	0.583	PM Pk Hr Factor	0.556	0.550	0.841

EXHIBIT G-269

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Fairview Street south of Oaks Street

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 24

Daily Totals	NB	SB	EB	WB	Total
	290	193	0	0	483

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	4		2						6	
00:15	0		1						1		12:15	6		5						11	
00:30	1		0						1		12:30	4		4						8	
00:45	1	2	1	2					2	4	12:45	5	19	7	18					12	37
01:00	0		0						0		13:00	5		4						9	
01:15	0		0						0		13:15	14		5						19	
01:30	0		0						0		13:30	7		4						11	
01:45	0	0	0	0					0	0	13:45	6	32	3	16					9	48
02:00	2		1						3		14:00	9		2						11	
02:15	0		0						0		14:15	4		2						6	
02:30	0		0						0		14:30	4		2						6	
02:45	0	2	0	1					0	3	14:45	5	22	8	14					13	36
03:00	0		0						0		15:00	5		6						11	
03:15	0		0						0		15:15	9		2						11	
03:30	1		0						1		15:30	6		6						12	
03:45	0	1	0	0					0	1	15:45	3	23	2	16					5	39
04:00	1		0						1		16:00	4		1						5	
04:15	0		1						1		16:15	4		6						10	
04:30	1		0						1		16:30	2		2						4	
04:45	0	2	0	1					0	3	16:45	6	16	3	12					9	28
05:00	0		0						0		17:00	7		1						8	
05:15	0		2						2		17:15	5		2						7	
05:30	0		1						1		17:30	4		1						5	
05:45	0	0	1	4					1	4	17:45	6	22	2	6					8	28
06:00	0		1						1		18:00	7		2						9	
06:15	0		3						3		18:15	4		5						9	
06:30	1		2						3		18:30	7		0						7	
06:45	1	2	4	10					5	12	18:45	9	27	5	12					14	39
07:00	1		3						4		19:00	5		2						7	
07:15	1		1						2		19:15	6		0						6	
07:30	0		2						2		19:30	6		2						8	
07:45	2	4	2	8					4	12	19:45	3	20	2	6					5	26
08:00	2		1						3		20:00	7		1						8	
08:15	2		2						4		20:15	4		1						5	
08:30	3		10						13		20:30	6		0						6	
08:45	2	9	8	21					10	30	20:45	3	20	0	2					3	22
09:00	4		2						6		21:00	4		1						5	
09:15	4		5						9		21:15	4		1						5	
09:30	4		6						10		21:30	7		0						7	
09:45	3	15	6	19					9	34	21:45	3	18	0	2					3	20
10:00	4		2						6		22:00	2		0						2	
10:15	3		1						4		22:15	0		1						1	
10:30	3		3						6		22:30	2		1						3	
10:45	5	15	2	8					7	23	22:45	0	4	0	2					0	6
11:00	4		3						7		23:00	1		1						2	
11:15	4		1						5		23:15	2		0						2	
11:30	3		2						5		23:30	0		0						0	
11:45	1	12	6	12					7	24	23:45	0	3	0	1					0	4
Totals		64		86						150	Totals		226		107						333
Split %		42.7%		57.3%						31.1%	Split %		67.9%		32.1%						68.9%

Daily Totals	NB	SB	EB	WB	Total
	290	193	0	0	483

AM Peak Hour	10:45	08:30	08:30	PM Peak Hour	13:15	14:45	12:45
AM Peak Volume	16	25	38	PM Peak Volume	36	22	51
AM Pk Hr Factor	0.800	0.625	0.731	PM Pk Hr Factor	0.643	0.688	0.671

EXHIBIT G-270

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Fairview Street south of Oaks Street

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	328	203	0	0	531

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	5		2						7	
00:15	0		0						0		12:15	3		4						7	
00:30	0		0						0		12:30	5		4						9	
00:45	0	0	0	0					0	0	12:45	7	20	6	16					13	36
01:00	0		0						0		13:00	7		5						12	
01:15	0		0						0		13:15	13		2						15	
01:30	0		0						0		13:30	6		3						9	
01:45	0	0	0	0					0	0	13:45	6	32	4	14					10	46
02:00	0		0						0		14:00	5		4						9	
02:15	0		0						0		14:15	6		2						8	
02:30	0		0						0		14:30	5		5						10	
02:45	0	0	0	0					0	0	14:45	7	23	2	13					9	36
03:00	0		0						0		15:00	8		4						12	
03:15	1		0						1		15:15	8		4						12	
03:30	1		0						1		15:30	8		2						10	
03:45	1	3	0	0					1	3	15:45	5	29	1	11					6	40
04:00	0		0						0		16:00	7		4						11	
04:15	0		0						0		16:15	13		4						17	
04:30	0		0						0		16:30	9		2						11	
04:45	0	0	0	0					0	0	16:45	6	35	1	11					7	46
05:00	0		0						0		17:00	10		2						12	
05:15	0		3						3		17:15	7		2						9	
05:30	1		2						3		17:30	6		1						7	
05:45	0	1	2	7					2	8	17:45	6	29	2	7					8	36
06:00	0		1						1		18:00	7		3						10	
06:15	0		1						1		18:15	11		4						15	
06:30	2		2						4		18:30	9		1						10	
06:45	2	4	5	9					7	13	18:45	12	39	2	10					14	49
07:00	2		7						9		19:00	9		0						9	
07:15	2		3						5		19:15	7		0						7	
07:30	1		6						7		19:30	5		2						7	
07:45	4	9	1	17					5	26	19:45	1	22	2	4					3	26
08:00	1		6						7		20:00	3		2						5	
08:15	3		7						10		20:15	4		4						8	
08:30	1		5						6		20:30	2		5						7	
08:45	2	7	6	24					8	31	20:45	1	10	1	12					2	22
09:00	0		3						3		21:00	3		0						3	
09:15	4		2						6		21:15	2		0						2	
09:30	3		8						11		21:30	4		1						5	
09:45	6	13	6	19					12	32	21:45	0	9	1	2					1	11
10:00	3		6						9		22:00	0		0						0	
10:15	4		1						5		22:15	5		1						6	
10:30	2		4						6		22:30	0		0						0	
10:45	4	13	2	13					6	26	22:45	1	6	2	3					3	9
11:00	5		1						6		23:00	0		0						0	
11:15	4		1						5		23:15	0		1						1	
11:30	10		4						14		23:30	3		2						5	
11:45	2	21	1	7					3	28	23:45	0	3	1	4					1	7
Totals		71		96						167	Totals		257		107						364
Split %		42.5%		57.5%						31.5%	Split %		70.6%		29.4%						68.5%

Daily Totals	NB	SB	EB	WB	Total
	328	203	0	0	531

AM Peak Hour	10:45	08:00	11:00	PM Peak Hour	18:15	12:15	18:00
AM Peak Volume	23	24	38	PM Peak Volume	41	19	49
AM Pk Hr Factor	1.150	0.600	0.731	PM Pk Hr Factor	0.732	0.594	0.645

EXHIBIT G-271

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Fairview Street south of Oaks Street

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	289	207	0	0	496

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	6		4						10	
00:15	1		0						1		12:15	1		4						5	
00:30	0		0						0		12:30	5		6						11	
00:45	0	1	0	0					0	1	12:45	3	15	2	16					5	31
01:00	0		0						0		13:00	10		2						12	
01:15	0		2						2		13:15	7		2						9	
01:30	0		0						0		13:30	6		2						8	
01:45	0	0	0	2					0	2	13:45	7	30	7	13					14	43
02:00	0		0						0		14:00	7		2						9	
02:15	0		0						0		14:15	3		6						9	
02:30	0		0						0		14:30	5		4						9	
02:45	0	0	0	0					0	0	14:45	6	21	2	14					8	35
03:00	1		0						1		15:00	9		4						13	
03:15	0		0						0		15:15	7		6						13	
03:30	0		0						0		15:30	7		1						8	
03:45	0	1	0	0					0	1	15:45	7	30	5	16					12	46
04:00	0		0						0		16:00	1		3						4	
04:15	0		0						0		16:15	4		3						7	
04:30	0		0						0		16:30	5		4						9	
04:45	0	0	0	0					0	0	16:45	5	15	2	12					7	27
05:00	0		0						0		17:00	8		3						11	
05:15	1		2						3		17:15	8		3						11	
05:30	1		2						3		17:30	5		3						8	
05:45	0	2	2	6					2	8	17:45	1	22	1	10					2	32
06:00	0		1						1		18:00	7		3						10	
06:15	1		2						3		18:15	7		3						10	
06:30	1		4						5		18:30	9		1						10	
06:45	1	3	4	11					5	14	18:45	9	32	1	8					10	40
07:00	0		3						3		19:00	9		2						11	
07:15	1		5						6		19:15	2		1						3	
07:30	2		4						6		19:30	7		2						9	
07:45	2	5	7	19					9	24	19:45	1	19	1	6					2	25
08:00	2		5						7		20:00	3		1						4	
08:15	6		2						8		20:15	3		1						4	
08:30	4		6						10		20:30	1		2						3	
08:45	4	16	6	19					10	35	20:45	4	11	1	5					5	16
09:00	2		6						8		21:00	4		1						5	
09:15	2		8						10		21:15	3		2						5	
09:30	10		3						13		21:30	0		2						2	
09:45	8	22	2	19					10	41	21:45	1	8	0	5					1	13
10:00	0		5						5		22:00	0		3						3	
10:15	3		4						7		22:15	3		1						4	
10:30	3		2						5		22:30	1		0						1	
10:45	6	12	2	13					8	25	22:45	0	4	0	4					0	8
11:00	0		2						2		23:00	1		0						1	
11:15	7		2						9		23:15	2		0						2	
11:30	4		2						6		23:30	1		0						1	
11:45	4	15	2	8					6	23	23:45	1	5	1	1					2	6
Totals		77		97						174	Totals		212		110						322
Split %		44.3%		55.7%						35.1%	Split %		65.8%		34.2%						64.9%

Daily Totals	NB	SB	EB	WB	Total
	289	207	0	0	496

AM Peak Hour	09:00	08:30	11:00	PM Peak Hour	18:15	13:45	15:00
AM Peak Volume	22	26	41	PM Peak Volume	34	19	46
AM Pk Hr Factor	1.100	0.650	0.788	PM Pk Hr Factor	0.607	0.594	0.605

EXHIBIT G-272

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Niagra Street south of Oak Street

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 25

Daily Totals	NB	SB	EB	WB	Total
	283	230	0	0	513

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	2		1						3		12:00	9		4						13	
00:15	0		0						0		12:15	1		11						12	
00:30	0		0						0		12:30	7		3						10	
00:45	0	2	0	1					0	3	12:45	4	21	1	19					5	40
01:00	0		1						1		13:00	6		3						9	
01:15	0		0						0		13:15	6		5						11	
01:30	0		0						0		13:30	2		4						6	
01:45	0	0	0	1					0	1	13:45	3	17	5	17					8	34
02:00	0		0						0		14:00	6		6						12	
02:15	0		0						0		14:15	3		2						5	
02:30	0		0						0		14:30	8		3						11	
02:45	0	0	0	0					0	0	14:45	2	19	2	13					4	32
03:00	0		0						0		15:00	2		1						3	
03:15	0		1						1		15:15	7		4						11	
03:30	0		0						0		15:30	6		4						10	
03:45	0	0	0	1					0	1	15:45	3	18	2	11					5	29
04:00	0		0						0		16:00	5		2						7	
04:15	0		1						1		16:15	6		3						9	
04:30	0		0						0		16:30	7		0						7	
04:45	0	0	0	1					0	1	16:45	8	26	3	8					11	34
05:00	0		2						2		17:00	9		5						14	
05:15	1		2						3		17:15	5		2						7	
05:30	1		3						4		17:30	9		4						13	
05:45	0	2	3	10					3	12	17:45	6	29	5	16					11	45
06:00	1		1						2		18:00	9		3						12	
06:15	1		3						4		18:15	8		2						10	
06:30	0		1						1		18:30	5		2						7	
06:45	0	2	2	7					2	9	18:45	13	35	0	7					13	42
07:00	2		8						10		19:00	6		3						9	
07:15	1		5						6		19:15	5		3						8	
07:30	2		8						10		19:30	4		3						7	
07:45	2	7	7	28					9	35	19:45	3	18	1	10					4	28
08:00	3		4						7		20:00	1		1						2	
08:15	0		7						7		20:15	4		2						6	
08:30	0		6						6		20:30	2		1						3	
08:45	8	11	9	26					17	37	20:45	5	12	2	6					7	18
09:00	3		8						11		21:00	1		1						2	
09:15	5		4						9		21:15	1		3						4	
09:30	2		1						3		21:30	2		0						2	
09:45	1	11	6	19					7	30	21:45	2	6	0	4					2	10
10:00	3		1						4		22:00	4		3						7	
10:15	2		4						6		22:15	3		1						4	
10:30	2		5						7		22:30	1		0						1	
10:45	6	13	3	13					9	26	22:45	3	11	0	4					3	15
11:00	2		1						3		23:00	1		1						2	
11:15	5		1						6		23:15	2		0						2	
11:30	3		2						5		23:30	0		0						0	
11:45	8	18	2	6					10	24	23:45	2	5	1	2					3	7
Totals		66		113					179		Totals		217		117					334	
Split %		36.9%		63.1%					34.9%		Split %		65.0%		35.0%					65.1%	

Daily Totals	NB	SB	EB	WB	Total
	283	230	0	0	513

AM Peak Hour	11:00	08:15	08:30	PM Peak Hour	18:00	13:15	17:30
AM Peak Volume	18	30	43	PM Peak Volume	35	20	46
AM Pk Hr Factor	0.563	0.833	0.632	PM Pk Hr Factor	0.673	0.833	0.885

EXHIBIT G-273

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Niagra Street south of Oak Street

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	266	262	0	0	528

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		1						2		12:00	1		5						6	
00:15	0		0						0		12:15	3		0						3	
00:30	1		0						1		12:30	5		5						10	
00:45	0	2	1	2					1	4	12:45	8	17	5	15					13	32
01:00	0		0						0		13:00	0		4						4	
01:15	0		0						0		13:15	2		1						3	
01:30	0		0						0		13:30	6		4						10	
01:45	0	0	0	0					0	0	13:45	3	11	5	14					8	25
02:00	0		0						0		14:00	8		3						11	
02:15	0		0						0		14:15	5		6						11	
02:30	0		0						0		14:30	1		5						6	
02:45	0	0	0	0					0	0	14:45	8	22	2	16					10	38
03:00	0		0						0		15:00	4		4						8	
03:15	0		1						1		15:15	3		3						6	
03:30	0		0						0		15:30	10		4						14	
03:45	0	0	0	1					0	1	15:45	6	23	2	13					8	36
04:00	0		0						0		16:00	4		4						8	
04:15	0		0						0		16:15	3		4						7	
04:30	0		1						1		16:30	4		4						8	
04:45	0	0	1	2					1	2	16:45	10	21	4	16					14	37
05:00	0		1						1		17:00	10		5						15	
05:15	1		1						2		17:15	8		7						15	
05:30	1		3						4		17:30	8		5						13	
05:45	0	2	2	7					2	9	17:45	5	31	2	19					7	50
06:00	0		2						2		18:00	9		4						13	
06:15	1		2						3		18:15	8		2						10	
06:30	0		3						3		18:30	6		3						9	
06:45	4	5	2	9					6	14	18:45	3	26	2	11					5	37
07:00	1		5						6		19:00	6		8						14	
07:15	1		6						7		19:15	8		1						9	
07:30	1		10						11		19:30	5		3						8	
07:45	1	4	8	29					9	33	19:45	4	23	0	12					4	35
08:00	7		5						12		20:00	1		1						2	
08:15	1		2						3		20:15	1		0						1	
08:30	0		8						8		20:30	4		2						6	
08:45	1	9	6	21					7	30	20:45	2	8	0	3					2	11
09:00	1		7						8		21:00	1		2						3	
09:15	3		7						10		21:15	2		0						2	
09:30	3		7						10		21:30	1		0						1	
09:45	4	11	9	30					13	41	21:45	1	5	0	2					1	7
10:00	8		5						13		22:00	1		1						2	
10:15	6		7						13		22:15	4		2						6	
10:30	1		3						4		22:30	2		2						4	
10:45	1	16	4	19					5	35	22:45	0	7	1	6					1	13
11:00	4		1						5		23:00	0		3						3	
11:15	6		6						12		23:15	1		0						1	
11:30	3		4						7		23:30	2		0						2	
11:45	6	19	1	12					7	31	23:45	1	4	0	3					1	7
Totals		68		132					200		Totals		198		130					328	
Split %		34.0%		66.0%					37.9%		Split %		60.4%		39.6%					62.1%	

Daily Totals	NB	SB	EB	WB	Total
	266	262	0	0	528

AM Peak Hour	09:30	09:00	11:00	PM Peak Hour	16:45	16:45	16:45
AM Peak Volume	21	30	49	PM Peak Volume	36	21	57
AM Pk Hr Factor	0.656	0.833	0.721	PM Pk Hr Factor	0.692	0.875	1.096

EXHIBIT G-274

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Niagra Street south of Oak Street

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	289	246	0	0	535

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	2		0						2		12:00	4		6						10	
00:15	0		0						0		12:15	3		2						5	
00:30	0		0						0		12:30	4		3						7	
00:45	0	2	1	1					1	3	12:45	5	16	3	14					8	30
01:00	0		1						1		13:00	5		2						7	
01:15	0		0						0		13:15	3		7						10	
01:30	1		0						1		13:30	3		5						8	
01:45	0	1	0	1					0	2	13:45	5	16	2	16					7	32
02:00	1		0						1		14:00	3		6						9	
02:15	0		0						0		14:15	4		3						7	
02:30	0		0						0		14:30	2		3						5	
02:45	0	1	0	0					0	1	14:45	7	16	5	17					12	33
03:00	0		0						0		15:00	6		3						9	
03:15	0		1						1		15:15	9		4						13	
03:30	1		0						1		15:30	7		4						11	
03:45	0	1	0	1					0	2	15:45	5	27	4	15					9	42
04:00	0		0						0		16:00	7		6						13	
04:15	0		0						0		16:15	10		5						15	
04:30	0		1						1		16:30	10		1						11	
04:45	0	0	1	2					1	2	16:45	11	38	3	15					14	53
05:00	0		0						0		17:00	10		7						17	
05:15	0		1						1		17:15	6		3						9	
05:30	2		3						5		17:30	14		1						15	
05:45	0	2	2	6					2	8	17:45	7	37	2	13					9	50
06:00	0		2						2		18:00	7		3						10	
06:15	0		5						5		18:15	6		1						7	
06:30	0		2						2		18:30	6		2						8	
06:45	2	2	5	14					7	16	18:45	9	28	4	10					13	38
07:00	2		5						7		19:00	7		3						10	
07:15	0		4						4		19:15	2		3						5	
07:30	4		3						7		19:30	4		1						5	
07:45	2	8	9	21					11	29	19:45	2	15	4	11					6	26
08:00	2		4						6		20:00	5		2						7	
08:15	3		7						10		20:15	7		2						9	
08:30	1		6						7		20:30	3		4						7	
08:45	4	10	9	26					13	36	20:45	3	18	3	11					6	29
09:00	4		7						11		21:00	1		3						4	
09:15	2		4						6		21:15	3		2						5	
09:30	1		6						7		21:30	0		0						0	
09:45	2	9	3	20					5	29	21:45	2	6	2	7					4	13
10:00	1		4						5		22:00	5		0						5	
10:15	6		5						11		22:15	1		0						1	
10:30	2		3						5		22:30	1		1						2	
10:45	0	9	4	16					4	25	22:45	1	8	0	1					1	9
11:00	3		2						5		23:00	3		0						3	
11:15	4		2						6		23:15	1		1						2	
11:30	3		1						4		23:30	2		0						2	
11:45	3	13	2	7					5	20	23:45	0	6	0	1					0	7
Totals		58		115						173	Totals		231		131						362
Split %		33.5%		66.5%						32.3%	Split %		63.8%		36.2%						67.7%

Daily Totals	NB	SB	EB	WB	Total
	289	246	0	0	535

AM Peak Hour	11:00	08:15	11:00	PM Peak Hour	16:45	13:15	16:15
AM Peak Volume	13	29	41	PM Peak Volume	41	20	57
AM Pk Hr Factor	0.406	0.806	0.603	PM Pk Hr Factor	0.788	0.833	1.096

EXHIBIT G-275

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Catalina Street south of Oak Street

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 26

Daily Totals	NB	SB	EB	WB	Total
	304	252	0	0	556

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	2		4						6	
00:15	1		0						1		12:15	6		2						8	
00:30	2		0						2		12:30	5		4						9	
00:45	0	3	0	0					0	3	12:45	5	18	1	11					6	29
01:00	0		0						0		13:00	1		4						5	
01:15	0		0						0		13:15	4		6						10	
01:30	0		0						0		13:30	4		3						7	
01:45	0	0	0	0					0	0	13:45	1	10	8	21					9	31
02:00	0		0						0		14:00	6		2						8	
02:15	0		0						0		14:15	6		4						10	
02:30	0		0						0		14:30	1		3						4	
02:45	0	0	0	0					0	0	14:45	1	14	3	12					4	26
03:00	0		0						0		15:00	7		3						10	
03:15	0		0						0		15:15	7		6						13	
03:30	0		0						0		15:30	2		4						6	
03:45	0	0	1	1					1	1	15:45	8	24	3	16					11	40
04:00	0		1						1		16:00	2		4						6	
04:15	0		0						0		16:15	8		2						10	
04:30	0		0						0		16:30	5		3						8	
04:45	0	0	1	2					1	2	16:45	4	19	2	11					6	30
05:00	1		0						1		17:00	8		1						9	
05:15	0		1						1		17:15	9		2						11	
05:30	0		1						1		17:30	11		4						15	
05:45	0	1	2	4					2	5	17:45	10	38	5	12					15	50
06:00	1		1						2		18:00	22		4						26	
06:15	1		1						2		18:15	10		3						13	
06:30	0		4						4		18:30	12		2						14	
06:45	0	2	5	11					5	13	18:45	11	55	5	14					16	69
07:00	4		4						8		19:00	6		5						11	
07:15	1		5						6		19:15	12		0						12	
07:30	3		9						12		19:30	2		1						3	
07:45	4	12	12	30					16	42	19:45	5	25	3	9					8	34
08:00	7		6						13		20:00	3		4						7	
08:15	7		5						12		20:15	4		1						5	
08:30	2		5						7		20:30	3		2						5	
08:45	5	21	12	28					17	49	20:45	1	11	0	7					1	18
09:00	2		3						5		21:00	0		2						2	
09:15	1		7						8		21:15	3		0						3	
09:30	2		7						9		21:30	2		0						2	
09:45	3	8	13	30					16	38	21:45	1	6	2	4					3	10
10:00	1		5						6		22:00	2		1						3	
10:15	3		4						7		22:15	1		0						1	
10:30	3		5						8		22:30	3		0						3	
10:45	2	9	3	17					5	26	22:45	0	6	1	2					1	8
11:00	4		2						6		23:00	2		0						2	
11:15	4		1						5		23:15	1		0						1	
11:30	6		3						9		23:30	0		1						1	
11:45	3	17	3	9					6	26	23:45	2	5	0	1					2	6
Totals		73		132					205		Totals		231		120					351	
Split %		35.6%		64.4%					36.9%		Split %		65.8%		34.2%					63.1%	

Daily Totals	NB	SB	EB	WB	Total
	304	252	0	0	556

AM Peak Hour	08:00	09:15	07:30	PM Peak Hour	18:00	13:00	18:00
AM Peak Volume	21	32	53	PM Peak Volume	55	21	69
AM Pk Hr Factor	0.750	0.615	0.828	PM Pk Hr Factor	0.625	0.656	0.663

EXHIBIT G-276

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Catalina Street south of Oak Street

Day: Tuesday, January 27, 2015 **City:** Burbank, CA

Site # 26

Daily Totals	NB	SB	EB	WB	Total
	351	309	0	0	660

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		0						1		12:00	8		4						12	
00:15	1		0						1		12:15	3		3						6	
00:30	0		0						0		12:30	4		3						7	
00:45	0	2	0	0					0	2	12:45	9	24	5	15					14	39
01:00	0		0						0		13:00	8		7						15	
01:15	0		0						0		13:15	10		9						19	
01:30	0		0						0		13:30	4		4						8	
01:45	0	0	0	0					0	0	13:45	9	31	9	29					18	60
02:00	0		0						0		14:00	6		3						9	
02:15	0		0						0		14:15	3		4						7	
02:30	0		0						0		14:30	3		3						6	
02:45	0	0	0	0					0	0	14:45	4	16	7	17					11	33
03:00	0		0						0		15:00	4		2						6	
03:15	0		0						0		15:15	7		8						15	
03:30	0		0						0		15:30	4		3						7	
03:45	0	0	1	1					1	1	15:45	6	21	1	14					7	35
04:00	0		0						0		16:00	11		0						11	
04:15	0		0						0		16:15	7		4						11	
04:30	0		1						1		16:30	7		0						7	
04:45	0	0	1	2					1	2	16:45	9	34	2	6					11	40
05:00	1		0						1		17:00	12		3						15	
05:15	0		1						1		17:15	11		7						18	
05:30	0		1						1		17:30	8		3						11	
05:45	1	2	4	6					5	8	17:45	10	41	4	17					14	58
06:00	1		2						3		18:00	13		4						17	
06:15	1		0						1		18:15	9		3						12	
06:30	2		3						5		18:30	8		1						9	
06:45	1	5	4	9					5	14	18:45	9	39	3	11					12	50
07:00	0		5						5		19:00	6		2						8	
07:15	2		6						8		19:15	7		2						9	
07:30	6		16						22		19:30	7		1						8	
07:45	9	17	17	44					26	61	19:45	4	24	7	12					11	36
08:00	5		10						15		20:00	5		0						5	
08:15	3		7						10		20:15	2		0						2	
08:30	4		8						12		20:30	2		2						4	
08:45	4	16	15	40					19	56	20:45	2	11	1	3					3	14
09:00	2		15						17		21:00	2		1						3	
09:15	4		11						15		21:15	1		3						4	
09:30	4		6						10		21:30	2		0						2	
09:45	6	16	4	36					10	52	21:45	1	6	1	5					2	11
10:00	4		8						12		22:00	3		0						3	
10:15	3		9						12		22:15	2		2						4	
10:30	4		3						7		22:30	1		1						2	
10:45	3	14	3	23					6	37	22:45	4	10	1	4					5	14
11:00	2		6						8		23:00	1		0						1	
11:15	11		2						13		23:15	1		0						1	
11:30	4		2						6		23:30	0		0						0	
11:45	2	19	4	14					6	33	23:45	1	3	1	1					2	4
Totals		91		175					266		Totals		260		134					394	
Split %		34.2%		65.8%					40.3%		Split %		66.0%		34.0%					59.7%	

Daily Totals	NB	SB	EB	WB	Total
	351	309	0	0	660

AM Peak Hour	07:30	07:30	11:00	PM Peak Hour	17:15	13:00	17:15
AM Peak Volume	23	50	73	PM Peak Volume	42	29	60
AM Pk Hr Factor	0.821	0.962	1.141	PM Pk Hr Factor	0.477	0.906	0.577

EXHIBIT G-277

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Florence Street south of Oak Street

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 27

Daily Totals	NB	SB	EB	WB	Total
	282	219	0	0	501

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		1						1		12:00	6		4						10	
00:15	0		1						1		12:15	4		4						8	
00:30	0		0						0		12:30	5		2						7	
00:45	0	0	0	2					0	2	12:45	6	21	2	12					8	33
01:00	0		0						0		13:00	2		4						6	
01:15	0		0						0		13:15	4		3						7	
01:30	0		0						0		13:30	8		1						9	
01:45	0	0	0	0					0	0	13:45	7	21	3	11					10	32
02:00	0		0						0		14:00	5		6						11	
02:15	1		0						1		14:15	4		5						9	
02:30	0		0						0		14:30	3		0						3	
02:45	1	2	0	0					1	2	14:45	7	19	4	15					11	34
03:00	1		0						1		15:00	6		2						8	
03:15	0		0						0		15:15	8		4						12	
03:30	0		0						0		15:30	3		6						9	
03:45	1	2	1	1					2	3	15:45	2	19	0	12					2	31
04:00	0		1						1		16:00	5		3						8	
04:15	0		0						0		16:15	6		2						8	
04:30	0		0						0		16:30	5		3						8	
04:45	0	0	0	1					0	1	16:45	8	24	3	11					11	35
05:00	1		0						1		17:00	9		7						16	
05:15	0		0						0		17:15	5		5						10	
05:30	1		1						2		17:30	6		0						6	
05:45	1	3	2	3					3	6	17:45	8	28	2	14					10	42
06:00	0		0						0		18:00	9		2						11	
06:15	1		3						4		18:15	6		6						12	
06:30	2		4						6		18:30	6		0						6	
06:45	1	4	5	12					6	16	18:45	5	26	3	11					8	37
07:00	0		1						1		19:00	3		2						5	
07:15	2		3						5		19:15	3		1						4	
07:30	5		12						17		19:30	3		3						6	
07:45	8	15	8	24					16	39	19:45	7	16	5	11					12	27
08:00	0		7						7		20:00	3		2						5	
08:15	1		6						7		20:15	6		1						7	
08:30	3		4						7		20:30	1		3						4	
08:45	3	7	7	24					10	31	20:45	3	13	2	8					5	21
09:00	4		5						9		21:00	1		1						2	
09:15	1		3						4		21:15	1		1						2	
09:30	0		6						6		21:30	1		0						1	
09:45	2	7	4	18					6	25	21:45	1	4	0	2					1	6
10:00	5		3						8		22:00	0		1						1	
10:15	2		4						6		22:15	2		0						2	
10:30	6		0						6		22:30	3		0						3	
10:45	3	16	6	13					9	29	22:45	3	8	0	1					3	9
11:00	8		2						10		23:00	1		0						1	
11:15	4		3						7		23:15	1		0						1	
11:30	3		3						6		23:30	1		0						1	
11:45	9	24	5	13					14	37	23:45	0	3	0	0					0	3
Totals		80		111					191		Totals		202		108					310	
Split %		41.9%		58.1%					38.1%		Split %		65.2%		34.8%					61.9%	

Daily Totals	NB	SB	EB	WB	Total
	282	219	0	0	501

AM Peak Hour	11:00	07:30	07:30	PM Peak Hour	17:45	16:30	16:30
AM Peak Volume	24	33	47	PM Peak Volume	29	18	45
AM Pk Hr Factor	0.667	0.688	0.691	PM Pk Hr Factor	0.806	0.643	0.703

EXHIBIT G-278

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Florence Street south of Oak Street

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	297	238	0	0	535

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	6		0						6	
00:15	0		0						0		12:15	6		2						8	
00:30	0		0						0		12:30	2		3						5	
00:45	0	0	2	2					2	2	12:45	3	17	4	9					7	26
01:00	0		0						0		13:00	10		1						11	
01:15	0		0						0		13:15	3		2						5	
01:30	0		0						0		13:30	7		4						11	
01:45	1	1	0	0					1	1	13:45	4	24	3	10					7	34
02:00	1		0						1		14:00	2		2						4	
02:15	0		0						0		14:15	5		7						12	
02:30	0		0						0		14:30	2		1						3	
02:45	1	2	0	0					1	2	14:45	3	12	5	15					8	27
03:00	0		0						0		15:00	7		5						12	
03:15	0		1						1		15:15	5		1						6	
03:30	0		0						0		15:30	7		3						10	
03:45	0	0	0	1					0	1	15:45	6	25	4	13					10	38
04:00	0		0						0		16:00	9		3						12	
04:15	0		0						0		16:15	5		4						9	
04:30	0		1						1		16:30	5		2						7	
04:45	1	1	0	1					1	2	16:45	3	22	2	11					5	33
05:00	0		0						0		17:00	9		2						11	
05:15	0		0						0		17:15	8		1						9	
05:30	0		2						2		17:30	7		5						12	
05:45	0	0	2	4					2	4	17:45	4	28	2	10					6	38
06:00	0		1						1		18:00	14		4						18	
06:15	0		3						3		18:15	6		5						11	
06:30	2		0						2		18:30	10		3						13	
06:45	3	5	6	10					9	15	18:45	8	38	3	15					11	53
07:00	3		5						8		19:00	3		4						7	
07:15	0		3						3		19:15	9		1						10	
07:30	2		10						12		19:30	6		2						8	
07:45	4	9	6	24					10	33	19:45	2	20	3	10					5	30
08:00	1		8						9		20:00	6		1						7	
08:15	2		8						10		20:15	2		0						2	
08:30	3		5						8		20:30	5		2						7	
08:45	5	11	5	26					10	37	20:45	4	17	0	3					4	20
09:00	2		7						9		21:00	2		3						5	
09:15	2		10						12		21:15	2		3						5	
09:30	3		9						12		21:30	1		2						3	
09:45	3	10	4	30					7	40	21:45	0	5	2	10					2	15
10:00	9		7						16		22:00	0		1						1	
10:15	6		8						14		22:15	1		0						1	
10:30	7		6						13		22:30	0		1						1	
10:45	3	25	2	23					5	48	22:45	2	3	0	2					2	5
11:00	6		3						9		23:00	1		0						1	
11:15	6		3						9		23:15	0		1						1	
11:30	3		2						5		23:30	0		0						0	
11:45	4	19	0	8					4	27	23:45	2	3	0	1					2	4
Totals		83		129					212		Totals		214		109					323	
Split %		39.2%		60.8%					39.6%		Split %		66.3%		33.7%					60.4%	

Daily Totals	NB	SB	EB	WB	Total
	297	238	0	0	535

AM Peak Hour	10:00	07:30	11:00	PM Peak Hour	18:00	14:15	18:00
AM Peak Volume	25	32	50	PM Peak Volume	38	18	53
AM Pk Hr Factor	0.694	0.667	0.735	PM Pk Hr Factor	1.056	0.643	0.828

EXHIBIT G-279

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Florence Street south of Oak Street

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	271	221	0	0	492

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		0						1		12:00	6		4						10	
00:15	0		0						0		12:15	6		3						9	
00:30	1		2						3		12:30	4		2						6	
00:45	0	2	1	3					1	5	12:45	4	20	2	11					6	31
01:00	0		1						1		13:00	5		4						9	
01:15	0		0						0		13:15	8		3						11	
01:30	0		0						0		13:30	3		3						6	
01:45	1	1	0	1					1	2	13:45	3	19	4	14					7	33
02:00	2		1						3		14:00	3		4						7	
02:15	0		0						0		14:15	4		5						9	
02:30	0		1						1		14:30	2		2						4	
02:45	1	3	1	3					2	6	14:45	7	16	0	11					7	27
03:00	1		0						1		15:00	1		9						10	
03:15	0		0						0		15:15	11		3						14	
03:30	0		0						0		15:30	9		5						14	
03:45	0	1	0	0					0	1	15:45	6	27	2	19					8	46
04:00	0		0						0		16:00	11		6						17	
04:15	0		0						0		16:15	3		4						7	
04:30	0		0						0		16:30	4		3						7	
04:45	0	0	0	0					0	0	16:45	3	21	2	15					5	36
05:00	0		0						0		17:00	5		4						9	
05:15	0		1						1		17:15	6		4						10	
05:30	0		1						1		17:30	7		2						9	
05:45	0	0	0	2					0	2	17:45	6	24	4	14					10	38
06:00	1		1						2		18:00	7		3						10	
06:15	1		4						5		18:15	6		1						7	
06:30	1		5						6		18:30	6		2						8	
06:45	0	3	7	17					7	20	18:45	8	27	2	8					10	35
07:00	0		4						4		19:00	8		2						10	
07:15	4		5						9		19:15	2		4						6	
07:30	1		8						9		19:30	2		0						2	
07:45	6	11	8	25					14	36	19:45	2	14	1	7					3	21
08:00	2		6						8		20:00	2		2						4	
08:15	3		5						8		20:15	1		1						2	
08:30	2		6						8		20:30	2		1						3	
08:45	1	8	2	19					3	27	20:45	8	13	0	4					8	17
09:00	3		8						11		21:00	2		1						3	
09:15	2		5						7		21:15	4		1						5	
09:30	2		2						4		21:30	1		0						1	
09:45	3	10	7	22					10	32	21:45	4	11	2	4					6	15
10:00	6		8						14		22:00	4		0						4	
10:15	3		3						6		22:15	0		0						0	
10:30	3		1						4		22:30	2		0						2	
10:45	4	16	3	15					7	31	22:45	1	7	0	0					1	7
11:00	2		3						5		23:00	1		0						1	
11:15	4		0						4		23:15	2		0						2	
11:30	3		1						4		23:30	3		0						3	
11:45	2	11	3	7					5	18	23:45	0	6	0	0					0	6
Totals		66		114					180		Totals		205		107					312	
Split %		36.7%		63.3%					36.6%		Split %		65.7%		34.3%					63.4%	

Daily Totals	NB	SB	EB	WB	Total
	271	221	0	0	492

AM Peak Hour	10:00	07:30	11:00	PM Peak Hour	15:15	15:00	15:15
AM Peak Volume	16	27	40	PM Peak Volume	37	19	53
AM Pk Hr Factor	0.444	0.563	0.588	PM Pk Hr Factor	1.028	0.679	0.828

EXHIBIT G-280

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Naomi Street south of Oak Street

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 28

Daily Totals	NB	SB	EB	WB	Total
	441	157	0	0	598

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		1						2		12:00	11		0						11	
00:15	1		0						1		12:15	10		2						12	
00:30	2		0						2		12:30	12		1						13	
00:45	0	4	0	1					0	5	12:45	11	44	2	5					13	49
01:00	1		0						1		13:00	10		1						11	
01:15	0		0						0		13:15	8		1						9	
01:30	0		1						1		13:30	8		2						10	
01:45	0	1	0	1					0	2	13:45	7	33	4	8					11	41
02:00	0		0						0		14:00	5		6						11	
02:15	0		0						0		14:15	11		4						15	
02:30	1		0						1		14:30	7		5						12	
02:45	0	1	0	0					0	1	14:45	7	30	4	19					11	49
03:00	0		0						0		15:00	7		0						7	
03:15	0		0						0		15:15	9		2						11	
03:30	0		0						0		15:30	5		2						7	
03:45	0	0	0	0					0	0	15:45	7	28	3	7					10	35
04:00	0		0						0		16:00	9		2						11	
04:15	0		0						0		16:15	6		1						7	
04:30	0		0						0		16:30	8		1						9	
04:45	0	0	0	0					0	0	16:45	7	30	2	6					9	36
05:00	2		0						2		17:00	7		0						7	
05:15	0		0						0		17:15	5		3						8	
05:30	0		0						0		17:30	12		0						12	
05:45	1	3	1	1					2	4	17:45	12	36	1	4					13	40
06:00	0		0						0		18:00	10		1						11	
06:15	0		1						1		18:15	19		6						25	
06:30	1		0						1		18:30	15		7						22	
06:45	2	3	0	1					2	4	18:45	10	54	1	15					11	69
07:00	1		0						1		19:00	9		2						11	
07:15	1		0						1		19:15	5		0						5	
07:30	3		0						3		19:30	5		2						7	
07:45	7	12	7	7					14	19	19:45	11	30	1	5					12	35
08:00	5		9						14		20:00	3		4						7	
08:15	3		6						9		20:15	11		1						12	
08:30	5		11						16		20:30	2		2						4	
08:45	4	17	6	32					10	49	20:45	9	25	1	8					10	33
09:00	3		9						12		21:00	5		3						8	
09:15	2		7						9		21:15	3		2						5	
09:30	2		6						8		21:30	5		0						5	
09:45	3	10	2	24					5	34	21:45	2	15	0	5					2	20
10:00	3		2						5		22:00	0		1						1	
10:15	3		0						3		22:15	1		1						2	
10:30	5		0						5		22:30	1		1						2	
10:45	6	17	0	2					6	19	22:45	0	2	0	3					0	5
11:00	5		0						5		23:00	2		1						3	
11:15	8		0						8		23:15	1		0						1	
11:30	11		0						11		23:30	2		1						3	
11:45	16	40	0	0					16	40	23:45	1	6	1	3					2	9
Totals		108		69					177		Totals		333		88					421	
Split %		61.0%		39.0%					29.6%		Split %		79.1%		20.9%					70.4%	

Daily Totals	NB	SB	EB	WB	Total
	441	157	0	0	598

AM Peak Hour	11:00	08:30	07:45	PM Peak Hour	17:45	14:00	17:45
AM Peak Volume	40	33	53	PM Peak Volume	56	19	71
AM Pk Hr Factor	0.625	0.750	0.828	PM Pk Hr Factor	0.737	0.792	0.710

EXHIBIT G-281

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Naomi Street south of Oak Street

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	428	150	0	0	578

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	12		1						13	
00:15	3		0						3		12:15	8		0						8	
00:30	0		0						0		12:30	5		2						7	
00:45	0	3	0	0					0	3	12:45	7	32	1	4					8	36
01:00	0		0						0		13:00	7		0						7	
01:15	0		0						0		13:15	9		2						11	
01:30	0		0						0		13:30	9		3						12	
01:45	1	1	0	0					1	1	13:45	5	30	3	8					8	38
02:00	0		0						0		14:00	3		3						6	
02:15	1		0						1		14:15	7		3						10	
02:30	0		0						0		14:30	6		6						12	
02:45	0	1	0	0					0	1	14:45	9	25	3	15					12	40
03:00	0		1						1		15:00	7		4						11	
03:15	0		0						0		15:15	7		1						8	
03:30	0		0						0		15:30	6		1						7	
03:45	1	1	0	1					1	2	15:45	8	28	1	7					9	35
04:00	0		0						0		16:00	12		0						12	
04:15	0		0						0		16:15	7		2						9	
04:30	0		0						0		16:30	4		7						11	
04:45	0	0	0	0					0	0	16:45	8	31	4	13					12	44
05:00	1		1						2		17:00	6		3						9	
05:15	0		1						1		17:15	8		3						11	
05:30	0		1						1		17:30	8		4						12	
05:45	0	1	2	5					2	6	17:45	13	35	7	17					20	52
06:00	0		1						1		18:00	15		4						19	
06:15	0		1						1		18:15	12		1						13	
06:30	1		0						1		18:30	11		3						14	
06:45	1	2	2	4					3	6	18:45	8	46	1	9					9	55
07:00	1		1						2		19:00	14		1						15	
07:15	2		0						2		19:15	8		0						8	
07:30	2		0						2		19:30	11		3						14	
07:45	11	16	1	2					12	18	19:45	10	43	5	9					15	52
08:00	2		0						2		20:00	11		5						16	
08:15	5		0						5		20:15	3		4						7	
08:30	0		0						0		20:30	3		0						3	
08:45	2	9	5	5					7	14	20:45	5	22	1	10					6	32
09:00	6		4						10		21:00	5		2						7	
09:15	4		7						11		21:15	9		0						9	
09:30	5		7						12		21:30	7		2						9	
09:45	4	19	3	21					7	40	21:45	3	24	1	5					4	29
10:00	5		1						6		22:00	6		3						9	
10:15	3		2						5		22:15	3		1						4	
10:30	6		2						8		22:30	2		0						2	
10:45	3	17	1	6					4	23	22:45	1	12	1	5					2	17
11:00	4		2						6		23:00	2		0						2	
11:15	4		0						4		23:15	1		0						1	
11:30	7		2						9		23:30	2		0						2	
11:45	9	24	0	4					9	28	23:45	1	6	0	0					1	6
Totals		94		48						142	Totals		334		102						436
Split %		66.2%		33.8%						24.6%	Split %		76.6%		23.4%						75.4%

Daily Totals	NB	SB	EB	WB	Total
	428	150	0	0	578

AM Peak Hour	11:00	08:45	11:00	PM Peak Hour	17:45	17:15	17:45
AM Peak Volume	24	23	40	PM Peak Volume	51	18	66
AM Pk Hr Factor	0.375	0.523	0.625	PM Pk Hr Factor	0.671	0.750	0.660

EXHIBIT G-282

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Naomi Street south of Oak Street

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	472	188	0	0	660

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		1						2		12:00	13		2						15	
00:15	0		0						0		12:15	11		3						14	
00:30	0		0						0		12:30	12		5						17	
00:45	0	1	0	1					0	2	12:45	9	45	6	16					15	61
01:00	0		0						0		13:00	12		3						15	
01:15	0		0						0		13:15	12		3						15	
01:30	0		0						0		13:30	8		1						9	
01:45	0	0	0	0					0	0	13:45	9	41	1	8					10	49
02:00	2		0						2		14:00	5		0						5	
02:15	0		0						0		14:15	10		0						10	
02:30	1		0						1		14:30	9		0						9	
02:45	0	3	0	0					0	3	14:45	10	34	0	0					10	34
03:00	1		0						1		15:00	7		0						7	
03:15	0		0						0		15:15	17		0						17	
03:30	0		0						0		15:30	9		0						9	
03:45	0	1	0	0					0	1	15:45	8	41	1	1					9	42
04:00	0		0						0		16:00	13		4						17	
04:15	0		0						0		16:15	7		4						11	
04:30	0		0						0		16:30	6		6						12	
04:45	1	1	0	0					1	1	16:45	11	37	5	19					16	56
05:00	1		0						1		17:00	5		5						10	
05:15	0		0						0		17:15	12		7						19	
05:30	0		0						0		17:30	14		4						18	
05:45	0	1	0	0					0	1	17:45	9	40	0	16					9	56
06:00	1		1						2		18:00	9		5						14	
06:15	1		0						1		18:15	14		1						15	
06:30	3		1						4		18:30	13		6						19	
06:45	3	8	2	4					5	12	18:45	11	47	5	17					16	64
07:00	3		5						8		19:00	8		4						12	
07:15	0		2						2		19:15	7		3						10	
07:30	1		5						6		19:30	15		0						15	
07:45	3	7	6	18					9	25	19:45	4	34	3	10					7	44
08:00	7		9						16		20:00	6		3						9	
08:15	3		10						13		20:15	2		0						2	
08:30	3		2						5		20:30	5		1						6	
08:45	1	14	10	31					11	45	20:45	3	16	2	6					5	22
09:00	4		6						10		21:00	6		1						7	
09:15	3		4						7		21:15	4		0						4	
09:30	1		9						10		21:30	1		3						4	
09:45	5	13	1	20					6	33	21:45	4	15	1	5					5	20
10:00	4		0						4		22:00	5		1						6	
10:15	6		0						6		22:15	4		0						4	
10:30	6		5						11		22:30	4		1						5	
10:45	2	18	0	5					2	23	22:45	4	17	0	2					4	19
11:00	7		0						7		23:00	3		0						3	
11:15	9		5						14		23:15	2		1						3	
11:30	9		0						9		23:30	0		2						2	
11:45	7	32	1	6					8	38	23:45	1	6	0	3					1	9
Totals		99		85						184	Totals		373		103						476
Split %		53.8%		46.2%						27.9%	Split %		78.4%		21.6%						72.1%

Daily Totals	NB	SB	EB	WB	Total
	472	188	0	0	660

AM Peak Hour	11:00	08:00	11:00	PM Peak Hour	18:00	16:30	18:00
AM Peak Volume	32	31	45	PM Peak Volume	47	23	64
AM Pk Hr Factor	0.500	0.705	0.703	PM Pk Hr Factor	0.618	0.958	0.640

EXHIBIT G-283

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Frederick Street south of Oak Street

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 29

Daily Totals	NB	SB	EB	WB	Total
	432	228	0	0	660

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		1						1		12:00	5		1						6	
00:15	1		0						1		12:15	6		1						7	
00:30	0		1						1		12:30	4		4						8	
00:45	1	2	0	2					1	4	12:45	7	22	5	11					12	33
01:00	0		0						0		13:00	10		2						12	
01:15	0		0						0		13:15	12		3						15	
01:30	1		0						1		13:30	8		7						15	
01:45	0	1	0	0					0	1	13:45	12	42	5	17					17	59
02:00	0		0						0		14:00	8		2						10	
02:15	0		0						0		14:15	5		6						11	
02:30	0		0						0		14:30	6		5						11	
02:45	0	0	0	0					0	0	14:45	9	28	5	18					14	46
03:00	0		0						0		15:00	8		4						12	
03:15	0		0						0		15:15	8		7						15	
03:30	0		0						0		15:30	6		2						8	
03:45	0	0	0	0					0	0	15:45	10	32	2	15					12	47
04:00	0		0						0		16:00	10		3						13	
04:15	0		0						0		16:15	7		6						13	
04:30	0		0						0		16:30	8		3						11	
04:45	0	0	0	0					0	0	16:45	7	32	2	14					9	46
05:00	2		1						3		17:00	19		4						23	
05:15	1		0						1		17:15	9		3						12	
05:30	0		0						0		17:30	21		4						25	
05:45	0	3	0	1					0	4	17:45	15	64	2	13					17	77
06:00	0		1						1		18:00	16		1						17	
06:15	0		2						2		18:15	14		3						17	
06:30	0		1						1		18:30	10		5						15	
06:45	0	0	3	7					3	7	18:45	8	48	1	10					9	58
07:00	3		3						6		19:00	5		2						7	
07:15	2		4						6		19:15	3		1						4	
07:30	1		6						7		19:30	3		1						4	
07:45	3	9	9	22					12	31	19:45	4	15	1	5					5	20
08:00	8		9						17		20:00	3		0						3	
08:15	8		10						18		20:15	6		1						7	
08:30	6		12						18		20:30	7		1						8	
08:45	5	27	6	37					11	64	20:45	2	18	1	3					3	21
09:00	5		9						14		21:00	5		2						7	
09:15	6		5						11		21:15	1		1						2	
09:30	6		2						8		21:30	0		0						0	
09:45	4	21	3	19					7	40	21:45	1	7	1	4					2	11
10:00	1		5						6		22:00	4		3						7	
10:15	3		1						4		22:15	1		1						2	
10:30	10		2						12		22:30	2		0						2	
10:45	3	17	5	13					8	30	22:45	1	8	0	4					1	12
11:00	6		6						12		23:00	0		0						0	
11:15	11		2						13		23:15	0		0						0	
11:30	9		0						9		23:30	1		0						1	
11:45	8	34	5	13					13	47	23:45	1	2	0	0					1	2
Totals		114		114					228		Totals		318		114					432	
Split %		50.0%		50.0%					34.5%		Split %		73.6%		26.4%					65.5%	

Daily Totals	NB	SB	EB	WB	Total
	432	228	0	0	660

AM Peak Hour	11:00	07:45	07:45	PM Peak Hour	17:30	14:30	17:00
AM Peak Volume	34	40	65	PM Peak Volume	66	21	77
AM Pk Hr Factor	0.773	0.833	0.903	PM Pk Hr Factor	0.786	0.750	0.770

EXHIBIT G-284

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Frederick Street south of Oak Street

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	415	261	0	0	676

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	5		4						9	
00:15	1		1						2		12:15	6		9						15	
00:30	0		0						0		12:30	9		4						13	
00:45	0	1	0	1					0	2	12:45	7	27	7	24					14	51
01:00	0		0						0		13:00	5		4						9	
01:15	0		0						0		13:15	8		2						10	
01:30	0		0						0		13:30	2		5						7	
01:45	1	1	0	0					1	1	13:45	7	22	5	16					12	38
02:00	0		0						0		14:00	10		7						17	
02:15	0		0						0		14:15	10		5						15	
02:30	0		0						0		14:30	8		1						9	
02:45	0	0	0	0					0	0	14:45	6	34	6	19					12	53
03:00	0		0						0		15:00	10		6						16	
03:15	0		0						0		15:15	8		3						11	
03:30	0		0						0		15:30	9		3						12	
03:45	0	0	0	0					0	0	15:45	7	34	6	18					13	52
04:00	0		0						0		16:00	19		4						23	
04:15	0		0						0		16:15	14		3						17	
04:30	0		0						0		16:30	12		3						15	
04:45	0	0	1	1					1	1	16:45	7	52	2	12					9	64
05:00	0		0						0		17:00	12		2						14	
05:15	0		1						1		17:15	8		1						9	
05:30	0		0						0		17:30	5		5						10	
05:45	0	0	1	2					1	2	17:45	16	41	2	10					18	51
06:00	2		0						2		18:00	10		1						11	
06:15	0		0						0		18:15	10		5						15	
06:30	1		0						1		18:30	9		2						11	
06:45	1	4	7	7					8	11	18:45	4	33	5	13					9	46
07:00	5		2						7		19:00	8		2						10	
07:15	3		4						7		19:15	7		3						10	
07:30	1		10						11		19:30	4		1						5	
07:45	4	13	4	20					8	33	19:45	0	19	3	9					3	28
08:00	7		5						12		20:00	4		1						5	
08:15	10		15						25		20:15	4		0						4	
08:30	4		13						17		20:30	7		0						7	
08:45	3	24	11	44					14	68	20:45	2	17	2	3					4	20
09:00	4		11						15		21:00	6		1						7	
09:15	4		4						8		21:15	4		1						5	
09:30	5		2						7		21:30	3		0						3	
09:45	5	18	3	20					8	38	21:45	1	14	0	2					1	16
10:00	3		8						11		22:00	1		2						3	
10:15	10		3						13		22:15	3		2						5	
10:30	8		4						12		22:30	0		0						0	
10:45	5	26	3	18					8	44	22:45	0	4	0	4					0	8
11:00	6		1						7		23:00	0		1						1	
11:15	4		5						9		23:15	2		1						3	
11:30	5		2						7		23:30	1		1						2	
11:45	13	28	7	15					20	43	23:45	0	3	0	3					0	6
Totals		115		128						243	Totals		300		133						433
Split %		47.3%		52.7%						35.9%	Split %		69.3%		30.7%						64.1%

Daily Totals	NB	SB	EB	WB	Total
	415	261	0	0	676

AM Peak Hour	10:15	08:15	11:00	PM Peak Hour	16:00	12:15	15:45
AM Peak Volume	29	50	71	PM Peak Volume	52	24	68
AM Pk Hr Factor	0.659	1.042	0.986	PM Pk Hr Factor	0.619	0.857	0.680

EXHIBIT G-285

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Frederick Street south of Oak Street

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	440	264	0	0	704

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	7		2						9	
00:15	1		0						1		12:15	3		8						11	
00:30	0		0						0		12:30	10		2						12	
00:45	0	1	0	0					0	1	12:45	9	29	2	14					11	43
01:00	0		0						0		13:00	5		3						8	
01:15	0		0						0		13:15	10		4						14	
01:30	1		0						1		13:30	10		5						15	
01:45	1	2	1	1					2	3	13:45	5	30	4	16					9	46
02:00	0		1						1		14:00	4		6						10	
02:15	0		0						0		14:15	7		5						12	
02:30	0		0						0		14:30	6		7						13	
02:45	0	0	1	2					1	2	14:45	10	27	5	23					15	50
03:00	0		0						0		15:00	11		5						16	
03:15	0		0						0		15:15	5		7						12	
03:30	1		0						1		15:30	13		2						15	
03:45	0	1	0	0					0	1	15:45	10	39	5	19					15	58
04:00	1		0						1		16:00	10		2						12	
04:15	0		0						0		16:15	13		5						18	
04:30	0		2						2		16:30	13		8						21	
04:45	0	1	0	2					0	3	16:45	15	51	5	20					20	71
05:00	0		0						0		17:00	12		1						13	
05:15	0		0						0		17:15	13		1						14	
05:30	1		0						1		17:30	13		3						16	
05:45	0	1	1	1					1	2	17:45	12	50	5	10					17	60
06:00	0		0						0		18:00	12		3						15	
06:15	1		0						1		18:15	5		7						12	
06:30	2		2						4		18:30	8		6						14	
06:45	2	5	4	6					6	11	18:45	15	40	1	17					16	57
07:00	3		4						7		19:00	9		1						10	
07:15	6		5						11		19:15	7		4						11	
07:30	1		7						8		19:30	6		5						11	
07:45	3	13	11	27					14	40	19:45	2	24	3	13					5	37
08:00	9		7						16		20:00	1		1						2	
08:15	7		13						20		20:15	2		2						4	
08:30	7		8						15		20:30	3		1						4	
08:45	4	27	7	35					11	62	20:45	2	8	0	4					2	12
09:00	4		8						12		21:00	5		3						8	
09:15	6		5						11		21:15	6		1						7	
09:30	8		6						14		21:30	5		2						7	
09:45	2	20	3	22					5	42	21:45	2	18	1	7					3	25
10:00	6		4						10		22:00	2		0						2	
10:15	4		4						8		22:15	3		2						5	
10:30	6		1						7		22:30	1		1						2	
10:45	4	20	3	12					7	32	22:45	0	6	0	3					0	9
11:00	3		0						3		23:00	1		0						1	
11:15	4		2						6		23:15	1		1						2	
11:30	6		3						9		23:30	3		1						4	
11:45	7	20	3	8					10	28	23:45	2	7	0	2					2	9
Totals		111		116					227		Totals		329		148					477	
Split %		48.9%		51.1%					32.2%		Split %		69.0%		31.0%					67.8%	

Daily Totals	NB	SB	EB	WB	Total
	440	264	0	0	704

AM Peak Hour	08:00	07:45	11:00	PM Peak Hour	16:45	14:30	16:15
AM Peak Volume	27	39	65	PM Peak Volume	53	24	72
AM Pk Hr Factor	0.614	0.813	0.903	PM Pk Hr Factor	0.631	0.857	0.720

EXHIBIT G-286

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Hollywood Way north of Alameda Ave

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 30

Daily Totals	NB	SB	EB	WB	Total
	12416	16252	0	0	28668

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	36		39						75		12:00	220		235						455	
00:15	29		35						64		12:15	214		266						480	
00:30	15		33						48		12:30	210		257						467	
00:45	27	107	36	143					63	250	12:45	205	849	280	1038					485	1887
01:00	20		19						39		13:00	212		257						469	
01:15	15		23						38		13:15	194		256						450	
01:30	19		17						36		13:30	215		295						510	
01:45	19	73	26	85					45	158	13:45	181	802	238	1046					419	1848
02:00	16		25						41		14:00	183		279						462	
02:15	9		18						27		14:15	185		251						436	
02:30	13		19						32		14:30	228		273						501	
02:45	12	50	16	78					28	128	14:45	209	805	231	1034					440	1839
03:00	13		18						31		15:00	187		228						415	
03:15	6		20						26		15:15	194		226						420	
03:30	12		12						24		15:30	213		236						449	
03:45	9	40	21	71					30	111	15:45	202	796	197	887					399	1683
04:00	8		10						18		16:00	232		239						471	
04:15	6		13						19		16:15	230		229						459	
04:30	16		36						52		16:30	263		204						467	
04:45	17	47	39	98					56	145	16:45	253	978	178	850					431	1828
05:00	23		47						70		17:00	285		227						512	
05:15	33		76						109		17:15	252		208						460	
05:30	54		99						153		17:30	283		216						499	
05:45	56	166	102	324					158	490	17:45	237	1057	187	838					424	1895
06:00	56		153						209		18:00	265		200						465	
06:15	64		162						226		18:15	299		218						517	
06:30	74		208						282		18:30	307		221						528	
06:45	79	273	246	769					325	1042	18:45	243	1114	194	833					437	1947
07:00	105		278						383		19:00	242		210						452	
07:15	107		263						370		19:15	230		216						446	
07:30	116		281						397		19:30	202		183						385	
07:45	140	468	324	1146					464	1614	19:45	207	881	182	791					389	1672
08:00	152		319						471		20:00	163		187						350	
08:15	135		354						489		20:15	137		167						304	
08:30	138		343						481		20:30	141		138						279	
08:45	145	570	365	1381					510	1951	20:45	110	551	157	649					267	1200
09:00	156		360						516		21:00	99		163						262	
09:15	172		299						471		21:15	99		131						230	
09:30	151		257						408		21:30	75		120						195	
09:45	171	650	269	1185					440	1835	21:45	78	351	108	522					186	873
10:00	163		228						391		22:00	79		117						196	
10:15	155		231						386		22:15	73		106						179	
10:30	146		225						371		22:30	61		113						174	
10:45	169	633	224	908					393	1541	22:45	75	288	79	415					154	703
11:00	159		247						406		23:00	49		83						132	
11:15	160		234						394		23:15	53		50						103	
11:30	184		221						405		23:30	44		47						91	
11:45	175	678	245	947					420	1625	23:45	43	189	34	214					77	403
Totals		3755		7135						10890	Totals		8661		9117						17778
Split %		34.5%		65.5%						38.0%	Split %		48.7%		51.3%						62.0%

Daily Totals	NB	SB	EB	WB	Total
	12416	16252	0	0	28668

AM Peak Hour	11:00	08:15	08:15	PM Peak Hour	18:00	12:45	18:00
AM Peak Volume	678	1422	1996	PM Peak Volume	1114	1088	1947
AM Pk Hr Factor	0.921	0.974	0.967	PM Pk Hr Factor	0.907	0.922	0.922

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Hollywood Way north of Alameda Ave

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Site # 30

Daily Totals	NB	SB	EB	WB	Total
	12362	16311	0	0	28673

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	38		48						86		12:00	210		234						444	
00:15	22		32						54		12:15	211		277						488	
00:30	23		28						51		12:30	174		274						448	
00:45	27	110	34	142					61	252	12:45	196	791	240	1025					436	1816
01:00	22		28						50		13:00	228		254						482	
01:15	13		15						28		13:15	198		288						486	
01:30	9		14						23		13:30	197		268						465	
01:45	15	59	15	72					30	131	13:45	195	818	270	1080					465	1898
02:00	12		15						27		14:00	175		247						422	
02:15	9		19						28		14:15	190		249						439	
02:30	19		14						33		14:30	195		242						437	
02:45	13	53	12	60					25	113	14:45	216	776	248	986					464	1762
03:00	9		11						20		15:00	212		230						442	
03:15	7		17						24		15:15	221		241						462	
03:30	7		20						27		15:30	211		234						445	
03:45	9	32	21	69					30	101	15:45	210	854	226	931					436	1785
04:00	10		13						23		16:00	246		198						444	
04:15	11		20						31		16:15	233		198						431	
04:30	13		33						46		16:30	271		232						503	
04:45	25	59	32	98					57	157	16:45	243	993	204	832					447	1825
05:00	21		62						83		17:00	277		217						494	
05:15	34		63						97		17:15	266		229						495	
05:30	40		102						142		17:30	269		216						485	
05:45	50	145	131	358					181	503	17:45	260	1072	181	843					441	1915
06:00	50		162						212		18:00	254		207						461	
06:15	75		187						262		18:15	313		191						504	
06:30	62		206						268		18:30	297		219						516	
06:45	83	270	269	824					352	1094	18:45	277	1141	191	808					468	1949
07:00	74		263						337		19:00	228		189						417	
07:15	102		257						359		19:15	240		171						411	
07:30	117		299						416		19:30	169		195						364	
07:45	161	454	316	1135					477	1589	19:45	158	795	209	764					367	1559
08:00	118		296						414		20:00	156		200						356	
08:15	140		317						457		20:15	142		159						301	
08:30	155		380						535		20:30	103		142						245	
08:45	155	568	335	1328					490	1896	20:45	113	514	169	670					282	1184
09:00	158		340						498		21:00	122		175						297	
09:15	158		356						514		21:15	138		130						268	
09:30	157		296						453		21:30	113		135						248	
09:45	135	608	262	1254					397	1862	21:45	99	472	143	583					242	1055
10:00	130		252						382		22:00	85		151						236	
10:15	194		215						409		22:15	76		133						209	
10:30	150		217						367		22:30	61		98						159	
10:45	149	623	196	880					345	1503	22:45	73	295	67	449					140	744
11:00	163		217						380		23:00	64		61						125	
11:15	147		229						376		23:15	44		51						95	
11:30	169		208						377		23:30	49		61						110	
11:45	193	672	244	898					437	1570	23:45	31	188	49	222					80	410
Totals		3653		7118					10771		Totals		8709		9193					17902	
Split %		33.9%		66.1%					37.6%		Split %		48.6%		51.4%					62.4%	

Daily Totals	NB	SB	EB	WB	Total
	12362	16311	0	0	28673

AM Peak Hour	11:00	08:30	11:00	PM Peak Hour	18:00	13:00	18:00
AM Peak Volume	672	1411	2037	PM Peak Volume	1141	1080	1949
AM Pk Hr Factor	0.913	0.966	0.987	PM Pk Hr Factor	0.929	0.915	0.923

EXHIBIT G-288

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Hollywood Way north of Alameda Ave

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Site # 30

Daily Totals	NB	SB	EB	WB	Total
	12673	16245	0	0	28918

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	33		25						58		12:00	204		263						467	
00:15	27		27						54		12:15	207		284						491	
00:30	14		31						45		12:30	229		266						495	
00:45	28	102	22	105					50	207	12:45	201	841	257	1070					458	1911
01:00	20		19						39		13:00	205		250						455	
01:15	15		21						36		13:15	218		284						502	
01:30	18		22						40		13:30	213		283						496	
01:45	19	72	18	80					37	152	13:45	207	843	269	1086					476	1929
02:00	16		20						36		14:00	166		274						440	
02:15	9		10						19		14:15	186		259						445	
02:30	13		11						24		14:30	201		269						470	
02:45	12	50	13	54					25	104	14:45	225	778	228	1030					453	1808
03:00	12		17						29		15:00	216		207						423	
03:15	6		11						17		15:15	219		259						478	
03:30	11		13						24		15:30	215		208						423	
03:45	9	38	12	53					21	91	15:45	216	866	223	897					439	1763
04:00	8		15						23		16:00	248		207						455	
04:15	6		37						43		16:15	256		216						472	
04:30	15		30						45		16:30	293		230						523	
04:45	16	45	34	116					50	161	16:45	258	1055	200	853					458	1908
05:00	23		48						71		17:00	263		212						475	
05:15	32		78						110		17:15	261		231						492	
05:30	51		94						145		17:30	277		199						476	
05:45	59	165	121	341					180	506	17:45	270	1071	190	832					460	1903
06:00	51		158						209		18:00	274		197						471	
06:15	59		179						238		18:15	310		178						488	
06:30	70		197						267		18:30	303		178						481	
06:45	83	263	256	790					339	1053	18:45	294	1181	188	741					482	1922
07:00	107		232						339		19:00	217		212						429	
07:15	104		280						384		19:15	264		205						469	
07:30	112		272						384		19:30	183		190						373	
07:45	132	455	321	1105					453	1560	19:45	167	831	188	795					355	1626
08:00	154		297						451		20:00	148		195						343	
08:15	132		333						465		20:15	132		159						291	
08:30	135		341						476		20:30	116		160						276	
08:45	153	574	328	1299					481	1873	20:45	118	514	165	679					283	1193
09:00	142		366						508		21:00	129		177						306	
09:15	159		344						503		21:15	137		130						267	
09:30	142		270						412		21:30	115		144						259	
09:45	180	623	265	1245					445	1868	21:45	101	482	128	579					229	1061
10:00	166		204						370		22:00	81		144						225	
10:15	150		248						398		22:15	84		122						206	
10:30	136		219						355		22:30	67		127						194	
10:45	176	628	229	900					405	1528	22:45	87	319	95	488					182	807
11:00	169		198						367		23:00	59		76						135	
11:15	150		206						356		23:15	51		51						102	
11:30	170		213						383		23:30	50		51						101	
11:45	200	689	274	891					474	1580	23:45	28	188	38	216					66	404
Totals		3704		6979					10683		Totals		8969		9266					18235	
Split %		34.7%		65.3%					36.9%		Split %		49.2%		50.8%					63.1%	

Daily Totals	NB	SB	EB	WB	Total
	12673	16245	0	0	28918

AM Peak Hour	11:00	08:30	11:00	PM Peak Hour	18:00	13:15	16:30
AM Peak Volume	689	1379	1968	PM Peak Volume	1181	1110	1948
AM Pk Hr Factor	0.936	0.945	0.953	PM Pk Hr Factor	0.962	0.941	0.922

EXHIBIT G-289

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Fairview Street south of N Whitnall Hwy

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 31

Daily Totals	NB	SB	EB	WB	Total
	438	319	0	0	757

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		0						1		12:00	6		5						11	
00:15	0		1						1		12:15	8		7						15	
00:30	1		0						1		12:30	10		2						12	
00:45	1	3	1	2					2	5	12:45	12	36	11	25					23	61
01:00	0		1						1		13:00	11		2						13	
01:15	0		0						0		13:15	19		4						23	
01:30	0		0						0		13:30	6		9						15	
01:45	1	1	0	1					1	2	13:45	10	46	8	23					18	69
02:00	1		1						2		14:00	15		6						21	
02:15	0		0						0		14:15	4		10						14	
02:30	0		0						0		14:30	11		4						15	
02:45	0	1	0	1					0	2	14:45	6	36	10	30					16	66
03:00	0		0						0		15:00	12		10						22	
03:15	0		1						1		15:15	11		3						14	
03:30	1		0						1		15:30	10		5						15	
03:45	0	1	2	3					2	4	15:45	8	41	3	21					11	62
04:00	1		0						1		16:00	6		1						7	
04:15	1		1						2		16:15	6		7						13	
04:30	1		2						3		16:30	5		1						6	
04:45	0	3	0	3					0	6	16:45	6	23	4	13					10	36
05:00	1		1						2		17:00	10		4						14	
05:15	0		2						2		17:15	9		6						15	
05:30	0		4						4		17:30	9		1						10	
05:45	0	1	1	8					1	9	17:45	6	34	2	13					8	47
06:00	0		3						3		18:00	11		2						13	
06:15	0		4						4		18:15	5		8						13	
06:30	1		3						4		18:30	15		0						15	
06:45	1	2	7	17					8	19	18:45	11	42	2	12					13	54
07:00	2		5						7		19:00	9		7						16	
07:15	2		2						4		19:15	9		3						12	
07:30	1		2						3		19:30	7		3						10	
07:45	4	9	4	13					8	22	19:45	1	26	4	17					5	43
08:00	6		5						11		20:00	7		5						12	
08:15	7		6						13		20:15	8		1						9	
08:30	4		14						18		20:30	7		1						8	
08:45	2	19	13	38					15	57	20:45	3	25	1	8					4	33
09:00	8		6						14		21:00	6		2						8	
09:15	3		8						11		21:15	5		2						7	
09:30	5		6						11		21:30	4		0						4	
09:45	3	19	7	27					10	46	21:45	3	18	2	6					5	24
10:00	3		3						6		22:00	4		1						5	
10:15	7		2						9		22:15	2		3						5	
10:30	7		4						11		22:30	1		3						4	
10:45	4	21	3	12					7	33	22:45	0	7	0	7					0	14
11:00	4		5						9		23:00	3		0						3	
11:15	4		3						7		23:15	3		1						4	
11:30	3		4						7		23:30	1		1						2	
11:45	6	17	5	17					11	34	23:45	0	7	0	2					0	9
Totals		97		142					239		Totals		341		177					518	
Split %		40.6%		59.4%					31.6%		Split %		65.8%		34.2%					68.4%	

Daily Totals	NB	SB	EB	WB	Total
	438	319	0	0	757

AM Peak Hour	10:15	08:30	08:15	PM Peak Hour	12:30	14:15	13:15
AM Peak Volume	22	41	60	PM Peak Volume	52	34	77
AM Pk Hr Factor	0.786	0.732	0.833	PM Pk Hr Factor	0.684	0.850	0.837

EXHIBIT G-290

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Fairview Street south of N Whitnall Hwy

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	479	363	0	0	842

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	4		0						4		12:00	9		4						13	
00:15	0		0						0		12:15	6		6						12	
00:30	0		0						0		12:30	16		10						26	
00:45	1	5	0	0					1	5	12:45	14	45	12	32					26	77
01:00	0		0						0		13:00	14		6						20	
01:15	0		0						0		13:15	9		5						14	
01:30	0		0						0		13:30	5		8						13	
01:45	0	0	1	1					1	1	13:45	4	32	8	27					12	59
02:00	0		0						0		14:00	6		9						15	
02:15	0		1						1		14:15	10		4						14	
02:30	0		0						0		14:30	5		9						14	
02:45	0	0	0	1					0	1	14:45	11	32	7	29					18	61
03:00	0		0						0		15:00	9		8						17	
03:15	2		1						3		15:15	10		5						15	
03:30	0		0						0		15:30	13		5						18	
03:45	1	3	0	1					1	4	15:45	7	39	3	21					10	60
04:00	0		1						1		16:00	8		6						14	
04:15	0		0						0		16:15	11		5						16	
04:30	0		0						0		16:30	9		7						16	
04:45	1	1	1	2					2	3	16:45	8	36	3	21					11	57
05:00	0		0						0		17:00	15		5						20	
05:15	1		4						5		17:15	11		1						12	
05:30	1		6						7		17:30	13		3						16	
05:45	0	2	2	12					2	14	17:45	7	46	3	12					10	58
06:00	0		1						1		18:00	14		4						18	
06:15	1		2						3		18:15	18		8						26	
06:30	3		4						7		18:30	12		1						13	
06:45	2	6	8	15					10	21	18:45	15	59	4	17					19	76
07:00	2		8						10		19:00	15		2						17	
07:15	3		5						8		19:15	10		2						12	
07:30	1		8						9		19:30	5		4						9	
07:45	4	10	4	25					8	35	19:45	3	33	2	10					5	43
08:00	1		5						6		20:00	1		0						1	
08:15	11		10						21		20:15	3		4						7	
08:30	1		5						6		20:30	4		4						8	
08:45	3	16	9	29					12	45	20:45	4	12	2	10					6	22
09:00	2		4						6		21:00	3		0						3	
09:15	3		5						8		21:15	4		1						5	
09:30	5		10						15		21:30	4		2						6	
09:45	7	17	11	30					18	47	21:45	1	12	2	5					3	17
10:00	5		11						16		22:00	3		3						6	
10:15	5		4						9		22:15	6		2						8	
10:30	5		4						9		22:30	1		1						2	
10:45	5	20	7	26					12	46	22:45	4	14	3	9					7	23
11:00	6		3						9		23:00	4		0						4	
11:15	5		5						10		23:15	2		1						3	
11:30	10		7						17		23:30	4		1						5	
11:45	7	28	8	23					15	51	23:45	1	11	3	5					4	16
Totals		108		165						273	Totals		371		198						569
Split %		39.6%		60.4%						32.4%	Split %		65.2%		34.8%						67.6%

Daily Totals	NB	SB	EB	WB	Total
	479	363	0	0	842

AM Peak Hour	11:00	09:15	11:00	PM Peak Hour	18:15	12:15	12:30
AM Peak Volume	28	37	58	PM Peak Volume	60	34	86
AM Pk Hr Factor	1.000	0.661	0.806	PM Pk Hr Factor	0.789	0.850	0.935

EXHIBIT G-291

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Fairview Street south of N Whitnall Hwy

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	421	337	0	0	758

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		1						2		12:00	8		7						15	
00:15	2		0						2		12:15	6		5						11	
00:30	0		0						0		12:30	5		4						9	
00:45	0	3	0	1					0	4	12:45	8	27	6	22					14	49
01:00	1		0						1		13:00	13		4						17	
01:15	0		0						0		13:15	8		6						14	
01:30	0		0						0		13:30	8		2						10	
01:45	0	1	0	0					0	1	13:45	9	38	9	21					18	59
02:00	0		2						2		14:00	7		5						12	
02:15	0		0						0		14:15	7		10						17	
02:30	0		0						0		14:30	7		8						15	
02:45	0	0	0	2					0	2	14:45	6	27	4	27					10	54
03:00	1		0						1		15:00	14		7						21	
03:15	0		1						1		15:15	13		11						24	
03:30	0		0						0		15:30	7		4						11	
03:45	0	1	0	1					0	2	15:45	11	45	4	26					15	71
04:00	0		1						1		16:00	6		4						10	
04:15	0		0						0		16:15	8		4						12	
04:30	0		1						1		16:30	12		8						20	
04:45	0	0	0	2					0	2	16:45	6	32	6	22					12	54
05:00	1		0						1		17:00	16		4						20	
05:15	1		4						5		17:15	6		6						12	
05:30	1		3						4		17:30	9		5						14	
05:45	0	3	3	10					3	13	17:45	4	35	2	17					6	52
06:00	0		2						2		18:00	9		6						15	
06:15	2		3						5		18:15	11		5						16	
06:30	1		6						7		18:30	14		2						16	
06:45	1	4	7	18					8	22	18:45	11	45	2	15					13	60
07:00	0		4						4		19:00	10		4						14	
07:15	1		8						9		19:15	4		2						6	
07:30	3		7						10		19:30	7		6						13	
07:45	4	8	9	28					13	36	19:45	5	26	1	13					6	39
08:00	6		8						14		20:00	6		1						7	
08:15	9		6						15		20:15	8		1						9	
08:30	3		8						11		20:30	4		3						7	
08:45	4	22	13	35					17	57	20:45	1	19	3	8					4	27
09:00	3		5						8		21:00	4		0						4	
09:15	1		13						14		21:15	3		1						4	
09:30	11		4						15		21:30	1		0						1	
09:45	10	25	4	26					14	51	21:45	3	11	0	1					3	12
10:00	1		9						10		22:00	0		2						2	
10:15	5		4						9		22:15	3		1						4	
10:30	3		5						8		22:30	1		0						1	
10:45	4	13	6	24					10	37	22:45	2	6	2	5					4	11
11:00	3		2						5		23:00	3		0						3	
11:15	8		2						10		23:15	2		2						4	
11:30	2		4						6		23:30	1		1						2	
11:45	8	21	2	10					10	31	23:45	3	9	0	3					3	12
Totals		101		157					258		Totals		320		180					500	
Split %		39.1%		60.9%					34.0%		Split %		64.0%		36.0%					66.0%	

Daily Totals	NB	SB	EB	WB	Total
	421	337	0	0	758

AM Peak Hour	09:30	08:30	11:00	PM Peak Hour	18:15	13:45	15:00
AM Peak Volume	27	39	57	PM Peak Volume	46	32	71
AM Pk Hr Factor	0.964	0.696	0.792	PM Pk Hr Factor	0.605	0.800	0.772

EXHIBIT G-292

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Cordova Street and Avon Street

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 32

Daily Totals	NB	SB	EB	WB	Total
	0	0	284	257	541

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			2		1		3		12:00			8		5		13	
00:15			0		0		0		12:15			5		7		12	
00:30			0		0		0		12:30			5		3		8	
00:45			0	2	0	1	0	3	12:45			2	20	5	20	7	40
01:00			0		0		0		13:00			5		2		7	
01:15			0		0		0		13:15			4		2		6	
01:30			0		0		0		13:30			0		4		4	
01:45			0	0	0	0	0	0	13:45			2	11	6	14	8	25
02:00			0		0		0		14:00			9		6		15	
02:15			0		0		0		14:15			3		2		5	
02:30			0		0		0		14:30			6		3		9	
02:45			0	0	0	0	0	0	14:45			6	24	0	11	6	35
03:00			0		1		1		15:00			9		4		13	
03:15			0		0		0		15:15			5		1		6	
03:30			0		0		0		15:30			4		4		8	
03:45			0	0	0	1	0	1	15:45			4	22	2	11	6	33
04:00			0		0		0		16:00			3		3		6	
04:15			0		1		1		16:15			5		5		10	
04:30			0		0		0		16:30			4		3		7	
04:45			1	1	0	1	1	2	16:45			8	20	5	16	13	36
05:00			0		2		2		17:00			9		2		11	
05:15			1		4		5		17:15			6		3		9	
05:30			1		4		5		17:30			3		2		5	
05:45			1	3	3	13	4	16	17:45			12	30	3	10	15	40
06:00			1		2		3		18:00			8		3		11	
06:15			0		5		5		18:15			8		2		10	
06:30			2		2		4		18:30			6		9		15	
06:45			6	9	6	15	12	24	18:45			5	27	3	17	8	44
07:00			2		7		9		19:00			4		2		6	
07:15			0		5		5		19:15			7		1		8	
07:30			3		10		13		19:30			3		1		4	
07:45			2	7	3	25	5	32	19:45			4	18	2	6	6	24
08:00			3		9		12		20:00			2		1		3	
08:15			1		9		10		20:15			5		2		7	
08:30			1		8		9		20:30			2		1		3	
08:45			5	10	9	35	14	45	20:45			4	13	2	6	6	19
09:00			3		10		13		21:00			1		1		2	
09:15			2		3		5		21:15			0		1		1	
09:30			6		7		13		21:30			2		0		2	
09:45			3	14	2	22	5	36	21:45			2	5	4	6	6	11
10:00			2		2		4		22:00			5		0		5	
10:15			5		3		8		22:15			2		0		2	
10:30			3		5		8		22:30			3		0		3	
10:45			4	14	2	12	6	26	22:45			1	11	0	0	1	11
11:00			2		5		7		23:00			1		1		2	
11:15			5		0		5		23:15			3		0		3	
11:30			5		5		10		23:30			1		0		1	
11:45			4	16	2	12	6	28	23:45			2	7	2	3	4	10
Totals				76		137		213	Totals				208		120		328
Split %				35.7%		64.3%		39.4%	Split %				63.4%		36.6%		60.6%

Daily Totals	NB	SB	EB	WB	Total
	0	0	284	257	541

AM Peak Hour	11:00	08:15	08:15	PM Peak Hour	17:45	12:00	17:45
AM Peak Hr Volume	16	36	46	PM Peak Hr Volume	34	20	51
AM Pk Hr Factor	0.800	0.900	0.821	PM Pk Hr Factor	0.708	0.714	0.850

EXHIBIT G-293

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Cordova Street and Avon Street

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	278	271	549

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			0		0		0		12:00			1		2		3	
00:15			0		0		0		12:15			7		2		9	
00:30			1		1		2		12:30			7		7		14	
00:45			2	3	0	1	2	4	12:45			7	22	6	17	13	39
01:00			0		0		0		13:00			2		2		4	
01:15			0		0		0		13:15			4		6		10	
01:30			0		0		0		13:30			3		6		9	
01:45			0	0	0	0	0	0	13:45			3	12	5	19	8	31
02:00			0		0		0		14:00			7		5		12	
02:15			0		0		0		14:15			5		4		9	
02:30			0		0		0		14:30			3		4		7	
02:45			0	0	0	0	0	0	14:45			6	21	4	17	10	38
03:00			0		1		1		15:00			9		4		13	
03:15			0		1		1		15:15			5		1		6	
03:30			1		0		1		15:30			7		4		11	
03:45			0	1	0	2	0	3	15:45			7	28	3	12	10	40
04:00			0		0		0		16:00			3		2		5	
04:15			0		1		1		16:15			3		5		8	
04:30			0		0		0		16:30			5		1		6	
04:45			0	0	0	1	0	1	16:45			8	19	5	13	13	32
05:00			0		1		1		17:00			10		4		14	
05:15			1		4		5		17:15			7		4		11	
05:30			0		3		3		17:30			5		3		8	
05:45			1	2	2	10	3	12	17:45			9	31	1	12	10	43
06:00			0		4		4		18:00			6		4		10	
06:15			1		3		4		18:15			10		4		14	
06:30			0		3		3		18:30			8		7		15	
06:45			7	8	3	13	10	21	18:45			3	27	4	19	7	46
07:00			2		7		9		19:00			5		2		7	
07:15			1		8		9		19:15			8		2		10	
07:30			1		8		9		19:30			2		1		3	
07:45			2	6	5	28	7	34	19:45			5	20	0	5	5	25
08:00			4		8		12		20:00			1		1		2	
08:15			0		7		7		20:15			1		1		2	
08:30			2		8		10		20:30			3		1		4	
08:45			1	7	8	31	9	38	20:45			2	7	1	4	3	11
09:00			3		5		8		21:00			2		0		2	
09:15			3		7		10		21:15			1		0		1	
09:30			3		12		15		21:30			2		1		3	
09:45			4	13	6	30	10	43	21:45			2	7	1	2	3	9
10:00			8		4		12		22:00			1		0		1	
10:15			5		5		10		22:15			4		0		4	
10:30			1		3		4		22:30			0		0		0	
10:45			1	15	4	16	5	31	22:45			0	5	2	2	2	7
11:00			4		2		6		23:00			0		0		0	
11:15			7		8		15		23:15			1		0		1	
11:30			5		2		7		23:30			1		1		2	
11:45			5	21	3	15	8	36	23:45			1	3	1	2	2	5
Totals				76		147		223	Totals				202		124		326
Split %				34.1%		65.9%		40.6%	Split %				62.0%		38.0%		59.4%

Daily Totals	NB	SB	EB	WB	Total
	0	0	278	271	549

AM Peak Hour	11:00	08:45	09:30	PM Peak Hour	17:45	13:15	17:45
AM Peak Hr Volume	21	32	47	PM Peak Hr Volume	33	22	49
AM Pk Hr Factor	1.050	0.800	0.839	PM Pk Hr Factor	0.688	0.786	0.817

EXHIBIT G-294

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Cordova Street and Avon Street

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	276	246	522

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			2		0		2		12:00			5		4		9	
00:15			0		0		0		12:15			3		1		4	
00:30			0		0		0		12:30			4		5		9	
00:45			0	2	0	0	0	2	12:45			5	17	3	13	8	30
01:00			0		1		1		13:00			7		1		8	
01:15			1		0		1		13:15			2		3		5	
01:30			0		0		0		13:30			3		4		7	
01:45			0	1	0	1	0	2	13:45			5	17	4	12	9	29
02:00			1		0		1		14:00			1		5		6	
02:15			0		0		0		14:15			3		0		3	
02:30			0		0		0		14:30			5		5		10	
02:45			0	1	0	0	0	1	14:45			6	15	4	14	10	29
03:00			0		0		0		15:00			6		3		9	
03:15			0		1		1		15:15			7		5		12	
03:30			0		0		0		15:30			7		3		10	
03:45			0	0	0	1	0	1	15:45			6	26	3	14	9	40
04:00			0		0		0		16:00			6		4		10	
04:15			0		1		1		16:15			6		4		10	
04:30			0		0		0		16:30			10		3		13	
04:45			0	0	0	1	0	1	16:45			9	31	4	15	13	46
05:00			0		0		0		17:00			4		3		7	
05:15			0		3		3		17:15			11		3		14	
05:30			1		2		3		17:30			9		0		9	
05:45			1	2	3	8	4	10	17:45			5	29	3	9	8	38
06:00			0		2		2		18:00			5		1		6	
06:15			1		4		5		18:15			11		0		11	
06:30			1		2		3		18:30			4		4		8	
06:45			7	9	7	15	14	24	18:45			11	31	2	7	13	38
07:00			2		9		11		19:00			3		6		9	
07:15			1		4		5		19:15			2		1		3	
07:30			5		7		12		19:30			3		3		6	
07:45			2	10	8	28	10	38	19:45			3	11	2	12	5	23
08:00			2		12		14		20:00			5		0		5	
08:15			2		11		13		20:15			5		2		7	
08:30			4		8		12		20:30			1		1		2	
08:45			1	9	6	37	7	46	20:45			3	14	0	3	3	17
09:00			3		6		9		21:00			2		4		6	
09:15			3		8		11		21:15			0		0		0	
09:30			1		5		6		21:30			0		2		2	
09:45			3	10	3	22	6	32	21:45			4	6	1	7	5	13
10:00			3		3		6		22:00			3		0		3	
10:15			4		6		10		22:15			1		1		2	
10:30			2		6		8		22:30			3		0		3	
10:45			1	10	1	16	2	26	22:45			1	8	1	2	2	10
11:00			3		1		4		23:00			2		0		2	
11:15			2		3		5		23:15			0		0		0	
11:30			4		2		6		23:30			3		0		3	
11:45			3	12	3	9	6	21	23:45			0	5	0	0	0	5
Totals				66		138		204	Totals				210		108		318
Split %				32.4%		67.6%		39.1%	Split %				66.0%		34.0%		60.9%

Daily Totals	NB	SB	EB	WB	Total
	0	0	276	246	522

AM Peak Hour	06:45	07:45	07:45	PM Peak Hour	16:30	14:30	16:30
AM Peak Hr Volume	15	39	49	PM Peak Hr Volume	34	17	47
AM Pk Hr Factor	0.750	0.975	0.875	PM Pk Hr Factor	0.708	0.607	0.783

EXHIBIT G-295

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Avon Street and Lima Street

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 33

Daily Totals	NB	SB	EB	WB	Total
	0	0	89	57	146

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			0		0		0		12:00			1		1		2	
00:15			0		0		0		12:15			0		1		1	
00:30			0		0		0		12:30			2		0		2	
00:45			0	0	0	0	0	0	12:45			3	6	4	6	7	12
01:00			0		0		0		13:00			0		0		0	
01:15			0		0		0		13:15			0		1		1	
01:30			0		0		0		13:30			0		1		1	
01:45			0	0	0	0	0	0	13:45			1	1	2	4	3	5
02:00			0		0		0		14:00			10		3		13	
02:15			0		0		0		14:15			4		2		6	
02:30			0		0		0		14:30			0		0		0	
02:45			0	0	0	0	0	0	14:45			0	14	1	6	1	20
03:00			1		0		1		15:00			3		1		4	
03:15			0		0		0		15:15			1		0		1	
03:30			0		0		0		15:30			2		1		3	
03:45			0	1	0	0	0	1	15:45			0	6	0	2	0	8
04:00			0		0		0		16:00			0		2		2	
04:15			0		0		0		16:15			1		0		1	
04:30			0		0		0		16:30			2		1		3	
04:45			0	0	1	1	1	1	16:45			0	3	1	4	1	7
05:00			0		0		0		17:00			2		1		3	
05:15			0		0		0		17:15			1		1		2	
05:30			0		0		0		17:30			0		0		0	
05:45			0	0	0	0	0	0	17:45			2	5	1	3	3	8
06:00			0		0		0		18:00			0		5		5	
06:15			0		0		0		18:15			1		1		2	
06:30			0		1		1		18:30			1		0		1	
06:45			1	1	0	1	1	2	18:45			2	4	1	7	3	11
07:00			0		0		0		19:00			1		1		2	
07:15			0		0		0		19:15			0		0		0	
07:30			6		0		6		19:30			0		1		1	
07:45			2	8	0	0	2	8	19:45			1	2	0	2	1	4
08:00			6		1		7		20:00			0		0		0	
08:15			7		4		11		20:15			0		2		2	
08:30			3		0		3		20:30			0		1		1	
08:45			2	18	1	6	3	24	20:45			2	2	1	4	3	6
09:00			2		1		3		21:00			3		0		3	
09:15			1		2		3		21:15			0		0		0	
09:30			1		1		2		21:30			0		0		0	
09:45			1	5	1	5	2	10	21:45			0	3	1	1	1	4
10:00			1		1		2		22:00			1		0		1	
10:15			0		0		0		22:15			1		1		2	
10:30			1		0		1		22:30			1		0		1	
10:45			1	3	1	2	2	5	22:45			0	3	0	1	0	4
11:00			1		2		3		23:00			1		0		1	
11:15			1		0		1		23:15			0		0		0	
11:30			1		0		1		23:30			0		0		0	
11:45			0	3	0	2	0	5	23:45			0	1	0	0	0	1
Totals				39		17		56	Totals				50		40		90
Split %				69.6%		30.4%		38.4%	Split %				55.6%		44.4%		61.6%

Daily Totals	NB	SB	EB	WB	Total
	0	0	89	57	146

AM Peak Hour	07:30	08:15	07:30	PM Peak Hour	13:45	13:30	13:30
AM Peak Hr Volume	21	6	26	PM Peak Hr Volume	15	8	23
AM Pk Hr Factor	0.750	0.375	0.591	PM Pk Hr Factor	0.375	0.667	0.442

EXHIBIT G-296

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Avon Street and Lima Street

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	92	63	155

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			0		0		0		12:00			1		0		1	
00:15			0		0		0		12:15			2		1		3	
00:30			0		0		0		12:30			1		0		1	
00:45			0	0	0	0	0	0	12:45			0	4	2	3	2	7
01:00			0		0		0		13:00			2		0		2	
01:15			0		0		0		13:15			0		1		1	
01:30			0		0		0		13:30			1		1		2	
01:45			0	0	0	0	0	0	13:45			2	5	1	3	3	8
02:00			0		0		0		14:00			2		0		2	
02:15			0		0		0		14:15			2		1		3	
02:30			0		0		0		14:30			0		3		3	
02:45			0	0	0	0	0	0	14:45			2	6	2	6	4	12
03:00			0		1		1		15:00			5		1		6	
03:15			0		0		0		15:15			0		1		1	
03:30			0		0		0		15:30			3		1		4	
03:45			0	0	0	1	0	1	15:45			3	11	0	3	3	14
04:00			0		1		1		16:00			0		1		1	
04:15			0		0		0		16:15			0		1		1	
04:30			0		0		0		16:30			2		2		4	
04:45			0	0	0	1	0	1	16:45			2	4	0	4	2	8
05:00			0		1		1		17:00			0		1		1	
05:15			0		0		0		17:15			2		0		2	
05:30			0		1		1		17:30			1		5		6	
05:45			0	0	0	2	0	2	17:45			2	5	2	8	4	13
06:00			0		2		2		18:00			1		3		4	
06:15			0		1		1		18:15			5		0		5	
06:30			1		0		1		18:30			2		1		3	
06:45			0	1	1	4	1	5	18:45			3	11	0	4	3	15
07:00			0		0		0		19:00			3		1		4	
07:15			1		1		2		19:15			1		1		2	
07:30			3		3		6		19:30			0		1		1	
07:45			7	11	1	5	8	16	19:45			0	4	0	3	0	7
08:00			5		0		5		20:00			0		0		0	
08:15			6		2		8		20:15			0		0		0	
08:30			1		0		1		20:30			2		0		2	
08:45			3	15	0	2	3	17	20:45			0	2	0	0	0	2
09:00			0		0		0		21:00			0		2		2	
09:15			1		0		1		21:15			0		0		0	
09:30			0		1		1		21:30			1		1		2	
09:45			0	1	0	1	0	2	21:45			0	1	1	4	1	5
10:00			1		2		3		22:00			0		0		0	
10:15			0		0		0		22:15			0		1		1	
10:30			2		2		4		22:30			1		0		1	
10:45			2	5	2	6	4	11	22:45			0	1	0	1	0	2
11:00			2		0		2		23:00			0		1		1	
11:15			1		1		2		23:15			0		0		0	
11:30			0		0		0		23:30			0		0		0	
11:45			2	5	0	1	2	6	23:45			0	0	0	1	0	1
Totals				38		23		61	Totals				54		40		94
Split %				62.3%		37.7%		39.4%	Split %				57.4%		42.6%		60.6%

Daily Totals	NB	SB	EB	WB	Total
	0	0	92	63	155

AM Peak Hour	07:30	10:00	07:30	PM Peak Hour	18:15	17:30	17:30
AM Peak Hr Volume	21	6	27	PM Peak Hr Volume	13	10	19
AM Pk Hr Factor	0.750	0.375	0.614	PM Pk Hr Factor	0.325	0.833	0.365

EXHIBIT G-297

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Avon Street and Lima Street

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	101	64	165

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			0		0		0		12:00			1		0		1	
00:15			0		0		0		12:15			1		1		2	
00:30			0		0		0		12:30			0		0		0	
00:45			1	1	0	0	1	1	12:45			1	3	0	1	1	4
01:00			1		0		1		13:00			2		2		4	
01:15			0		0		0		13:15			2		2		4	
01:30			0		0		0		13:30			1		1		2	
01:45			0	1	0	0	0	1	13:45			0	5	1	6	1	11
02:00			0		0		0		14:00			4		1		5	
02:15			0		0		0		14:15			1		2		3	
02:30			0		0		0		14:30			2		0		2	
02:45			0	0	0	0	0	0	14:45			5	12	1	4	6	16
03:00			0		0		0		15:00			6		2		8	
03:15			0		0		0		15:15			3		1		4	
03:30			0		0		0		15:30			1		1		2	
03:45			0	0	0	0	0	0	15:45			1	11	3	7	4	18
04:00			0		0		0		16:00			0		2		2	
04:15			0		0		0		16:15			1		2		3	
04:30			0		1		1		16:30			1		0		1	
04:45			0	0	0	1	0	1	16:45			2	4	2	6	4	10
05:00			0		0		0		17:00			1		1		2	
05:15			0		0		0		17:15			2		3		5	
05:30			0		1		1		17:30			0		0		0	
05:45			0	0	1	2	1	2	17:45			3	6	0	4	3	10
06:00			0		0		0		18:00			4		2		6	
06:15			0		0		0		18:15			1		0		1	
06:30			0		1		1		18:30			1		1		2	
06:45			0	0	0	1	0	1	18:45			3	9	1	4	4	13
07:00			0		0		0		19:00			1		1		2	
07:15			2		0		2		19:15			2		0		2	
07:30			2		1		3		19:30			0		1		1	
07:45			7	11	2	3	9	14	19:45			0	3	2	4	2	7
08:00			3		1		4		20:00			0		2		2	
08:15			9		3		12		20:15			0		0		0	
08:30			3		2		5		20:30			2		0		2	
08:45			2	17	1	7	3	24	20:45			1	3	1	3	2	6
09:00			1		0		1		21:00			0		2		2	
09:15			2		1		3		21:15			0		1		1	
09:30			2		1		3		21:30			0		0		0	
09:45			3	8	0	2	3	10	21:45			0	0	0	3	0	3
10:00			1		0		1		22:00			0		0		0	
10:15			1		2		3		22:15			1		0		1	
10:30			0		1		1		22:30			0		2		2	
10:45			1	3	0	3	1	6	22:45			0	1	0	2	0	3
11:00			0		1		1		23:00			0		0		0	
11:15			1		0		1		23:15			0		0		0	
11:30			0		0		0		23:30			0		0		0	
11:45			2	3	0	1	2	4	23:45			0	0	0	0	0	0
Totals				44		20		64	Totals				57		44		101
Split %				68.8%		31.3%		38.8%	Split %				56.4%		43.6%		61.2%

Daily Totals	NB	SB	EB	WB	Total
	0	0	101	64	165

AM Peak Hour	07:45	07:45	07:45	PM Peak Hour	14:30	15:30	14:45
AM Peak Hr Volume	22	8	30	PM Peak Hr Volume	16	8	20
AM Pk Hr Factor	0.786	0.500	0.682	PM Pk Hr Factor	0.400	0.667	0.385

EXHIBIT G-298

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Lima Street and California Street

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 34

Daily Totals	NB	SB	EB	WB	Total
	0	0	67	54	121

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			0		0		0		12:00			1		3		4	
00:15			0		0		0		12:15			0		0		0	
00:30			0		0		0		12:30			1		2		3	
00:45			0	0	0	0	0	0	12:45			2	4	2	7	4	11
01:00			0		0		0		13:00			2		2		4	
01:15			0		0		0		13:15			1		1		2	
01:30			0		0		0		13:30			1		1		2	
01:45			0	0	0	0	0	0	13:45			1	5	3	7	4	12
02:00			0		0		0		14:00			4		1		5	
02:15			0		0		0		14:15			4		3		7	
02:30			0		0		0		14:30			1		0		1	
02:45			0	0	0	0	0	0	14:45			2	11	1	5	3	16
03:00			0		0		0		15:00			3		1		4	
03:15			0		0		0		15:15			1		1		2	
03:30			0		0		0		15:30			2		2		4	
03:45			0	0	0	0	0	0	15:45			0	6	0	4	0	10
04:00			0		0		0		16:00			0		0		0	
04:15			0		0		0		16:15			0		2		2	
04:30			0		0		0		16:30			1		1		2	
04:45			1	1	0	0	1	1	16:45			1	2	0	3	1	5
05:00			0		0		0		17:00			1		0		1	
05:15			0		1		1		17:15			1		3		4	
05:30			0		0		0		17:30			0		1		1	
05:45			0	0	0	1	0	1	17:45			1	3	1	5	2	8
06:00			0		0		0		18:00			1		2		3	
06:15			0		0		0		18:15			0		0		0	
06:30			0		1		1		18:30			0		1		1	
06:45			0	0	0	1	0	1	18:45			3	4	1	4	4	8
07:00			1		0		1		19:00			0		0		0	
07:15			0		0		0		19:15			0		0		0	
07:30			1		0		1		19:30			0		1		1	
07:45			5	7	0	0	5	7	19:45			1	1	1	2	2	3
08:00			2		0		2		20:00			1		0		1	
08:15			3		2		5		20:15			0		0		0	
08:30			2		0		2		20:30			1		1		2	
08:45			1	8	0	2	1	10	20:45			0	2	2	3	2	5
09:00			0		0		0		21:00			1		0		1	
09:15			0		1		1		21:15			0		1		1	
09:30			0		1		1		21:30			0		0		0	
09:45			0	0	0	2	0	2	21:45			1	2	1	2	2	4
10:00			2		1		3		22:00			0		0		0	
10:15			0		0		0		22:15			1		0		1	
10:30			2		1		3		22:30			0		0		0	
10:45			2	6	0	2	2	8	22:45			0	1	0	0	0	1
11:00			2		1		3		23:00			1		0		1	
11:15			1		0		1		23:15			0		0		0	
11:30			0		1		1		23:30			0		0		0	
11:45			0	3	2	4	2	7	23:45			0	1	0	0	0	1
Totals				25		12		37	Totals				42		42		84
Split %				67.6%		32.4%		30.6%	Split %				50.0%		50.0%		69.4%

Daily Totals	NB	SB	EB	WB	Total
	0	0	67	54	121

AM Peak Hour	07:45	11:00	07:45	PM Peak Hour	14:00	13:30	13:30
AM Peak Hr Volume	12	4	14	PM Peak Hr Volume	11	8	18
AM Pk Hr Factor	0.600	0.500	0.700	PM Pk Hr Factor	0.688	0.667	0.643

EXHIBIT G-299

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Lima Street and California Street

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	65	59	124

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			0		0		0		12:00			0		0		0	
00:15			0		0		0		12:15			2		0		2	
00:30			0		0		0		12:30			1		1		2	
00:45			0	0	0	0	0	0	12:45			1	4	3	4	4	8
01:00			1		0		1		13:00			0		0		0	
01:15			0		0		0		13:15			1		1		2	
01:30			0		0		0		13:30			1		2		3	
01:45			0	1	0	0	0	1	13:45			1	3	0	3	1	6
02:00			0		0		0		14:00			0		0		0	
02:15			0		0		0		14:15			1		2		3	
02:30			0		0		0		14:30			4		1		5	
02:45			0	0	0	0	0	0	14:45			0	5	3	6	3	11
03:00			0		0		0		15:00			4		2		6	
03:15			0		0		0		15:15			2		1		3	
03:30			0		0		0		15:30			1		0		1	
03:45			0	0	0	0	0	0	15:45			2	9	0	3	2	12
04:00			0		1		1		16:00			0		1		1	
04:15			0		0		0		16:15			0		0		0	
04:30			0		0		0		16:30			0		1		1	
04:45			0	0	0	1	0	1	16:45			1	1	1	3	2	4
05:00			1		0		1		17:00			0		0		0	
05:15			0		0		0		17:15			2		2		4	
05:30			0		0		0		17:30			0		3		3	
05:45			1	2	0	0	1	2	17:45			0	2	1	6	1	8
06:00			0		1		1		18:00			1		1		2	
06:15			0		1		1		18:15			0		1		1	
06:30			0		1		1		18:30			1		1		2	
06:45			3	3	1	4	4	7	18:45			1	3	1	4	2	7
07:00			2		1		3		19:00			0		0		0	
07:15			0		1		1		19:15			0		0		0	
07:30			2		0		2		19:30			0		1		1	
07:45			3	7	0	2	3	9	19:45			1	1	1	2	2	3
08:00			1		0		1		20:00			0		1		1	
08:15			4		2		6		20:15			0		0		0	
08:30			2		0		2		20:30			1		0		1	
08:45			1	8	2	4	3	12	20:45			1	2	1	2	2	4
09:00			0		0		0		21:00			0		3		3	
09:15			1		1		2		21:15			1		1		2	
09:30			1		0		1		21:30			1		2		3	
09:45			2	4	0	1	2	5	21:45			1	3	1	7	2	10
10:00			0		1		1		22:00			0		0		0	
10:15			0		0		0		22:15			1		2		3	
10:30			1		1		2		22:30			0		1		1	
10:45			1	2	0	2	1	4	22:45			1	2	0	3	1	5
11:00			2		0		2		23:00			0		0		0	
11:15			0		1		1		23:15			1		0		1	
11:30			0		0		0		23:30			0		0		0	
11:45			0	2	0	1	0	3	23:45			0	1	1	1	1	2
Totals				29		15		44	Totals				36		44		80
Split %				65.9%		34.1%		35.5%	Split %				45.0%		55.0%		64.5%

Daily Totals	NB	SB	EB	WB	Total
	0	0	65	59	124

AM Peak Hour	07:45	08:15	08:00	PM Peak Hour	14:30	14:15	14:30
AM Peak Hr Volume	10	4	12	PM Peak Hr Volume	10	8	17
AM Pk Hr Factor	0.500	0.500	0.600	PM Pk Hr Factor	0.625	0.667	0.607

EXHIBIT G-300

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Lima Street and California Street

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	68	55	123

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			0		0		0		12:00			1		0		1	
00:15			0		0		0		12:15			1		1		2	
00:30			0		0		0		12:30			0		0		0	
00:45			0	0	0	0	0	0	12:45			1	3	2	3	3	6
01:00			0		0		0		13:00			1		2		3	
01:15			0		0		0		13:15			2		2		4	
01:30			0		0		0		13:30			3		2		5	
01:45			0	0	0	0	0	0	13:45			0	6	1	7	1	13
02:00			0		0		0		14:00			1		0		1	
02:15			0		0		0		14:15			0		2		2	
02:30			0		0		0		14:30			1		0		1	
02:45			0	0	0	0	0	0	14:45			1	3	3	5	4	8
03:00			0		0		0		15:00			4		0		4	
03:15			0		0		0		15:15			2		2		4	
03:30			0		0		0		15:30			1		0		1	
03:45			0	0	0	0	0	0	15:45			0	7	2	4	2	11
04:00			0		0		0		16:00			1		1		2	
04:15			0		0		0		16:15			1		1		2	
04:30			0		1		1		16:30			2		1		3	
04:45			0	0	0	1	0	1	16:45			1	5	3	6	4	11
05:00			0		0		0		17:00			0		1		1	
05:15			0		1		1		17:15			1		5		6	
05:30			0		0		0		17:30			0		1		1	
05:45			1	1	0	1	1	2	17:45			1	2	2	9	3	11
06:00			0		0		0		18:00			5		2		7	
06:15			0		0		0		18:15			0		0		0	
06:30			0		1		1		18:30			2		0		2	
06:45			0	0	0	1	0	1	18:45			1	8	0	2	1	10
07:00			3		0		3		19:00			0		0		0	
07:15			1		0		1		19:15			1		2		3	
07:30			0		1		1		19:30			0		0		0	
07:45			4	8	1	2	5	10	19:45			0	1	1	3	1	4
08:00			1		0		1		20:00			1		2		3	
08:15			5		1		6		20:15			0		0		0	
08:30			1		0		1		20:30			1		0		1	
08:45			1	8	2	3	3	11	20:45			1	3	0	2	1	5
09:00			2		0		2		21:00			1		0		1	
09:15			0		1		1		21:15			0		1		1	
09:30			2		1		3		21:30			1		0		1	
09:45			0	4	0	2	0	6	21:45			0	2	0	1	0	3
10:00			0		1		1		22:00			1		1		2	
10:15			1		0		1		22:15			0		0		0	
10:30			0		1		1		22:30			0		0		0	
10:45			1	2	0	2	1	4	22:45			0	1	0	1	0	2
11:00			0		0		0		23:00			0		0		0	
11:15			2		0		2		23:15			0		0		0	
11:30			1		0		1		23:30			0		0		0	
11:45			0	3	0	0	0	3	23:45			1	1	0	0	1	1
Totals				26		12		38	Totals				42		43		85
Split %				68.4%		31.6%		30.9%	Split %				49.4%		50.6%		69.1%

Daily Totals	NB	SB	EB	WB	Total
	0	0	68	55	123

AM Peak Hour	07:45	08:45	07:45	PM Peak Hour	18:00	17:15	17:15
AM Peak Hr Volume	11	4	13	PM Peak Hr Volume	8	10	17
AM Pk Hr Factor	0.550	0.500	0.650	PM Pk Hr Factor	0.500	0.833	0.607

EXHIBIT G-301

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Ontario Street north of Alamea Ave

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site #: 35

Daily Totals	NB	SB	EB	WB	Total
	75	73	0	0	148

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	2		2						4	
00:15	0		0						0		12:15	1		3						4	
00:30	0		0						0		12:30	4		5						9	
00:45	0	0	0	0					0	0	12:45	2	9	2	12					4	21
01:00	0		0						0		13:00	0		0						0	
01:15	0		0						0		13:15	2		4						6	
01:30	0		0						0		13:30	0		2						2	
01:45	0	0	0	0					0	0	13:45	1	3	1	7					2	10
02:00	0		0						0		14:00	1		1						2	
02:15	0		0						0		14:15	2		1						3	
02:30	0		0						0		14:30	0		0						0	
02:45	0	0	0	0					0	0	14:45	3	6	2	4					5	10
03:00	0		0						0		15:00	4		1						5	
03:15	0		0						0		15:15	1		2						3	
03:30	0		0						0		15:30	2		1						3	
03:45	0	0	0	0					0	0	15:45	2	9	1	5					3	14
04:00	0		0						0		16:00	0		0						0	
04:15	0		0						0		16:15	0		1						1	
04:30	0		0						0		16:30	1		2						3	
04:45	0	0	0	0					0	0	16:45	1	2	0	3					1	5
05:00	0		0						0		17:00	1		0						1	
05:15	0		0						0		17:15	0		0						0	
05:30	0		0						0		17:30	0		0						0	
05:45	0	0	1	1					1	1	17:45	2	3	1	1					3	4
06:00	0		0						0		18:00	2		0						2	
06:15	0		0						0		18:15	2		3						5	
06:30	0		1						1		18:30	2		2						4	
06:45	0	0	2	3					2	3	18:45	0	6	1	6					1	12
07:00	1		0						1		19:00	1		1						2	
07:15	0		0						0		19:15	0		0						0	
07:30	0		3						3		19:30	1		0						1	
07:45	2	3	1	4					3	7	19:45	2	4	1	2					3	6
08:00	1		0						1		20:00	1		1						2	
08:15	1		2						3		20:15	1		1						2	
08:30	0		1						1		20:30	1		0						1	
08:45	2	4	2	5					4	9	20:45	0	3	0	2					0	5
09:00	1		1						2		21:00	1		1						2	
09:15	4		2						6		21:15	0		0						0	
09:30	1		0						1		21:30	0		0						0	
09:45	2	8	2	5					4	13	21:45	0	1	0	1					0	2
10:00	1		3						4		22:00	0		0						0	
10:15	3		1						4		22:15	0		0						0	
10:30	1		2						3		22:30	1		0						1	
10:45	1	6	2	8					3	14	22:45	0	1	0	0					0	1
11:00	2		0						2		23:00	0		0						0	
11:15	1		1						2		23:15	0		0						0	
11:30	1		2						3		23:30	0		0						0	
11:45	3	7	1	4					4	11	23:45	0	0	0	0					0	0
Totals		28		30					58		Totals		47		43					90	
Split %		48.3%		51.7%					39.2%		Split %		52.2%		47.8%					60.8%	

Daily Totals	NB	SB	EB	WB	Total
	75	73	0	0	148

AM Peak Hour	09:15	10:00	09:45	PM Peak Hour	14:45	12:00	12:00
AM Peak Volume	8	8	15	PM Peak Volume	10	12	21
AM Pk Hr Factor	0.500	0.667	0.938	PM Pk Hr Factor	0.625	0.600	0.583

EXHIBIT G-302

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Ontario Street north of Alamea Ave

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	94	95	0	0	189

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	1		3						4	
00:15	0		0						0		12:15	1		0						1	
00:30	0		0						0		12:30	9		9						18	
00:45	0	0	0	0					0	0	12:45	5	16	3	15					8	31
01:00	0		0						0		13:00	4		3						7	
01:15	0		0						0		13:15	7		5						12	
01:30	0		0						0		13:30	1		2						3	
01:45	0	0	0	0					0	0	13:45	2	14	4	14					6	28
02:00	0		0						0		14:00	2		2						4	
02:15	0		0						0		14:15	4		3						7	
02:30	0		0						0		14:30	1		2						3	
02:45	0	0	0	0					0	0	14:45	2	9	3	10					5	19
03:00	0		0						0		15:00	1		1						2	
03:15	0		0						0		15:15	2		0						2	
03:30	0		0						0		15:30	2		2						4	
03:45	0	0	0	0					0	0	15:45	1	6	0	3					1	9
04:00	0		0						0		16:00	0		1						1	
04:15	0		0						0		16:15	0		0						0	
04:30	0		0						0		16:30	1		1						2	
04:45	0	0	0	0					0	0	16:45	2	3	2	4					4	7
05:00	0		0						0		17:00	0		1						1	
05:15	0		1						1		17:15	1		0						1	
05:30	0		0						0		17:30	1		0						1	
05:45	0	0	0	1					0	1	17:45	0	2	1	2					1	4
06:00	0		0						0		18:00	1		1						2	
06:15	0		0						0		18:15	4		4						8	
06:30	1		1						2		18:30	0		1						1	
06:45	0	1	0	1					0	2	18:45	3	8	2	8					5	16
07:00	0		1						1		19:00	2		0						2	
07:15	0		2						2		19:15	0		0						0	
07:30	0		1						1		19:30	3		2						5	
07:45	1	1	2	6					3	7	19:45	0	5	1	3					1	8
08:00	1		1						2		20:00	1		1						2	
08:15	0		3						3		20:15	1		1						2	
08:30	1		1						2		20:30	1		0						1	
08:45	2	4	2	7					4	11	20:45	1	4	1	3					2	7
09:00	2		1						3		21:00	1		1						2	
09:15	1		0						1		21:15	0		0						0	
09:30	2		1						3		21:30	0		0						0	
09:45	2	7	2	4					4	11	21:45	0	1	0	1					0	2
10:00	3		4						7		22:00	0		0						0	
10:15	1		1						2		22:15	0		0						0	
10:30	1		3						4		22:30	0		0						0	
10:45	0	5	0	8					0	13	22:45	0	0	0	0					0	0
11:00	1		1						2		23:00	0		0						0	
11:15	1		0						1		23:15	0		0						0	
11:30	1		1						2		23:30	0		0						0	
11:45	5	8	3	5					8	13	23:45	0	0	0	0					0	0
Totals		26		32					58		Totals		68		63					131	
Split %		44.8%		55.2%					30.7%		Split %		51.9%		48.1%					69.3%	

Daily Totals	NB	SB	EB	WB	Total
	94	95	0	0	189

AM Peak Hour	11:00	09:45	11:00	PM Peak Hour	12:30	12:30	12:30
AM Peak Volume	8	10	17	PM Peak Volume	25	20	45
AM Pk Hr Factor	0.500	0.833	1.063	PM Pk Hr Factor	1.563	1.000	1.250

EXHIBIT G-303

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Ontario Street north of Alamea Ave

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	87	85	0	0	172

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		0						1		12:00	4		0						4	
00:15	0		0						0		12:15	1		3						4	
00:30	0		0						0		12:30	3		6						9	
00:45	0	1	0	0					0	1	12:45	3	11	2	11					5	22
01:00	0		0						0		13:00	1		2						3	
01:15	0		0						0		13:15	2		0						2	
01:30	0		0						0		13:30	4		0						4	
01:45	0	0	0	0					0	0	13:45	2	9	2	4					4	13
02:00	0		0						0		14:00	1		2						3	
02:15	0		0						0		14:15	0		2						2	
02:30	0		0						0		14:30	1		1						2	
02:45	0	0	0	0					0	0	14:45	0	2	0	5					0	7
03:00	0		0						0		15:00	2		2						4	
03:15	0		0						0		15:15	0		0						0	
03:30	0		0						0		15:30	1		1						2	
03:45	1	1	0	0					1	1	15:45	0	3	0	3					0	6
04:00	0		0						0		16:00	1		0						1	
04:15	0		1						1		16:15	0		0						0	
04:30	0		0						0		16:30	1		1						2	
04:45	0	0	0	1					0	1	16:45	0	2	3	4					3	6
05:00	0		0						0		17:00	1		0						1	
05:15	0		1						1		17:15	2		1						3	
05:30	1		0						1		17:30	0		0						0	
05:45	0	1	0	1					0	2	17:45	1	4	1	2					2	6
06:00	0		0						0		18:00	2		1						3	
06:15	0		0						0		18:15	1		2						3	
06:30	2		1						3		18:30	1		2						3	
06:45	0	2	1	2					1	4	18:45	2	6	1	6					3	12
07:00	0		1						1		19:00	0		0						0	
07:15	0		2						2		19:15	0		0						0	
07:30	2		2						4		19:30	0		1						1	
07:45	1	3	1	6					2	9	19:45	1	1	3	4					4	5
08:00	2		2						4		20:00	0		2						2	
08:15	2		4						6		20:15	1		0						1	
08:30	2		2						4		20:30	0		1						1	
08:45	1	7	0	8					1	15	20:45	2	3	1	4					3	7
09:00	5		2						7		21:00	1		0						1	
09:15	4		6						10		21:15	1		0						1	
09:30	2		1						3		21:30	0		0						0	
09:45	4	15	3	12					7	27	21:45	0	2	0	0					0	2
10:00	4		2						6		22:00	0		0						0	
10:15	0		1						1		22:15	0		0						0	
10:30	4		5						9		22:30	0		0						0	
10:45	2	10	1	9					3	19	22:45	0	0	0	0					0	0
11:00	0		0						0		23:00	0		0						0	
11:15	1		1						2		23:15	0		0						0	
11:30	2		0						2		23:30	0		0						0	
11:45	1	4	2	3					3	7	23:45	0	0	0	0					0	0
Totals		44		42					86		Totals		43		43					86	
Split %		51.2%		48.8%					50.0%		Split %		50.0%		50.0%					50.0%	

Daily Totals	NB	SB	EB	WB	Total
	87	85	0	0	172

AM Peak Hour	09:00	09:15	11:00	PM Peak Hour	12:00	12:15	12:00
AM Peak Volume	15	12	27	PM Peak Volume	11	13	22
AM Pk Hr Factor	0.938	1.000	1.688	PM Pk Hr Factor	0.688	0.650	0.611

EXHIBIT G-304

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Ontario Street and Fairview Street (Behind El Torito)

Day: Tuesday, January 13, 2015 **City:** Burbank, CA

Site # 36

Daily Totals	NB	SB	EB	WB	Total
	0	0	145	121	266

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			0		0		0		12:00			0		0		0	
00:15			0		0		0		12:15			0		0		0	
00:30			0		0		0		12:30			0		0		0	
00:45			0	0	0	0	0	0	12:45			1	1	1	1	2	2
01:00			0		0		0		13:00			6		6		12	
01:15			0		0		0		13:15			9		7		16	
01:30			0		0		0		13:30			10		7		17	
01:45			0	0	0	0	0	0	13:45			7	32	3	23	10	55
02:00			0		0		0		14:00			7		1		8	
02:15			0		0		0		14:15			3		6		9	
02:30			0		0		0		14:30			5		3		8	
02:45			0	0	0	0	0	0	14:45			7	22	7	17	14	39
03:00			0		0		0		15:00			4		11		15	
03:15			0		0		0		15:15			9		9		18	
03:30			0		0		0		15:30			5		4		9	
03:45			0	0	0	0	0	0	15:45			8	26	4	28	12	54
04:00			0		0		0		16:00			4		1		5	
04:15			0		0		0		16:15			3		1		4	
04:30			0		0		0		16:30			3		3		6	
04:45			0	0	0	0	0	0	16:45			2	12	1	6	3	18
05:00			0		0		0		17:00			8		1		9	
05:15			0		0		0		17:15			4		6		10	
05:30			0		0		0		17:30			2		1		3	
05:45			0	0	0	0	0	0	17:45			1	15	0	8	1	23
06:00			0		0		0		18:00			2		1		3	
06:15			0		0		0		18:15			2		1		3	
06:30			0		0		0		18:30			7		2		9	
06:45			0	0	0	0	0	0	18:45			2	13	5	9	7	22
07:00			0		0		0		19:00			2		3		5	
07:15			0		0		0		19:15			5		3		8	
07:30			0		0		0		19:30			0		1		1	
07:45			0	0	0	0	0	0	19:45			2	9	1	8	3	17
08:00			0		0		0		20:00			2		1		3	
08:15			0		0		0		20:15			2		5		7	
08:30			0		0		0		20:30			2		2		4	
08:45			0	0	0	0	0	0	20:45			1	7	2	10	3	17
09:00			0		0		0		21:00			2		2		4	
09:15			0		0		0		21:15			0		1		1	
09:30			0		0		0		21:30			0		0		0	
09:45			0	0	0	0	0	0	21:45			0	2	2	5	2	7
10:00			0		0		0		22:00			1		0		1	
10:15			0		0		0		22:15			0		0		0	
10:30			0		0		0		22:30			3		4		7	
10:45			0	0	0	0	0	0	22:45			1	5	2	6	3	11
11:00			0		0		0		23:00			0		0		0	
11:15			0		0		0		23:15			0		0		0	
11:30			0		0		0		23:30			0		0		0	
11:45			0	0	0	0	0	0	23:45			1	1	0	0	1	1
Totals				0		0		0	Totals				145		121		266
Split %				#DIV/0!		#DIV/0!		0.0%	Split %				54.5%		45.5%		100.0%

Daily Totals	NB	SB	EB	WB	Total
	0	0	145	121	266

AM Peak Hour	11:00	11:00	11:00	PM Peak Hour	13:15	14:45	14:45
AM Peak Hr Volume	0	0	0	PM Peak Hr Volume	33	31	56
AM Pk Hr Factor	#DIV/0!	#DIV/0!	#DIV/0!	PM Pk Hr Factor	0.825	0.705	0.778

EXHIBIT G-305

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Ontario Street and Fairview Street (Behind El Torito)

Day: Wednesday, January 14, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	263	201	464

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			0		0		0		12:00			9		4		13	
00:15			0		0		0		12:15			6		9		15	
00:30			0		0		0		12:30			10		8		18	
00:45			0	0	0	0	0	0	12:45			13	38	7	28	20	66
01:00			0		0		0		13:00			9		8		17	
01:15			0		0		0		13:15			7		11		18	
01:30			0		0		0		13:30			7		6		13	
01:45			0	0	0	0	0	0	13:45			5	28	5	30	10	58
02:00			0		0		0		14:00			7		4		11	
02:15			0		0		0		14:15			4		10		14	
02:30			0		0		0		14:30			8		1		9	
02:45			0	0	0	0	0	0	14:45			5	24	6	21	11	45
03:00			0		0		0		15:00			3		7		10	
03:15			0		0		0		15:15			5		6		11	
03:30			0		0		0		15:30			6		4		10	
03:45			0	0	0	0	0	0	15:45			7	21	4	21	11	42
04:00			0		0		0		16:00			5		2		7	
04:15			0		0		0		16:15			7		3		10	
04:30			0		0		0		16:30			1		1		2	
04:45			0	0	0	0	0	0	16:45			5	18	2	8	7	26
05:00			0		0		0		17:00			5		3		8	
05:15			1		0		1		17:15			1		2		3	
05:30			0		0		0		17:30			1		1		2	
05:45			0	1	0	0	0	1	17:45			3	10	2	8	5	18
06:00			0		0		0		18:00			4		2		6	
06:15			2		1		3		18:15			4		5		9	
06:30			1		0		1		18:30			3		2		5	
06:45			1	4	2	3	3	7	18:45			4	15	1	10	5	25
07:00			1		0		1		19:00			5		1		6	
07:15			1		3		4		19:15			1		2		3	
07:30			4		4		8		19:30			2		0		2	
07:45			3	9	2	9	5	18	19:45			3	11	0	3	3	14
08:00			2		4		6		20:00			2		4		6	
08:15			2		2		4		20:15			2		2		4	
08:30			2		0		2		20:30			1		4		5	
08:45			0	6	1	7	1	13	20:45			1	6	1	11	2	17
09:00			0		0		0		21:00			3		2		5	
09:15			4		4		8		21:15			0		1		1	
09:30			7		1		8		21:30			0		2		2	
09:45			8	19	6	11	14	30	21:45			1	4	0	5	1	9
10:00			10		5		15		22:00			1		2		3	
10:15			4		1		5		22:15			0		0		0	
10:30			4		3		7		22:30			1		0		1	
10:45			5	23	2	11	7	34	22:45			2	4	2	4	4	8
11:00			2		0		2		23:00			0		1		1	
11:15			2		2		4		23:15			2		0		2	
11:30			7		4		11		23:30			0		0		0	
11:45			9	20	4	10	13	30	23:45			0	2	0	1	0	3
Totals				82		51	133		Totals				181		150	331	
Split %				61.7%		38.3%	28.7%		Split %				54.7%		45.3%	71.3%	

Daily Totals	NB	SB	EB	WB	Total
	0	0	263	201	464

AM Peak Hour	09:30	09:15	09:15	PM Peak Hour	12:30	12:30	12:30
AM Peak Hr Volume	29	16	45	PM Peak Hr Volume	39	34	73
AM Pk Hr Factor	#DIV/0!	#DIV/0!	#DIV/0!	PM Pk Hr Factor	0.975	0.773	1.014

EXHIBIT G-306

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Ontario Street and Fairview Street (Behind El Torito)

Day: Thursday, January 15, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	0	0	244	198	442

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			0		1		1		12:00			5		2		7	
00:15			0		0		0		12:15			4		4		8	
00:30			0		0		0		12:30			5		9		14	
00:45			0	0	0	1	0	1	12:45			7	21	6	21	13	42
01:00			0		0		0		13:00			6		7		13	
01:15			0		0		0		13:15			10		12		22	
01:30			0		0		0		13:30			9		4		13	
01:45			0	0	0	0	0	0	13:45			9	34	6	29	15	63
02:00			0		0		0		14:00			5		2		7	
02:15			0		0		0		14:15			5		4		9	
02:30			0		0		0		14:30			3		2		5	
02:45			0	0	0	0	0	0	14:45			4	17	2	10	6	27
03:00			0		0		0		15:00			11		2		13	
03:15			0		0		0		15:15			10		6		16	
03:30			0		0		0		15:30			4		2		6	
03:45			0	0	0	0	0	0	15:45			7	32	3	13	10	45
04:00			0		0		0		16:00			4		1		5	
04:15			0		0		0		16:15			7		1		8	
04:30			0		0		0		16:30			4		1		5	
04:45			0	0	0	0	0	0	16:45			3	18	5	8	8	26
05:00			0		0		0		17:00			1		2		3	
05:15			1		0		1		17:15			2		3		5	
05:30			0		0		0		17:30			4		3		7	
05:45			1	2	1	1	2	3	17:45			2	9	1	9	3	18
06:00			0		0		0		18:00			7		6		13	
06:15			0		0		0		18:15			1		3		4	
06:30			0		1		1		18:30			1		3		4	
06:45			1	1	0	1	1	2	18:45			6	15	0	12	6	27
07:00			0		1		1		19:00			3		1		4	
07:15			1		3		4		19:15			0		0		0	
07:30			2		5		7		19:30			2		2		4	
07:45			1	4	5	14	6	18	19:45			2	7	2	5	4	12
08:00			2		7		9		20:00			0		2		2	
08:15			5		3		8		20:15			0		0		0	
08:30			4		4		8		20:30			1		3		4	
08:45			3	14	5	19	8	33	20:45			2	3	1	6	3	9
09:00			4		5		9		21:00			1		0		1	
09:15			4		5		9		21:15			0		1		1	
09:30			5		4		9		21:30			3		0		3	
09:45			3	16	5	19	8	35	21:45			1	5	2	3	3	8
10:00			8		4		12		22:00			0		0		0	
10:15			4		2		6		22:15			0		0		0	
10:30			1		4		5		22:30			0		1		1	
10:45			3	16	1	11	4	27	22:45			0	0	1	2	1	2
11:00			4		2		6		23:00			1		0		1	
11:15			8		3		11		23:15			3		0		3	
11:30			6		4		10		23:30			1		1		2	
11:45			7	25	4	13	11	38	23:45			0	5	0	1	0	6
Totals				78		79		157	Totals				166		119		285
Split %				49.7%		50.3%		35.5%	Split %				58.2%		41.8%		64.5%

Daily Totals	NB	SB	EB	WB	Total
	0	0	244	198	442

AM Peak Hour	11:00	07:30	11:00	PM Peak Hour	13:00	12:30	13:00
AM Peak Hr Volume	25	20	38	PM Peak Hr Volume	34	34	63
AM Pk Hr Factor	#DIV/0!	#DIV/0!	#DIV/0!	PM Pk Hr Factor	0.850	0.773	0.875

EXHIBIT G-307

Intersections
Pre-Closure

Turning Movement Count Report AM

Location ID: 1
North/South: Hollywood Way
East/West: Oak Street

Date: 01/14/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	7	221	4	5	5	2	3	104	3	11	6	7	378
7:15	7	269	3	4	5	6	4	91	2	9	4	13	417
7:30	8	286	9	8	7	4	3	95	0	12	9	12	453
7:45	8	306	13	15	8	5	3	131	2	14	14	20	539
8:00	12	325	15	11	6	5	2	139	0	12	5	16	548
8:15	7	324	14	21	17	12	7	118	7	14	28	15	584
8:30	9	361	8	17	20	12	5	122	6	22	11	12	605
8:45	12	377	6	10	7	4	3	125	4	23	6	12	589
9:00	16	372	12	6	7	7	4	138	5	19	5	21	612
9:15	10	356	5	8	10	6	11	148	4	20	10	27	615
9:30	11	277	6	9	7	10	2	136	3	13	3	21	498
9:45	12	257	9	9	4	6	6	161	3	11	10	22	510
Total Volume:	119	3731	104	123	103	79	53	1508	39	180	111	198	6348
Approach %	3%	94%	3%	40%	34%	26%	3%	94%	2%	37%	23%	40%	

Peak Hr Begin:	8:30												
PHV	47	1466	31	41	44	29	23	533	19	84	32	72	2421
PHF	0.965			0.582			0.882			0.825			0.984

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EXHIBIT G-309

Turning Movement Count Report PM

Location ID: 1
North/South: Hollywood Way
East/West: Oak Street

Date: 01/14/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:30	15	233	10	17	15	6	7	247	3	6	17	13	589
16:45	11	213	7	23	17	7	5	238	5	2	9	11	548
17:00	13	215	8	19	12	4	5	262	8	5	11	12	574
17:15	27	269	11	32	22	4	3	289	8	7	17	14	703
17:30	28	180	20	19	10	4	4	271	8	6	17	18	585
17:45	23	183	17	23	26	2	4	247	5	10	23	22	585
18:00	27	181	12	30	15	7	7	251	8	8	19	16	581
18:15	24	174	19	25	21	12	7	267	15	10	18	18	610
18:30	37	196	8	23	14	1	3	285	10	8	11	14	610
18:45	28	186	12	14	6	5	6	232	5	11	10	11	526
19:00	33	196	5	14	12	8	8	231	8	8	12	13	548
19:15	22	203	15	11	9	6	6	223	3	5	14	15	532
Total Volume:	288	2429	144	250	179	66	65	3043	86	86	178	177	6991
Approach %	10%	85%	5%	51%	36%	13%	2%	95%	3%	20%	40%	40%	

Peak Hr Begin:	17:15												
PHV	105	813	60	104	73	17	18	1058	29	31	76	70	2454
PHF	0.796			0.836			0.921			0.805			0.873

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EXHIBIT G-310

Pedestrian/Bicycle Count Report

	Pedestrians			
Leg:	North	East	South	West
7:00	1	0	0	0
7:15	0	0	1	2
7:30	2	0	0	2
7:45	4	0	1	1
8:00	1	0	4	5
8:15	24	0	8	13
8:30	4	0	5	2
8:45	0	2	6	15
9:00	1	0	5	1
9:15	1	1	1	1
9:30	2	0	2	5
9:45	0	0	3	4

	Bicycle			
Leg:	North	East	South	West
7:00	0	0	0	1
7:15	0	0	0	0
7:30	0	0	0	0
7:45	0	0	0	0
8:00	0	0	2	0
8:15	0	0	0	0
8:30	0	0	0	1
8:45	0	1	1	0
9:00	0	0	0	1
9:15	0	1	1	0
9:30	0	0	0	0
9:45	0	1	1	0

	Pedestrians			
Leg:	North	East	South	West
15:00	4	0	1	4
15:15	0	0	5	2
15:30	0	0	2	6
15:45	3	0	2	0
16:00	1	0	0	2
16:15	0	0	1	3
16:30	0	1	2	2
16:45	2	0	3	1
17:00	0	0	1	1
17:15	1	0	0	3
17:30	2	0	2	1
17:45	0	0	0	0

	Bicycle			
Leg:	North	East	South	West
15:00	0	0	1	1
15:15	0	0	0	0
15:30	0	0	0	0
15:45	0	0	0	0
16:00	0	0	0	0
16:15	0	0	2	0
16:30	0	0	0	0
16:45	0	0	0	0
17:00	0	0	0	0
17:15	0	0	0	0
17:30	0	0	0	0
17:45	0	0	1	0

EXHIBIT G-311

Turning Movement Count Report AM

Location ID: 1
North/South: Hollywood Way
East/West: Oak Street

Date: 01/15/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	10	214	4	6	1	4	1	85	3	8	5	3	344
7:15	2	256	5	3	5	3	2	87	4	9	3	10	389
7:30	5	267	7	5	6	8	3	103	1	13	6	14	438
7:45	10	299	12	14	11	3	6	158	1	14	8	19	555
8:00	13	298	16	7	10	7	3	115	3	14	13	13	512
8:15	16	301	12	18	11	14	3	139	1	9	29	14	567
8:30	10	347	9	24	11	17	7	129	8	19	6	11	598
8:45	14	345	6	6	8	10	4	134	12	18	9	13	579
9:00	10	310	5	14	4	7	2	132	3	33	9	20	549
9:15	16	329	7	9	12	9	9	151	5	24	6	19	596
9:30	10	253	9	9	10	5	1	134	3	16	9	24	483
9:45	9	243	7	12	8	3	4	178	5	15	8	25	517
Total Volume:	125	3462	99	127	97	90	45	1545	49	192	111	185	6127
Approach %	3%	94%	3%	40%	31%	29%	3%	94%	3%	39%	23%	38%	

Peak Hr Begin:	8:30												
PHV	50	1331	27	53	35	43	22	546	28	94	30	63	2322
PHF	0.962			0.630			0.903			0.754			0.971

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EXHIBIT G-312

Turning Movement Count Report PM

Location ID: 1
North/South: Hollywood Way
East/West: Oak Street

Date: 01/15/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:30	15	218	17	19	9	5	8	240	8	5	10	17	571
16:45	11	190	9	11	8	10	6	245	9	3	10	10	522
17:00	22	196	9	24	15	2	10	255	4	4	13	12	566
17:15	27	215	13	29	21	6	5	330	9	12	14	28	709
17:30	22	184	13	29	17	6	3	296	10	10	14	16	620
17:45	23	160	14	21	16	1	6	275	11	13	15	13	568
18:00	20	171	13	27	16	2	5	232	10	17	19	15	547
18:15	37	186	10	23	29	1	7	234	15	9	11	13	575
18:30	22	172	12	20	24	6	8	272	13	20	12	16	597
18:45	23	180	12	10	23	6	4	232	13	8	23	23	557
19:00	27	186	7	13	12	1	7	205	5	8	8	16	495
19:15	12	186	4	9	7	0	5	133	4	6	5	9	380
Total Volume:	261	2244	133	235	197	46	74	2949	111	115	154	188	6707
Approach %	10%	85%	5%	49%	41%	10%	2%	94%	4%	25%	34%	41%	

Peak Hr Begin:	17:00												
PHV	94	755	49	103	69	15	24	1156	34	39	56	69	2463
PHF	0.880			0.835			0.882			0.759			0.868

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EXHIBIT G-313

Pedestrian/Bicycle Count Report

	Pedestrians			
Leg:	North	East	South	West
7:00	0	0	1	2
7:15	1	0	0	3
7:30	1	0	3	2
7:45	5	0	2	5
8:00	3	0	6	2
8:15	20	0	9	14
8:30	2	0	6	0
8:45	1	2	2	4
9:00	3	4	2	4
9:15	4	1	2	4
9:30	3	3	2	2
9:45	2	0	2	5

	Bicycle			
Leg:	North	East	South	West
7:00	0	0	0	0
7:15	0	0	0	0
7:30	0	0	1	0
7:45	0	0	0	0
8:00	0	0	0	0
8:15	0	0	0	0
8:30	0	0	0	1
8:45	0	0	0	0
9:00	0	0	1	0
9:15	0	0	1	2
9:30	0	0	0	0
9:45	0	0	0	0

	Pedestrians			
Leg:	North	East	South	West
15:00	3	0	6	3
15:15	1	0	1	2
15:30	1	0	0	2
15:45	1	0	4	5
16:00	2	0	0	2
16:15	0	0	2	1
16:30	1	0	2	7
16:45	2	0	2	1
17:00	1	0	0	4
17:15	0	0	2	1
17:30	0	0	1	2
17:45	1	0	0	6

	Bicycle			
Leg:	North	East	South	West
15:00	0	0	0	0
15:15	0	0	0	0
15:30	0	0	0	0
15:45	0	0	0	0
16:00	0	0	0	0
16:15	0	2	0	0
16:30	0	0	0	0
16:45	0	0	0	1
17:00	1	0	0	2
17:15	0	0	0	0
17:30	1	0	0	0
17:45	0	0	0	0

EXHIBIT G-314

Turning Movement Count Report AM

Location ID: 2
North/South: Buena Vista Street
East/West: Oak Street

Date: 01/14/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	1	215	0	0	0	0	0	75	2	8	0	1	302
7:15	2	231	0	0	0	0	0	91	2	13	0	1	340
7:30	5	334	0	0	0	0	0	125	2	15	0	0	481
7:45	6	351	0	0	0	0	0	136	5	15	0	2	515
8:00	7	364	0	0	0	0	0	188	2	11	0	2	574
8:15	14	309	0	0	0	0	0	136	9	9	0	0	477
8:30	12	374	0	0	0	0	0	136	0	13	0	1	536
8:45	3	365	0	0	0	0	0	175	2	12	0	0	557
9:00	13	378	0	0	0	0	0	151	2	6	0	1	551
9:15	8	326	0	0	0	0	0	142	3	16	0	0	495
9:30	3	284	0	0	0	0	0	145	1	14	0	1	448
9:45	7	200	0	0	0	0	0	147	4	17	0	1	376
Total Volume:	81	3731	0	0	0	0	0	1647	34	149	0	10	5652
Approach %	2%	98%	0%	0%	0%	0%	0%	98%	2%	94%	0%	6%	

Peak Hr Begin:	8:00												
PHV	36	1412	0	0	0	0	0	635	13	45	0	3	2144
PHF	0.938			0.000			0.853			0.857			0.934

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EXHIBIT G-315

Turning Movement Count Report PM

Location ID: 2
North/South: Buena Vista Street
East/West: Oak Street

Date: 01/14/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:30	3	151	0	0	0	0	0	268	4	15	0	2	443
16:45	8	169	0	0	0	0	0	284	6	15	0	1	483
17:00	9	162	0	0	0	0	0	305	5	12	0	3	496
17:15	2	163	0	0	0	0	0	294	6	21	0	3	489
17:30	3	185	0	0	0	0	0	304	12	12	0	3	519
17:45	4	196	0	0	0	0	0	313	7	18	0	1	539
18:00	10	186	0	0	0	0	0	296	6	25	0	0	523
18:15	5	169	0	0	0	0	0	271	11	20	0	1	477
18:30	5	158	0	0	0	0	0	273	7	19	0	2	464
18:45	4	165	0	0	0	0	0	283	5	18	0	4	479
19:00	4	123	0	0	0	0	0	261	4	10	0	1	403
19:15	6	128	0	0	0	0	0	256	9	15	0	3	417
Total Volume:	63	1955	0	0	0	0	0	3408	82	200	0	24	5732
Approach %	3%	97%	0%	0%	0%	0%	0%	98%	2%	89%	0%	11%	

Peak Hr Begin:	17:15												
PHV	19	730	0	0	0	0	0	1207	31	76	0	7	2070
PHF	0.936			0.000			0.967			0.830			0.960

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EXHIBIT G-316

Pedestrian/Bicycle Count Report

	Pedestrians			
Leg:	North	East	South	West
7:00	0	0	0	0
7:15	0	0	0	0
7:30	0	0	0	0
7:45	0	0	0	1
8:00	0	0	0	0
8:15	0	0	0	2
8:30	0	0	0	0
8:45	0	0	0	1
9:00	0	0	0	1
9:15	0	0	0	0
9:30	0	0	0	0
9:45	0	0	0	0

	Bicycle			
Leg:	North	East	South	West
7:00	0	0	0	1
7:15	0	0	0	0
7:30	0	0	0	0
7:45	0	0	0	1
8:00	0	0	0	0
8:15	0	0	0	0
8:30	0	0	0	0
8:45	0	0	0	1
9:00	0	0	0	0
9:15	0	0	0	0
9:30	0	0	0	0
9:45	0	0	0	0

	Pedestrians			
Leg:	North	East	South	West
15:00	0	0	0	0
15:15	0	0	0	0
15:30	0	0	0	1
15:45	0	0	0	2
16:00	0	0	0	0
16:15	0	0	0	3
16:30	0	0	0	2
16:45	0	0	0	1
17:00	0	0	0	4
17:15	0	0	0	0
17:30	0	0	0	1
17:45	0	0	0	1

	Bicycle			
Leg:	North	East	South	West
15:00	0	0	0	0
15:15	0	0	0	0
15:30	0	0	0	0
15:45	0	0	0	0
16:00	0	0	0	0
16:15	0	0	0	2
16:30	0	0	0	0
16:45	0	0	0	1
17:00	0	0	0	0
17:15	0	0	0	1
17:30	0	0	0	0
17:45	0	0	0	0

Turning Movement Count Report AM

Location ID: 2
North/South: Buena Vista Street
East/West: Oak Street

Date: 01/15/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	3	204	0	0	0	0	0	84	2	7	0	2	302
7:15	3	267	0	0	0	0	0	93	3	9	0	3	378
7:30	6	315	0	0	0	0	0	127	2	16	0	1	467
7:45	3	376	0	0	0	0	0	182	2	13	0	1	577
8:00	10	342	0	0	0	0	0	134	5	13	0	0	504
8:15	11	314	0	0	0	0	0	153	11	11	0	1	501
8:30	14	374	0	0	0	0	0	150	4	13	0	4	559
8:45	8	351	0	0	0	0	0	158	2	7	0	0	526
9:00	7	348	0	0	0	0	0	147	2	19	0	0	523
9:15	6	329	0	0	0	0	0	156	3	13	0	0	507
9:30	6	289	0	0	0	0	0	150	7	13	0	1	466
9:45	5	221	0	0	0	0	0	148	2	7	0	3	386
Total Volume:	82	3730	0	0	0	0	0	1682	45	141	0	16	5696
Approach %	2%	98%	0%	0%	0%	0%	0%	97%	3%	90%	0%	10%	

Peak Hr Begin:	7:45												
PHV	38	1406	0	0	0	0	0	619	22	50	0	6	2141
PHF	0.930			0.000			0.871			0.824			0.928

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EXHIBIT G-318

Turning Movement Count Report PM

Location ID: 2
North/South: Buena Vista Street
East/West: Oak Street

Date: 01/15/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:30	9	149	0	0	0	0	0	278	15	15	0	2	468
16:45	7	214	0	0	0	0	0	268	8	12	0	2	511
17:00	5	166	0	0	0	0	0	298	5	18	0	1	493
17:15	9	176	0	0	0	0	0	315	4	24	0	2	530
17:30	6	175	0	0	0	0	0	315	3	20	0	3	522
17:45	2	153	0	0	0	0	0	294	11	19	0	0	479
18:00	5	159	0	0	0	0	0	284	8	17	0	1	474
18:15	8	167	0	0	0	0	0	283	4	22	0	3	487
18:30	4	154	0	0	0	0	0	296	20	23	0	0	497
18:45	8	178	0	0	0	0	0	264	11	11	0	1	473
19:00	5	134	0	0	0	0	0	261	3	21	0	1	425
19:15	7	113	0	0	0	0	0	256	5	14	0	2	397
Total Volume:	75	1938	0	0	0	0	0	3412	97	216	0	18	5756
Approach %	4%	96%	0%	0%	0%	0%	0%	97%	3%	92%	0%	8%	

Peak Hr Begin:	16:45												
PHV	27	731	0	0	0	0	0	1196	20	74	0	8	2056
PHF	0.857			0.000			0.953			0.788			0.970

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EXHIBIT G-319

Pedestrian/Bicycle Count Report

	Pedestrians			
Leg:	North	East	South	West
7:00	0	0	0	0
7:15	0	0	0	0
7:30	0	0	0	2
7:45	0	0	0	0
8:00	0	0	0	2
8:15	0	0	0	0
8:30	0	0	0	1
8:45	0	0	0	1
9:00	0	0	0	0
9:15	0	0	0	0
9:30	0	0	0	0
9:45	0	0	0	0

	Bicycle			
Leg:	North	East	South	West
7:00	0	0	0	0
7:15	0	0	0	0
7:30	0	0	0	0
7:45	0	0	0	1
8:00	0	0	0	0
8:15	0	0	0	0
8:30	0	0	0	0
8:45	0	0	0	0
9:00	0	0	0	1
9:15	0	0	0	0
9:30	0	0	0	0
9:45	0	0	0	0

	Pedestrians			
Leg:	North	East	South	West
16:30	0	0	0	0
16:45	0	0	0	2
17:00	0	0	0	1
17:15	0	0	0	1
17:30	0	0	0	0
17:45	0	0	0	3
18:00	0	0	0	4
18:15	0	0	0	5
18:30	0	0	0	1
18:45	0	0	0	0
19:00	0	0	0	1
19:15	0	0	0	0

	Bicycle			
Leg:	North	East	South	West
16:30	0	0	0	1
16:45	0	0	0	1
17:00	0	0	0	0
17:15	0	0	0	0
17:30	0	0	0	0
17:45	0	0	0	0
18:00	0	0	0	0
18:15	0	0	0	0
18:30	0	0	0	0
18:45	0	0	0	0
19:00	0	0	0	1
19:15	0	0	0	0

EXHIBIT G-320

Turning Movement Count Report AM

Location ID: 3
North/South: Buena Vista Street
East/West: Olive Avenue

Date: 01/14/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	68	151	7	3	148	37	27	65	14	7	37	21	585
7:15	69	134	13	15	151	41	27	50	11	8	54	17	590
7:30	71	219	62	16	100	40	29	77	17	6	73	27	737
7:45	89	217	50	25	177	52	30	89	22	16	121	38	926
8:00	126	230	26	23	154	36	27	112	22	13	74	40	883
8:15	99	193	12	12	160	44	44	105	22	26	86	26	829
8:30	122	258	22	15	143	38	32	89	14	10	75	39	857
8:45	104	249	19	18	151	44	30	100	16	19	106	47	903
9:00	112	250	20	14	147	31	47	102	20	14	105	32	894
9:15	93	205	25	12	156	41	34	88	23	21	98	50	846
9:30	91	199	24	6	129	43	44	97	27	19	119	50	848
9:45	66	145	21	12	137	44	39	97	23	25	108	50	767
Total Volume:	1110	2450	301	171	1753	491	410	1071	231	184	1056	437	9665
Approach %	29%	63%	8%	7%	73%	20%	24%	63%	13%	11%	63%	26%	

Peak Hr Begin:	8:30												
PHV	431	962	86	59	597	154	143	379	73	64	384	168	3500
PHF	0.920			0.951			0.880			0.895			0.969

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EXHIBIT G-321

Turning Movement Count Report PM

Location ID: 3
North/South: Buena Vista Street
East/West: Olive Avenue

Date: 01/14/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:30	56	95	21	26	117	27	55	191	20	27	171	67	873
16:45	43	114	15	25	127	34	44	206	19	24	178	70	899
17:00	53	95	27	14	109	29	68	207	21	30	174	79	906
17:15	48	111	28	26	124	25	45	209	27	20	203	87	953
17:30	61	126	22	35	115	26	45	198	14	23	183	75	923
17:45	49	119	30	18	127	30	38	213	22	17	209	77	949
18:00	51	126	36	25	110	29	35	192	17	23	180	83	907
18:15	30	125	40	20	95	30	27	194	35	29	226	81	932
18:30	25	121	22	17	91	27	40	184	19	23	191	80	840
18:45	43	113	25	16	114	27	36	194	20	28	177	67	860
19:00	32	92	13	24	92	37	38	184	13	26	174	70	795
19:15	45	92	21	20	97	21	33	181	13	17	182	59	781
Total Volume:	536	1329	300	266	1318	342	504	2353	240	287	2248	895	10618
Approach %	25%	61%	14%	14%	68%	18%	16%	76%	8%	8%	66%	26%	

Peak Hr Begin:	17:15												
PHV	209	482	116	104	476	110	163	812	80	83	775	322	3732
PHF	0.947			0.980			0.939			0.952			0.979

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EXHIBIT G-322

Pedestrian/Bicycle Count Report

	Pedestrians			
Leg:	North	East	South	West
7:00	1	0	2	1
7:15	2	0	0	2
7:30	3	1	5	3
7:45	8	4	9	10
8:00	1	5	4	5
8:15	4	4	8	7
8:30	1	3	9	10
8:45	2	4	4	6
9:00	2	4	5	10
9:15	2	1	2	8
9:30	2	5	8	6
9:45	3	3	0	5

	Bicycle			
Leg:	North	East	South	West
7:00	0	0	0	0
7:15	0	0	0	0
7:30	0	0	0	1
7:45	0	0	0	1
8:00	1	1	0	0
8:15	0	0	0	0
8:30	2	0	1	0
8:45	1	0	0	0
9:00	1	0	1	3
9:15	0	0	0	0
9:30	0	0	0	0
9:45	0	1	0	0

	Pedestrians			
Leg:	North	East	South	West
15:00	0	3	5	6
15:15	2	10	2	7
15:30	6	6	7	4
15:45	7	5	4	7
16:00	4	4	3	4
16:15	3	2	1	0
16:30	2	1	2	5
16:45	3	1	2	2
17:00	2	2	2	1
17:15	3	2	1	1
17:30	3	2	1	1
17:45	7	2	5	1

	Bicycle			
Leg:	North	East	South	West
15:00	0	0	0	0
15:15	0	0	0	1
15:30	0	0	0	0
15:45	0	0	0	0
16:00	0	0	0	0
16:15	0	0	0	0
16:30	0	0	0	0
16:45	0	0	0	0
17:00	0	0	0	0
17:15	0	0	0	0
17:30	0	1	0	0
17:45	0	0	0	0

Turning Movement Count Report AM

Location ID: 3
North/South: Buena Vista Street
East/West: Olive Avenue

Date: 01/15/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	69	141	10	10	136	37	20	64	11	8	47	19	572
7:15	77	164	15	11	130	46	22	49	9	6	65	24	618
7:30	96	203	49	16	132	42	31	87	8	10	75	19	768
7:45	95	227	55	28	163	47	45	97	14	9	111	45	936
8:00	83	236	25	20	164	41	27	98	17	22	76	38	847
8:15	96	223	12	15	178	35	25	90	18	9	99	43	843
8:30	105	239	23	14	157	38	32	106	21	14	101	49	899
8:45	95	252	24	17	179	47	40	98	15	24	109	49	949
9:00	102	260	21	19	166	42	48	91	20	23	100	42	934
9:15	90	214	24	10	167	33	54	82	28	31	116	58	907
9:30	85	185	22	9	168	41	46	100	28	33	96	54	867
9:45	69	151	14	13	142	37	37	82	23	27	136	51	782

Total Volume:	1062	2495	294	182	1882	486	427	1044	212	216	1131	491	9922
Approach %	28%	65%	8%	7%	74%	19%	25%	62%	13%	12%	62%	27%	

Peak Hr Begin:	8:30												
PHV	392	965	92	60	669	160	174	377	84	92	426	198	3689
PHF	0.946			0.915			0.968			0.873			0.972

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EXHIBIT G-324

Turning Movement Count Report PM

Location ID: 3
North/South: Buena Vista Street
East/West: Olive Avenue

Date: 01/15/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:30	45	112	18	19	157	38	53	215	14	24	160	79	934
16:45	50	137	26	15	165	35	48	200	18	29	218	73	1014
17:00	35	118	18	14	124	41	49	229	19	26	160	75	908
17:15	45	137	21	23	172	34	40	214	26	43	228	76	1059
17:30	48	118	21	23	131	26	41	224	22	30	209	80	973
17:45	37	115	32	18	149	25	35	187	24	22	222	77	943
18:00	51	110	23	30	134	29	32	195	19	16	196	78	913
18:15	50	120	27	31	123	33	39	190	23	29	258	78	1001
18:30	40	115	23	21	113	23	30	204	20	25	210	94	918
18:45	44	128	24	15	114	24	31	174	19	14	227	74	888
19:00	31	98	14	20	101	28	35	201	17	28	192	70	835
19:15	26	99	17	16	97	26	39	171	18	20	184	54	767

Total Volume:	502	1407	264	245	1580	362	472	2404	239	306	2464	908	11153
Approach %	23%	65%	12%	11%	72%	17%	15%	77%	8%	8%	67%	25%	

Peak Hr Begin:	16:45												
PHV	178	510	86	75	592	136	178	867	85	128	815	304	3954
PHF	0.908			0.877			0.951			0.898			0.933

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EXHIBIT G-325

Pedestrian/Bicycle Count Report

	Pedestrians			
Leg:	North	East	South	West
7:00	2	0	4	2
7:15	0	0	1	1
7:30	4	2	1	4
7:45	13	5	8	6
8:00	4	1	3	2
8:15	3	1	5	3
8:30	4	2	3	8
8:45	3	3	5	3
9:00	1	5	1	5
9:15	5	5	1	7
9:30	4	3	4	12
9:45	2	3	6	7

	Bicycle			
Leg:	North	East	South	West
7:00	0	0	0	0
7:15	1	0	1	0
7:30	0	1	0	0
7:45	0	0	1	1
8:00	1	0	0	0
8:15	2	0	0	1
8:30	0	1	1	2
8:45	0	0	0	1
9:00	1	0	0	0
9:15	0	0	1	0
9:30	1	0	0	0
9:45	1	0	0	0

	Pedestrians			
Leg:	North	East	South	West
15:00	4	7	7	2
15:15	3	8	1	3
15:30	3	9	3	6
15:45	3	7	9	4
16:00	4	3	2	9
16:15	2	7	6	3
16:30	0	3	3	3
16:45	2	1	4	2
17:00	0	3	3	1
17:15	3	0	0	2
17:30	0	2	4	3
17:45	5	1	3	2

	Bicycle			
Leg:	North	East	South	West
15:00	1	0	1	0
15:15	1	1	0	0
15:30	1	0	0	0
15:45	0	0	0	0
16:00	1	0	0	0
16:15	0	0	0	2
16:30	0	0	0	0
16:45	0	0	0	0
17:00	1	0	3	0
17:15	0	0	0	0
17:30	1	0	0	0
17:45	0	0	0	0

Turning Movement Count Report AM

Location ID: 4
North/South: Hollywood Way
East/West: Alameda Avenue

Date: 01/14/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	73	171	15	33	145	27	8	38	6	8	50	9	583
7:15	87	177	21	42	156	21	5	42	3	9	43	9	615
7:30	71	193	42	52	180	29	10	58	10	14	74	4	737
7:45	79	211	34	72	233	25	11	72	2	10	95	16	860
8:00	74	246	31	67	251	37	11	52	5	23	75	11	883
8:15	103	213	38	64	225	46	20	71	6	12	118	7	923
8:30	104	245	51	65	196	32	14	66	12	24	110	17	936
8:45	104	240	43	76	274	52	20	74	11	26	151	17	1088
9:00	97	274	56	65	262	45	18	53	8	26	152	21	1077
9:15	111	240	41	76	228	42	14	75	9	26	142	16	1020
9:30	108	198	39	64	245	20	29	67	9	14	135	18	946
9:45	95	148	29	91	227	25	17	59	12	26	123	21	873

Total Volume:	1106	2556	440	767	2622	401	177	727	93	218	1268	166	10541
Approach %	27%	62%	11%	20%	69%	11%	18%	73%	9%	13%	77%	10%	

Peak Hr Begin:	8:45												
PHV	420	952	179	281	1009	159	81	269	37	92	580	72	4131
PHF	0.908			0.901			0.921			0.935			0.949

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Turning Movement Count Report PM

Location ID: 4
North/South: Hollywood Way
East/West: Alameda Avenue

Date: 01/14/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:30	88	120	30	95	264	14	52	128	15	8	124	41	979
16:45	73	124	21	101	257	13	61	114	19	15	136	31	965
17:00	77	135	22	117	273	24	89	129	18	11	131	33	1059
17:15	68	129	37	97	264	10	101	186	39	15	161	32	1139
17:30	73	148	23	103	282	16	88	133	30	15	175	39	1125
17:45	57	107	28	101	281	14	75	125	25	10	174	34	1031
18:00	68	118	23	112	281	15	87	148	44	15	168	42	1121
18:15	65	105	31	92	312	9	118	173	41	23	213	38	1220
18:30	86	131	24	111	291	22	87	162	25	17	205	38	1199
18:45	85	116	26	94	280	9	94	158	30	21	180	35	1128
19:00	77	96	26	103	275	9	63	118	20	14	151	17	969
19:15	73	94	21	84	279	11	72	135	19	10	134	28	960

Total Volume:	890	1423	312	1210	3339	166	987	1709	325	174	1952	408	12895
Approach %	34%	54%	12%	26%	71%	4%	33%	57%	11%	7%	77%	16%	

Peak Hr Begin:	18:00												
PHV	304	470	104	409	1164	55	386	641	140	76	766	153	4668
PHF	0.911			0.960			0.879			0.908			0.957

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EXHIBIT G-328

Pedestrian/Bicycle Count Report

	Pedestrians			
Leg:	North	East	South	West
7:00	0	2	0	2
7:15	0	0	0	0
7:30	0	0	0	0
7:45	2	2	1	1
8:00	3	1	0	3
8:15	0	2	0	2
8:30	0	3	2	3
8:45	1	5	2	7
9:00	5	5	3	8
9:15	4	4	1	3
9:30	0	0	0	0
9:45	0	2	0	3

	Bicycle			
Leg:	North	East	South	West
7:00	0	0	1	0
7:15	0	0	0	0
7:30	0	0	0	0
7:45	0	0	0	0
8:00	0	0	0	0
8:15	0	0	0	0
8:30	0	0	0	0
8:45	1	1	0	0
9:00	0	0	0	0
9:15	0	1	0	0
9:30	0	0	0	0
9:45	0	1	0	0

	Pedestrians			
Leg:	North	East	South	West
15:00	1	1	0	2
15:15	2	2	0	2
15:30	0	4	0	1
15:45	1	1	0	1
16:00	0	1	0	1
16:15	2	2	1	2
16:30	1	0	1	2
16:45	1	0	0	2
17:00	0	2	0	3
17:15	3	3	0	4
17:30	1	2	0	3
17:45	2	1	1	3

	Bicycle			
Leg:	North	East	South	West
15:00	0	0	0	1
15:15	0	1	0	0
15:30	0	0	0	0
15:45	0	1	0	0
16:00	0	0	1	0
16:15	0	1	0	0
16:30	0	1	0	0
16:45	0	0	1	0
17:00	0	0	0	0
17:15	1	0	0	0
17:30	0	0	0	0
17:45	0	0	0	0

Turning Movement Count Report AM

Location ID: 4
North/South: Hollywood Way
East/West: Alameda Avenue

Date: 01/15/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	77	163	12	46	180	23	14	40	3	10	45	12	625
7:15	73	181	17	45	164	14	6	45	1	5	62	7	620
7:30	64	188	39	43	172	22	11	47	5	10	89	15	705
7:45	62	219	31	63	192	21	9	47	2	5	92	10	753
8:00	72	232	36	63	225	24	9	66	2	15	76	15	835
8:15	81	206	35	65	204	39	16	48	7	16	137	18	872
8:30	91	251	45	51	191	28	15	55	10	17	124	17	895
8:45	97	227	42	67	235	44	12	58	10	24	133	19	968
9:00	99	244	48	70	221	33	18	47	4	26	154	18	982
9:15	100	253	36	66	237	34	17	66	10	17	143	27	1006
9:30	71	136	39	54	271	40	21	51	15	21	141	28	888
9:45	101	163	34	84	191	31	18	74	11	11	104	22	844
Total Volume:	988	2463	414	717	2483	353	166	644	80	177	1300	208	9993
Approach %	26%	64%	11%	20%	70%	10%	19%	72%	9%	11%	77%	12%	

Peak Hr Begin:	8:30												
PHV	387	975	171	254	884	139	62	226	34	84	554	81	3851
PHF	0.980			0.923			0.866			0.908			0.957

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EXHIBIT G-330

Turning Movement Count Report PM

Location ID: 4
North/South: Hollywood Way
East/West: Alameda Avenue

Date: 01/15/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:30	92	138	27	77	226	13	67	118	16	14	135	37	960
16:45	65	101	17	94	257	13	61	122	14	18	166	40	968
17:00	83	122	24	104	268	16	88	149	31	13	159	28	1085
17:15	86	132	22	86	266	29	82	124	22	14	163	33	1059
17:30	68	88	31	87	264	13	77	139	27	16	213	39	1062
17:45	76	96	25	75	280	10	80	137	29	18	228	41	1095
18:00	63	125	25	69	275	5	97	149	36	12	213	30	1099
18:15	60	91	22	91	238	11	94	135	30	13	243	47	1075
18:30	66	80	16	108	259	9	85	158	33	17	216	27	1074
18:45	64	102	18	80	248	22	71	131	26	14	204	47	1027
19:00	97	105	18	82	235	12	79	146	25	21	151	31	1002
19:15	99	92	15	74	227	11	62	140	34	14	146	28	942
Total Volume:	919	1272	260	1027	3043	164	943	1648	323	184	2237	428	12448
Approach %	37%	52%	11%	24%	72%	4%	32%	57%	11%	6%	79%	15%	

Peak Hr Begin:	17:45												
PHV	265	392	88	343	1052	35	356	579	128	60	900	145	4343
PHF	0.874			0.951			0.942			0.912			0.988

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EXHIBIT G-331

Pedestrian/Bicycle Count Report

	Pedestrians			
Leg:	North	East	South	West
7:00	0	0	0	0
7:15	0	0	1	1
7:30	0	0	1	0
7:45	2	3	1	2
8:00	0	2	1	4
8:15	0	0	0	2
8:30	5	6	2	7
8:45	4	2	0	2
9:00	2	4	0	5
9:15	1	2	1	1
9:30	2	3	0	3
9:45	5	1	0	1

	Bicycle			
Leg:	North	East	South	West
7:00	0	0	0	0
7:15	1	0	0	0
7:30	1	0	1	0
7:45	0	0	0	0
8:00	0	0	0	0
8:15	0	0	0	1
8:30	0	0	0	0
8:45	0	0	0	1
9:00	0	2	0	1
9:15	2	0	0	1
9:30	0	0	0	0
9:45	0	0	0	0

	Pedestrians			
Leg:	North	East	South	West
15:00	4	1	0	3
15:15	4	2	0	3
15:30	0	1	1	5
15:45	1	2	0	1
16:00	1	4	1	2
16:15	3	1	0	3
16:30	2	3	2	3
16:45	3	4	0	7
17:00	4	3	2	3
17:15	3	5	1	1
17:30	0	3	1	2
17:45	3	1	0	1

	Bicycle			
Leg:	North	East	South	West
15:00	0	0	0	0
15:15	0	0	0	0
15:30	1	1	1	0
15:45	1	0	0	0
16:00	0	0	0	0
16:15	0	0	1	0
16:30	0	1	0	0
16:45	0	0	0	0
17:00	0	0	1	0
17:15	0	0	0	0
17:30	0	0	0	0
17:45	0	0	0	0

Turning Movement Count Report AM

Location ID: 5
North/South: Hollywood Way
East/West: Cordova Street/I-134 NB Ramps

Date: 01/14/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	9	0	0	0	123	0	28	2	85	12	60	0	319
7:15	12	0	0	0	119	0	28	0	84	11	61	0	315
7:30	10	0	0	2	132	0	29	0	87	16	119	0	395
7:45	19	0	0	0	190	0	44	1	108	14	113	1	490
8:00	10	0	0	0	186	0	27	0	115	14	113	0	465
8:15	13	0	0	0	153	0	39	0	136	19	156	0	516
8:30	15	0	0	0	201	0	69	0	156	21	169	2	633
8:45	12	0	0	0	147	0	89	0	197	24	187	1	657
9:00	9	0	0	0	195	0	77	0	208	24	192	0	705
9:15	10	0	0	0	140	1	76	0	145	29	189	0	590
9:30	5	0	0	0	202	0	49	1	159	27	168	2	613
9:45	8	0	0	0	189	1	37	0	155	30	149	1	570

Total Volume:	132	0	0	2	1977	2	592	4	1635	241	1676	7	6268
Approach %	100%	0%	0%	0%	100%	0%	27%	0%	73%	13%	87%	0%	

Peak Hr Begin:	8:30												
PHV	46	0	0	0	683	1	311	0	706	98	737	3	2585
PHF	0.767			0.851			0.889			0.961			0.917

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EXHIBIT G-333

Turning Movement Count Report PM

Location ID: 5
North/South: Hollywood Way
East/West: Cordova Street/I-134 NB Ramps

Date: 01/14/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:30	5	0	0	0	237	0	25	1	140	71	137	2	618
16:45	5	0	0	0	217	0	23	0	146	75	146	2	614
17:00	8	0	0	2	273	0	21	0	135	111	139	0	689
17:15	9	0	0	0	245	1	20	1	111	110	173	3	673
17:30	7	0	0	0	259	0	18	0	145	112	171	0	712
17:45	4	0	0	0	268	1	18	0	121	96	168	0	676
18:00	3	0	0	0	279	0	16	0	142	118	173	0	731
18:15	5	0	0	0	269	0	17	0	131	169	203	1	795
18:30	5	0	0	3	276	0	10	2	117	100	207	3	723
18:45	9	0	0	1	253	0	17	0	112	98	212	1	703
19:00	6	0	0	0	249	1	24	0	133	86	164	0	663
19:15	5	0	0	0	202	0	25	1	146	81	137	3	600

Total Volume:	71	0	0	6	3027	3	234	5	1579	1227	2030	15	8197
Approach %	100%	0%	0%	0%	100%	0%	13%	0%	87%	38%	62%	0%	

Peak Hr Begin:	18:00												
PHV	22	0	0	4	1077	0	60	2	502	485	795	5	2952
PHF	0.611			0.969			0.892			0.861			0.928

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EXHIBIT G-334

Pedestrian/Bicycle Count Report

	Pedestrians			
Leg:	North	East	South	West
7:00	0	0	0	0
7:15	0	0	0	0
7:30	1	0	0	0
7:45	4	0	0	0
8:00	3	0	0	0
8:15	3	4	0	0
8:30	2	0	0	0
8:45	4	0	0	0
9:00	7	2	0	0
9:15	4	0	0	0
9:30	3	0	0	0
9:45	1	0	0	0

	Bicycle			
Leg:	North	East	South	West
7:00	0	0	0	0
7:15	0	0	0	0
7:30	0	0	0	0
7:45	1	0	0	0
8:00	0	0	0	0
8:15	0	0	0	0
8:30	0	0	0	0
8:45	0	0	0	0
9:00	1	0	0	0
9:15	0	0	0	0
9:30	0	0	0	0
9:45	0	0	0	0

	Pedestrians			
Leg:	North	East	South	West
15:00	3	2	0	0
15:15	2	1	0	0
15:30	1	0	0	0
15:45	3	1	0	0
16:00	2	1	0	0
16:15	1	0	0	0
16:30	1	2	0	0
16:45	1	0	0	0
17:00	1	2	0	0
17:15	3	0	0	0
17:30	1	0	0	0
17:45	2	0	0	0

	Bicycle			
Leg:	North	East	South	West
15:00	0	0	0	0
15:15	0	0	0	0
15:30	1	0	0	0
15:45	0	0	0	0
16:00	0	0	0	0
16:15	0	0	0	0
16:30	0	0	0	0
16:45	0	0	0	0
17:00	0	0	0	0
17:15	0	0	0	0
17:30	0	0	0	0
17:45	0	0	0	0

Turning Movement Count Report AM

Location ID: 5
North/South: Hollywood Way
East/West: Cordova Street/I-134 NB Ramps

Date: 01/15/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	12	0	0	0	121	0	27	0	128	13	59	1	361
7:15	13	0	0	0	106	1	18	0	93	9	76	1	317
7:30	6	0	0	0	145	0	27	0	77	17	119	1	392
7:45	11	0	0	0	139	0	57	1	129	11	115	0	463
8:00	6	0	0	0	205	0	47	0	147	6	113	0	524
8:15	21	0	0	0	151	0	44	0	124	17	159	3	519
8:30	17	0	0	1	164	0	67	0	119	23	162	0	553
8:45	16	0	0	0	124	0	81	0	176	16	163	2	578
9:00	8	0	0	1	153	0	61	0	160	19	205	1	608
9:15	13	0	0	0	194	0	51	0	160	27	169	2	616
9:30	8	0	0	0	182	0	59	0	145	30	178	2	604
9:45	7	0	0	0	151	0	50	0	151	28	143	2	532

Total Volume:	138	0	0	2	1835	1	589	1	1609	216	1661	15	6067
Approach %	100%	0%	0%	0%	100%	0%	27%	0%	73%	11%	88%	1%	

Peak Hr Begin:	8:45												
PHV	45	0	0	1	653	0	252	0	641	92	715	7	2406
PHF	0.703			0.843			0.869			0.904			0.976

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EXHIBIT G-336

Turning Movement Count Report PM

Location ID: 5
North/South: Hollywood Way
East/West: Cordova Street/I-134 NB Ramps

Date: 01/15/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:30	3	0	0	0	226	0	19	0	96	86	137	3	570
16:45	5	0	0	0	232	0	15	0	124	89	146	1	612
17:00	4	0	0	0	256	0	13	0	121	118	149	0	661
17:15	12	0	0	0	251	0	28	0	100	102	155	1	649
17:30	8	0	0	0	242	0	14	0	127	128	188	1	708
17:45	10	0	0	0	269	0	13	0	95	113	206	1	707
18:00	5	0	0	0	263	0	14	0	94	137	209	3	725
18:15	8	0	0	1	235	0	20	0	106	147	207	0	724
18:30	5	0	0	0	245	0	12	0	134	107	201	1	705
18:45	7	0	0	0	245	0	16	0	103	93	193	0	657
19:00	8	0	0	0	241	0	26	0	104	98	151	2	630
19:15	6	0	0	0	188	0	15	0	98	89	121	2	519

Total Volume:	81	0	0	1	2893	0	205	0	1302	1307	2063	15	7867
Approach %	100%	0%	0%	0%	100%	0%	14%	0%	86%	39%	61%	0%	

Peak Hr Begin:	17:30												
PHV	31	0	0	1	1009	0	61	0	422	525	810	5	2864
PHF	0.775			0.939			0.856			0.946			0.988

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Pedestrian/Bicycle Count Report

	Pedestrians			
Leg:	North	East	South	West
7:00	0	0	0	0
7:15	0	0	0	0
7:30	0	0	2	0
7:45	3	0	0	0
8:00	4	0	0	0
8:15	1	0	0	0
8:30	4	0	0	0
8:45	5	0	0	0
9:00	0	0	0	0
9:15	5	0	0	0
9:30	2	0	0	0
9:45	2	0	0	0

	Bicycle			
Leg:	North	East	South	West
7:00	1	0	0	0
7:15	0	0	0	1
7:30	0	0	0	1
7:45	1	0	0	1
8:00	0	0	0	0
8:15	0	0	0	0
8:30	0	0	0	1
8:45	1	1	0	0
9:00	0	0	0	0
9:15	0	0	0	0
9:30	0	0	0	0
9:45	0	2	0	1

	Pedestrians			
Leg:	North	East	South	West
15:00	1	0	0	0
15:15	4	0	0	0
15:30	3	0	0	0
15:45	4	1	0	0
16:00	5	2	0	0
16:15	3	0	0	0
16:30	6	1	0	0
16:45	7	0	0	0
17:00	4	1	0	0
17:15	3	0	0	0
17:30	0	0	0	0
17:45	4	1	0	0

	Bicycle			
Leg:	North	East	South	West
15:00	0	1	0	0
15:15	0	0	0	0
15:30	0	0	0	1
15:45	0	0	0	0
16:00	0	0	0	0
16:15	0	0	0	0
16:30	0	0	0	0
16:45	0	0	0	0
17:00	0	0	0	0
17:15	0	0	0	0
17:30	0	0	0	0
17:45	0	0	0	0

Turning Movement Count Report AM

Location ID: 6
North/South: Lima Street
East/West: Alameda Avenue

Date: 01/14/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	2	3	1	1	118	2	0	0	1	9	66	0	203
7:15	4	0	1	2	124	1	0	0	1	16	59	0	208
7:30	2	0	3	3	118	3	1	0	1	10	117	4	262
7:45	4	1	11	5	191	7	3	0	3	19	127	3	374
8:00	4	0	3	7	208	10	0	0	2	21	116	2	373
8:15	6	0	10	7	153	8	7	0	0	34	132	14	371
8:30	10	1	5	0	157	10	2	1	2	69	152	4	413
8:45	4	2	9	0	158	17	0	0	0	62	182	0	434
9:00	5	1	2	2	163	9	0	0	3	54	187	1	427
9:15	3	1	3	2	154	17	3	0	4	61	186	3	437
9:30	4	1	1	1	178	7	2	1	4	59	156	0	414
9:45	7	1	2	2	169	9	2	0	2	37	146	4	381

Total Volume:	55	11	51	32	1891	100	20	2	23	451	1626	35	4297
Approach %	47%	9%	44%	2%	93%	5%	44%	4%	51%	21%	77%	2%	

Peak Hr Begin:	8:45												
PHV	16	5	15	5	653	50	5	1	11	236	711	4	1712
PHF	0.600			0.952			0.607			0.951			0.979

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EXHIBIT G-339

Turning Movement Count Report PM

Location ID: 6
North/South: Lima Street
East/West: Alameda Avenue

Date: 01/14/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:30	2	1	2	5	216	5	2	0	9	4	162	2	410
16:45	1	0	3	4	203	9	5	0	12	3	142	7	389
17:00	0	0	2	7	246	7	4	4	18	6	165	3	462
17:15	2	0	3	9	253	4	9	3	25	9	163	8	488
17:30	8	1	1	8	232	12	5	4	18	4	161	12	466
17:45	2	1	2	5	231	5	7	2	17	8	164	4	448
18:00	2	0	2	8	235	11	10	1	27	5	147	10	458
18:15	2	0	9	8	262	5	3	3	33	7	187	2	521
18:30	2	0	0	7	235	6	8	0	27	4	183	10	482
18:45	1	0	0	8	234	6	6	3	13	6	181	5	463
19:00	0	0	0	5	216	4	9	0	16	6	172	2	430
19:15	1	0	2	5	190	11	6	0	11	11	138	5	380
Total Volume:	23	3	26	79	2753	85	74	20	226	73	1965	70	5397
Approach %	44%	6%	50%	3%	94%	3%	23%	6%	71%	3%	93%	3%	

Peak Hr Begin:	18:00												
PHV	7	0	11	31	966	28	27	7	100	22	698	27	1924
PHF	0.409			0.932			0.859			0.948			0.923

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EXHIBIT G-340

Pedestrian/Bicycle Count Report

	Pedestrians			
Leg:	North	East	South	West
7:00	0	0	0	1
7:15	0	0	0	0
7:30	1	0	0	0
7:45	4	1	0	0
8:00	1	0	0	0
8:15	2	3	0	0
8:30	2	1	1	0
8:45	2	0	1	0
9:00	8	3	0	0
9:15	3	2	0	0
9:30	1	2	0	0
9:45	1	3	2	0

	Bicycle			
Leg:	North	East	South	West
7:00	0	0	1	0
7:15	0	1	0	0
7:30	0	0	0	0
7:45	1	0	1	1
8:00	1	2	0	0
8:15	0	0	0	0
8:30	0	1	1	1
8:45	1	0	0	2
9:00	0	0	0	0
9:15	0	0	0	0
9:30	0	0	1	0
9:45	0	0	0	0

	Pedestrians			
Leg:	North	East	South	West
15:00	1	2	3	0
15:15	1	0	0	0
15:30	5	2	1	0
15:45	2	5	7	0
16:00	2	4	2	0
16:15	2	2	1	0
16:30	0	0	3	0
16:45	1	2	2	0
17:00	3	4	2	0
17:15	1	2	0	0
17:30	2	0	0	0
17:45	1	0	1	0

	Bicycle			
Leg:	North	East	South	West
15:00	0	0	0	0
15:15	1	0	0	0
15:30	0	0	0	0
15:45	0	1	1	0
16:00	0	0	0	0
16:15	1	2	0	0
16:30	0	2	0	0
16:45	1	1	0	0
17:00	0	0	0	0
17:15	0	0	0	0
17:30	0	0	0	0
17:45	0	0	0	0

Turning Movement Count Report AM

Location ID: 6
North/South: Lima Street
East/West: Alameda Avenue

Date: 01/15/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	3	1	2	2	108	3	0	0	2	15	65	1	202
7:15	5	2	6	3	125	2	1	0	1	21	63	2	231
7:30	3	1	2	4	123	4	1	1	2	11	129	2	283
7:45	2	1	8	6	158	9	3	0	1	32	135	5	360
8:00	7	0	5	6	192	8	1	0	3	23	123	6	374
8:15	5	0	9	4	153	8	5	0	4	44	148	9	389
8:30	9	3	7	1	156	2	2	0	2	63	163	5	413
8:45	5	1	8	2	138	2	1	0	2	64	172	1	396
9:00	4	2	4	3	143	8	2	0	1	67	179	3	416
9:15	6	1	2	6	164	15	3	0	4	51	170	4	426
9:30	6	1	3	2	167	12	1	0	2	69	149	2	414
9:45	7	1	1	2	149	8	2	0	2	48	151	3	374

Total Volume:	62	14	57	41	1776	81	22	1	26	508	1647	43	4278
Approach %	47%	11%	43%	2%	94%	4%	45%	2%	53%	23%	75%	2%	

Peak Hr Begin:	8:45												
PHV	21	5	17	13	612	37	7	0	9	251	670	10	1652
PHF	0.768			0.895			0.571			0.935			0.969

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EXHIBIT G-342

Turning Movement Count Report PM

Location ID: 6
North/South: Lima Street
East/West: Alameda Avenue

Date: 01/15/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:30	3	0	2	6	205	6	6	1	8	8	139	3	387
16:45	2	1	4	8	213	9	4	1	10	7	141	5	405
17:00	4	0	3	4	234	11	5	2	15	5	167	7	457
17:15	5	1	2	7	243	5	3	3	19	6	165	9	468
17:30	2	1	1	11	223	6	9	4	21	19	167	10	474
17:45	2	1	4	8	237	11	11	5	23	12	198	4	516
18:00	4	0	2	9	239	12	8	1	21	16	187	8	507
18:15	5	1	2	5	226	9	9	3	24	13	201	6	504
18:30	3	0	3	8	223	5	7	1	29	9	180	5	473
18:45	0	0	1	7	227	10	6	2	15	2	189	7	466
19:00	1	1	0	7	221	6	8	3	17	6	171	3	444
19:15	1	0	0	6	187	7	7	1	12	8	143	2	374
Total Volume:	32	6	24	86	2678	97	83	27	214	111	2048	69	5475
Approach %	52%	10%	39%	3%	94%	3%	26%	8%	66%	5%	92%	3%	

Peak Hr Begin:	17:30												
PHV	13	3	9	33	925	38	37	13	89	60	753	28	2001
PHF	0.781			0.958			0.891			0.956			0.969

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EXHIBIT G-343

Pedestrian/Bicycle Count Report

	Pedestrians			
Leg:	North	East	South	West
7:00	0	0	0	0
7:15	1	1	0	0
7:30	2	0	1	0
7:45	4	0	0	0
8:00	5	0	0	0
8:15	2	2	0	1
8:30	2	1	1	0
8:45	3	1	1	0
9:00	1	5	1	0
9:15	4	3	0	0
9:30	2	1	0	0
9:45	1	1	1	0

	Bicycle			
Leg:	North	East	South	West
7:00	0	0	1	0
7:15	0	0	1	0
7:30	0	0	0	0
7:45	1	1	0	1
8:00	1	0	0	1
8:15	1	1	0	0
8:30	0	1	0	0
8:45	0	0	0	1
9:00	0	0	1	0
9:15	2	0	0	0
9:30	0	0	0	0
9:45	0	0	0	0

	Pedestrians			
Leg:	North	East	South	West
15:00	2	1	0	0
15:15	2	0	1	0
15:30	1	1	1	1
15:45	4	2	0	0
16:00	2	0	2	0
16:15	3	1	2	1
16:30	2	3	1	0
16:45	1	2	0	0
17:00	1	2	2	0
17:15	2	1	1	0
17:30	1	1	2	0
17:45	1	0	0	0

	Bicycle			
Leg:	North	East	South	West
15:00	0	0	0	0
15:15	0	0	0	0
15:30	0	0	0	0
15:45	1	1	0	0
16:00	0	1	0	0
16:15	1	0	0	0
16:30	0	0	1	0
16:45	0	0	0	0
17:00	0	1	0	1
17:15	0	0	0	0
17:30	1	0	0	0
17:45	0	0	0	0

Turning Movement Count Report AM

Location ID: 7
North/South: Ontario Street
East/West: Alameda/Olive

Date: 01/14/15
City: Burbank, CA

	Ontario St			Alameda St			Olive Ave			Alameda St			Olive Ave			
	Southbound			*Westbound*			*North-Eastbound*			*Eastbound*			*South-Westbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	Totals:
Movements:	R	T	L	R	T	L-SW	R	T	L	T	L-NE	L	R-N	R	T	
7:00	2	0	0	1	52	42	23	46	0	38	30	0	1	62	155	234
7:15	1	0	0	0	56	43	19	43	0	39	20	0	0	65	160	221
7:30	1	0	0	1	68	58	36	85	0	85	30	1	0	60	135	365
7:45	3	0	0	1	110	50	35	80	0	101	38	0	0	85	170	418
8:00	3	0	0	0	108	56	37	86	0	81	32	1	0	105	194	404
8:15	6	0	0	1	83	47	36	86	0	96	48	0	0	83	149	403
8:30	4	0	0	2	80	65	60	80	0	100	50	0	1	81	218	441
8:45	4	0	0	3	86	57	75	110	0	127	57	1	0	75	207	520
9:00	5	0	0	1	79	60	60	100	0	122	61	0	1	86	171	488
9:15	8	0	0	1	85	50	59	111	0	102	36	2	0	70	197	454
9:30	3	0	0	2	86	51	64	101	0	95	51	1	1	85	172	454
9:45	4	0	0	3	89	50	50	120	0	84	57	1	1	87	124	458
Total Volume:	44	0	0	16	982	629	554	1048	0	1070	510	7	5	944	2052	4860
Approach %	100%	0%	0%	1%	60%	39%	35%	65%	0%	67%	32%	0%	0%	31%	68%	

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Turning Movement Count Report PM

Location ID: 7
North/South: Ontario Street
East/West: Alameda/Olive

Date: 01/14/15
City: Burbank, CA

	Ontario St			Alameda St			Olive Ave			Alameda St			Olive Ave			
	Southbound			*Westbound*			*North-Eastbound*			*Eastbound*			*South-Westbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	Totals:
Movements:	R	T	L	R	T	L-SW	R	T	L	T	L-NE	L	R-N	R	T	
16:30	4	0	0	2	142	39	42	137	0	81	63	0	1	78	136	510
16:45	4	0	0	2	132	39	54	156	0	78	60	0	0	75	113	525
17:00	5	0	0	1	162	60	50	173	0	97	57	0	0	88	122	605
17:15	1	0	0	1	176	50	43	160	0	101	67	0	0	96	103	599
17:30	4	0	0	0	151	62	55	166	0	86	58	0	0	76	131	582
17:45	1	0	0	0	166	56	53	172	0	98	57	0	1	77	138	603
18:00	4	0	0	2	164	59	51	172	0	116	43	0	0	73	127	611
18:15	2	0	0	3	162	51	46	185	0	126	61	0	0	79	117	636
18:30	6	0	0	1	163	54	48	173	0	126	64	0	0	80	105	635
18:45	3	0	0	3	162	38	49	164	0	117	62	0	1	80	124	598
19:00	2	0	0	2	163	40	42	180	0	101	67	0	2	63	123	597
19:15	4	0	0	2	138	40	45	180	0	80	57	0	1	69	113	546
Total Volume:	40	0	0	19	1881	588	578	2018	0	1207	716	0	6	934	1452	7047
Approach %	100%	0%	0%	1%	76%	24%	22%	78%	0%	63%	37%	0%	0%	39%	61%	

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Pedestrian/Bicycle Count Report

Location ID: 7
North/South: Ontario Street
East/West: Alameda/Olive

Date: 01/14/15
City: Burbank, CA

	Pedestrians				***Bicycle***					***Pedestrians***				***Bicycle***			
Leg:	North	East	South	West	North	East	South	West	Leg:	North	East	South	West	North	East	South	West
7:00	0	0	0	0	0	0	1	0	16:30	0	0	0	4	0	0	0	0
7:15	1	0	0	1	0	0	0	0	16:45	0	0	0	2	0	0	0	0
7:30	4	0	0	0	0	0	0	0	17:00	4	2	0	0	0	0	0	0
7:45	2	1	0	1	0	0	0	1	17:15	5	5	0	3	1	2	0	0
8:00	2	0	0	1	1	0	0	0	17:30	2	1	1	2	0	0	0	0
8:15	1	1	0	0	0	0	0	0	17:45	2	1	0	0	0	0	0	0
8:30	2	1	0	0	0	1	0	0	18:00	1	1	1	2	0	0	0	0
8:45	4	1	0	2	0	0	0	0	18:15	2	0	0	1	1	0	0	0
9:00	7	4	0	1	0	0	0	0	18:30	2	1	0	0	0	0	0	0
9:15	1	0	0	0	0	0	0	0	18:45	3	2	0	0	0	0	0	0
9:30	1	0	0	1	0	1	0	0	19:00	4	0	1	0	1	0	0	0
9:45	3	0	0	0	0	0	0	0	19:15	2	0	0	2	0	0	0	0

Turning Movement Count Report AM

Location ID: 7
North/South: Ontario Street
East/West: Alameda/Olive

Date: 01/15/15
City: Burbank, CA

	Ontario St			Alameda St			Olive Ave			Alameda St			Olive Ave			
	Southbound			*Westbound*			*North-Eastbound*			*Eastbound*			*South-Westbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	Totals:
Movements:	R	T	L	R	T	L-SW	R	T	L	T	L-NE	L	R-N	R	T	
7:00	2	0	0	0	43	39	12	50	0	35	29	0	0	62	160	210
7:15	0	0	0	0	66	50	30	51	0	37	34	0	1	58	145	268
7:30	3	0	0	0	78	37	28	73	0	94	35	1	1	59	158	349
7:45	5	0	0	1	98	59	33	103	0	92	44	3	1	69	187	438
8:00	4	0	0	2	110	53	45	82	0	83	50	0	0	87	164	429
8:15	5	0	0	0	79	55	44	91	0	109	42	2	1	82	180	427
8:30	4	0	0	0	83	78	62	110	0	103	77	1	2	62	197	518
8:45	8	0	0	2	67	67	72	96	0	107	76	1	2	84	207	496
9:00	5	0	0	3	72	54	76	101	0	122	54	3	0	74	177	490
9:15	4	0	0	2	96	53	48	118	0	120	64	0	2	81	194	505
9:30	9	0	0	1	91	51	49	119	1	87	57	2	1	104	163	467
9:45	5	0	0	6	76	51	46	116	0	85	73	0	4	64	143	458
Total Volume:	54	0	0	17	959	647	545	1110	1	1074	635	13	15	886	2075	5055
Approach %	100%	0%	0%	1%	59%	40%	33%	67%	0%	62%	37%	1%	1%	30%	70%	

City Count, LLC.

Turning Movement Count Report PM

Location ID: 7
North/South: Ontario Street
East/West: Alameda/Olive

Date: 01/15/15
City: Burbank, CA

	Ontario St			Alameda St			Olive Ave			Alameda St			Olive Ave			
	Southbound			*Westbound*			*North-Eastbound*			*Eastbound*			*South-Westbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	Totals:
Movements:	R	T	L	R	T	L-SW	R	T	L	T	L-NE	L	R-N	R	T	
16:30	5	0	0	3	131	50	55	172	0	64	67	1	5	87	145	548
16:45	8	0	0	0	155	63	47	161	0	90	66	1	0	95	128	591
17:00	7	0	0	4	168	54	59	150	0	86	79	0	2	82	119	607
17:15	5	0	0	3	161	63	51	173	0	108	72	0	2	92	125	636
17:30	2	0	0	1	150	54	70	196	0	112	56	0	1	68	147	641
17:45	3	0	0	1	141	53	59	153	0	137	75	1	0	95	101	623
18:00	2	0	0	2	152	42	60	174	0	113	69	0	1	93	126	614
18:15	9	0	0	1	173	64	60	199	0	139	77	0	0	85	106	722
18:30	1	0	0	2	153	41	59	192	0	121	87	0	0	88	89	656
18:45	2	0	0	1	135	45	66	184	0	128	65	0	1	92	93	626
19:00	3	0	0	2	126	53	51	187	0	105	61	0	0	92	94	588
19:15	2	0	0	3	120	52	44	134	0	106	59	0	0	67	79	520
Total Volume:	49	0	0	23	1765	634	681	2075	0	1309	833	3	12	1036	1352	7372
Approach %	100%	0%	0%	1%	73%	26%	25%	75%	0%	61%	39%	0%	1%	43%	56%	

City Count, LLC.

Pedestrian/Bicycle Count Report AM

Location ID: 7
North/South: Ontario Street
East/West: Alameda/Olive

Date: 01/14/15
City: Burbank, CA

	Pedestrians				***Bicycle***					***Pedestrians***				***Bicycle***			
Leg:	North	East	South	West	North	East	South	West	Leg:	North	East	South	West	North	East	South	West
7:00	1	1	0	0	0	0	0	0	16:30	2	0	0	1	1	1	0	0
7:15	2	0	0	1	1	0	0	0	16:45	5	4	1	2	0	1	0	0
7:30	4	0	0	1	0	0	0	0	17:00	4	0	0	1	0	0	0	0
7:45	0	1	1	1	0	0	1	1	17:15	2	1	1	1	0	1	0	0
8:00	2	0	0	0	1	1	0	0	17:30	5	0	1	2	0	0	0	0
8:15	4	0	0	1	0	0	0	0	17:45	2	0	1	0	0	0	0	0
8:30	2	3	0	0	0	0	0	1	18:00	1	1	0	0	1	1	0	0
8:45	4	6	0	0	2	0	0	0	18:15	2	0	1	2	0	0	0	0
9:00	1	4	0	0	0	1	0	0	18:30	8	0	0	1	0	1	0	0
9:15	2	2	1	2	0	0	0	0	18:45	1	0	0	1	1	1	0	0
9:30	4	1	1	0	0	0	0	0	19:00	2	1	0	1	0	0	0	0
9:45	2	1	0	0	0	0	0	0	19:15	1	0	0	1	0	0	0	0

EXHIBIT G-350

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Hollywood Way and Verdugo Ave , Burbank

Date: 2/5/2014

Day: Wednesday

Project #: 14-5062-008

City: Burbank

AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	515 PM

Peak Hour Summary

Southbound Approach (Hollywood Way)

Lanes	0	2	1		
AM	149	1262	59	800	AM
NOON	0	0	0	0	NOON
PM	137	741	67	1325	PM

Eastbound Approach (Verdugo Ave)

Lanes	AM	NOON	PM
	470	0	661
2	199	0	279
1	455	0	604
1	89	0	65

Westbound Approach

Lanes	AM	NOON	PM
1	54	0	62
1	290	0	453
1	150	0	122
	555	0	746

Northbound Approach

Lanes	1	2	0	
AM	1501	31	547	41	AM
NOON	0	0	0	0	NOON
PM	928	71	984	75	PM

CONTROL: Signalized

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	4:00 PM	7:00 PM

Total Ins & Outs

	North Leg		
	1470	800	AM
	0	0	NOON
	945	1325	PM

West Leg	AM	NOON	PM
	470	0	661
	743	0	948

East Leg	AM	NOON	PM
	494	0	637
	555	0	746

South Leg		
AM	1501	619
NOON	0	0
PM	928	1130

Total Volume Per Leg

North Leg	
2270	AM
0	NOON
2270	PM

West Leg	AM	NOON	PM
	1213	0	1609

East Leg	AM	NOON	PM
	1049	0	1383

South Leg	
AM	2120
NOON	0
PM	2058

EXHIBIT G-351

Travel Speeds
Pre-Closure

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Oak Street east of Lima Street
LIMITS..... to

DIRECTION(S).....EB/WB
DATE.....1/14/15
TIME.....11:00
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....22
85TH PERCENTILE SPEED.....25
10 MPH PACE SPEED.....17 through 26
PERCENT IN PACE SPEED..... 98.0
PERCENT OVER PACE SPEED..... 2.0
PERCENT UNDER PACE SPEED..... 0.0
RANGE OF SPEEDS.....17 to 29
VEHICLES OBSERVED..... 100
AVERAGE SPEED.....22.0

SPEED	NO.	PCT.	CUM. PCT.
17	1	1.0	1.0
18	4	4.0	5.0
19	8	8.0	13.0
20	17	17.0	30.0
21	13	13.0	43.0
22	19	19.0	62.0
23	14	14.0	76.0
24	5	5.0	81.0
25	11	11.0	92.0
26	6	6.0	98.0
27	0	0.0	98.0
28	0	0.0	98.0
29	2	2.0	100.0

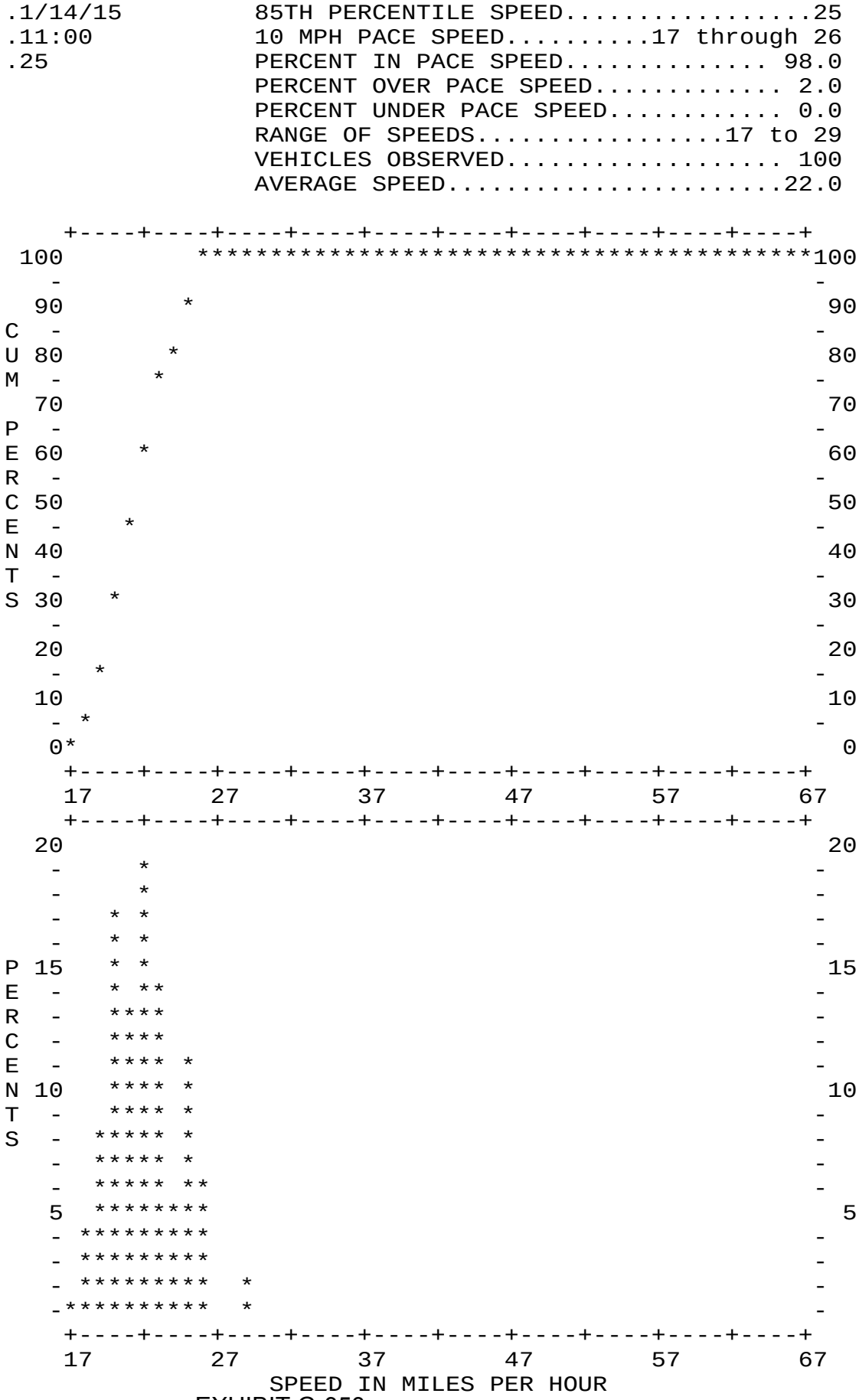


EXHIBIT G-353

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Oak Street east of Lima Street
LIMITS..... to

DIRECTION(S).....EB
DATE.....1/14/15
TIME.....11:00
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....22
85TH PERCENTILE SPEED.....25
10 MPH PACE SPEED.....17 through 26
PERCENT IN PACE SPEED..... 96.0
PERCENT OVER PACE SPEED..... 4.0
PERCENT UNDER PACE SPEED..... 0.0
RANGE OF SPEEDS.....18 to 29
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....22.3

SPEED	NO.	PCT.	CUM. PCT.
18	1	2.0	2.0
19	4	8.0	10.0
20	7	14.0	24.0
21	8	16.0	40.0
22	11	22.0	62.0
23	7	14.0	76.0
24	2	4.0	80.0
25	6	12.0	92.0
26	2	4.0	96.0
27	0	0.0	96.0
28	0	0.0	96.0
29	2	4.0	100.0

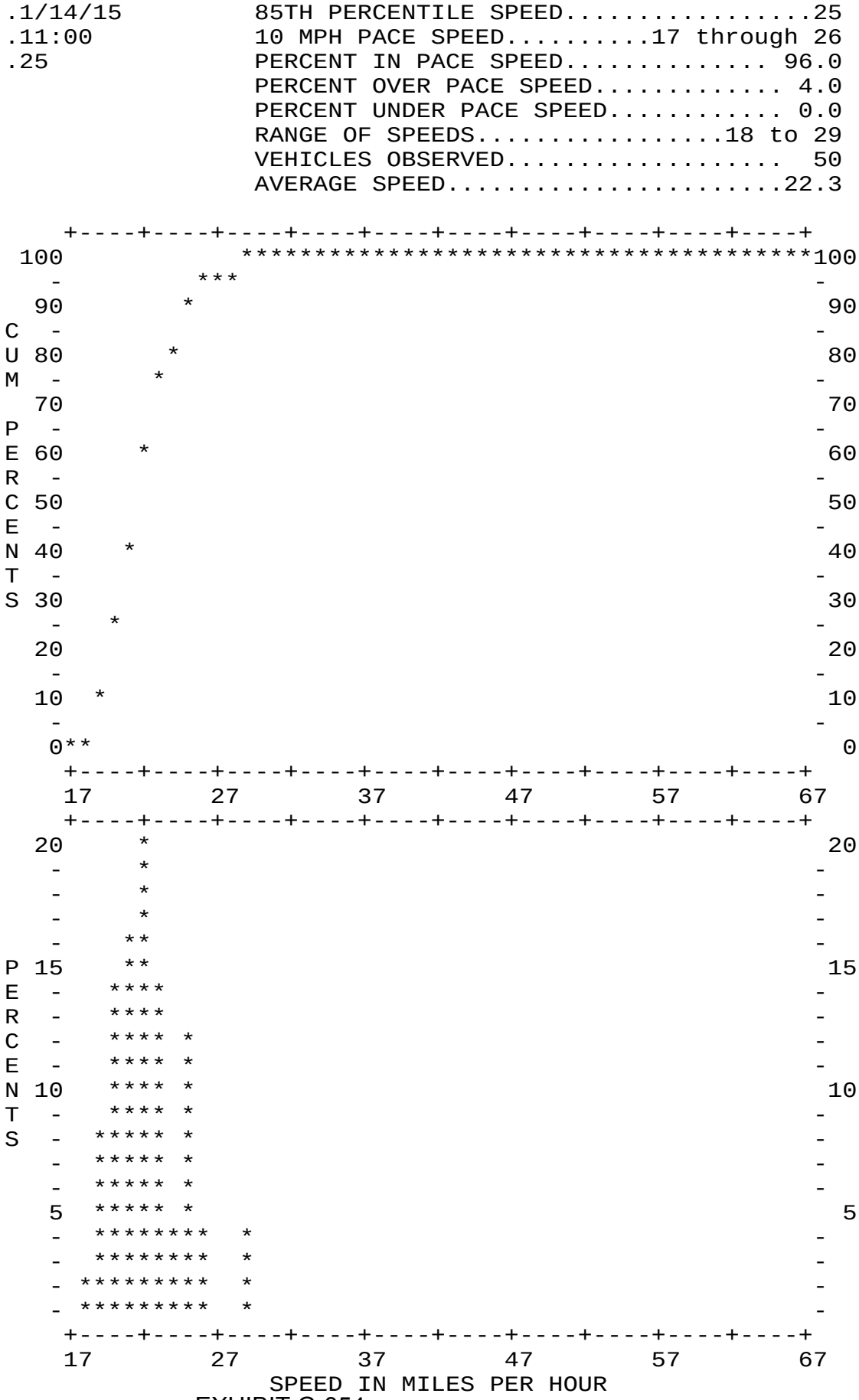


EXHIBIT G-354

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Oak Street east of Lima Street
LIMITS..... to

DIRECTION(S).....WB
DATE.....1/14/15
TIME.....11:00
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....22
85TH PERCENTILE SPEED.....25
10 MPH PACE SPEED.....17 through 26
PERCENT IN PACE SPEED.....100.0
PERCENT OVER PACE SPEED..... 0.0
PERCENT UNDER PACE SPEED..... 0.0
RANGE OF SPEEDS.....17 to 26
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....21.8

SPEED	NO.	PCT.	CUM. PCT.
17	1	2.0	2.0
18	3	6.0	8.0
19	4	8.0	16.0
20	10	20.0	36.0
21	5	10.0	46.0
22	8	16.0	62.0
23	7	14.0	76.0
24	3	6.0	82.0
25	5	10.0	92.0
26	4	8.0	100.0

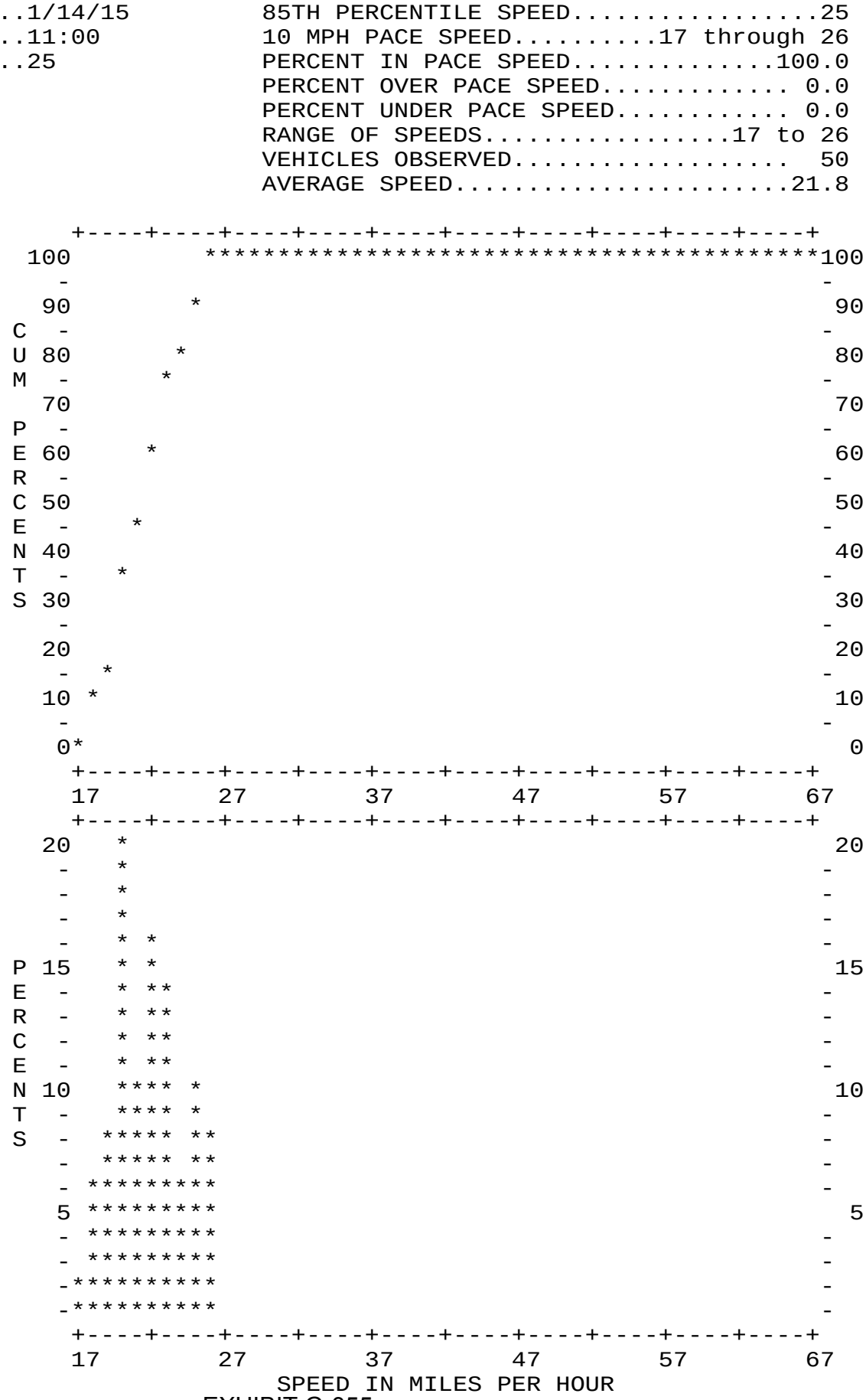


EXHIBIT G-355

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Oak Street east of Avon Street
LIMITS..... to

DIRECTION(S).....EB/WB
DATE.....1/14/15
TIME.....11:30
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....24
85TH PERCENTILE SPEED.....30
10 MPH PACE SPEED.....21 through 30
PERCENT IN PACE SPEED..... 71.0
PERCENT OVER PACE SPEED..... 9.0
PERCENT UNDER PACE SPEED.....20.0
RANGE OF SPEEDS.....16 to 33
VEHICLES OBSERVED..... 100
AVERAGE SPEED.....24.4

SPEED	NO.	PCT.	CUM. PCT.
16	4	4.0	4.0
17	6	6.0	10.0
18	4	4.0	14.0
19	5	5.0	19.0
20	1	1.0	20.0
21	5	5.0	25.0
22	10	10.0	35.0
23	5	5.0	40.0
24	10	10.0	50.0
25	7	7.0	57.0
26	7	7.0	64.0
27	9	9.0	73.0
28	6	6.0	79.0
29	5	5.0	84.0
30	7	7.0	91.0
31	5	5.0	96.0
32	2	2.0	98.0
33	2	2.0	100.0

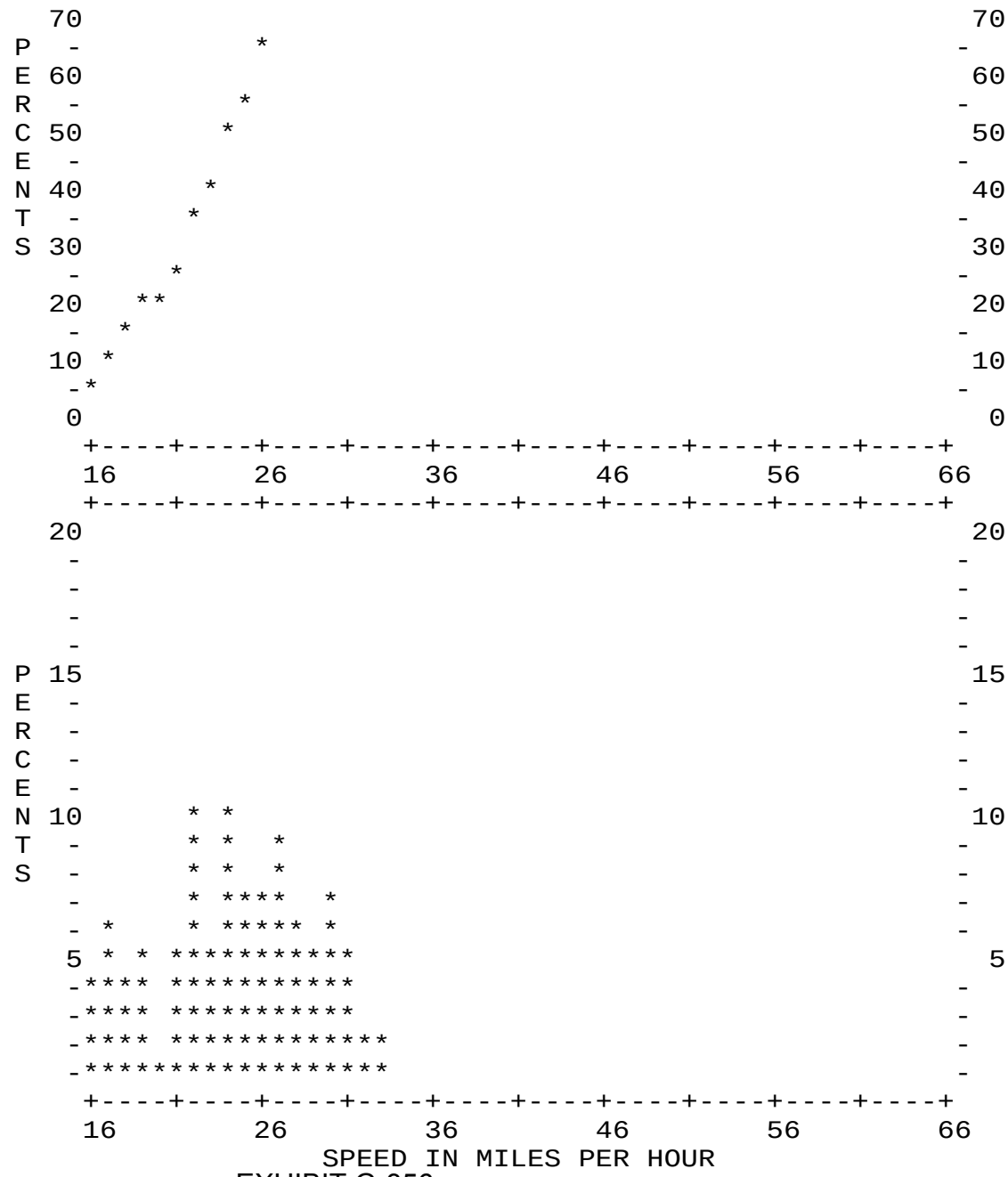


EXHIBIT G-356

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Oak Street east of Avon Street
LIMITS..... to

DIRECTION(S).....EB
DATE.....1/14/15
TIME.....11:30
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....26
85TH PERCENTILE SPEED.....30
10 MPH PACE SPEED.....22 through 31
PERCENT IN PACE SPEED..... 76.0
PERCENT OVER PACE SPEED..... 6.0
PERCENT UNDER PACE SPEED.....18.0
RANGE OF SPEEDS.....17 to 33
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....25.6

SPEED	NO.	PCT.	CUM. PCT.
17	2	4.0	4.0
18	2	4.0	8.0
19	2	4.0	12.0
20	0	0.0	12.0
21	3	6.0	18.0
22	3	6.0	24.0
23	3	6.0	30.0
24	6	12.0	42.0
25	2	4.0	46.0
26	4	8.0	54.0
27	7	14.0	68.0
28	2	4.0	72.0
29	3	6.0	78.0
30	4	8.0	86.0
31	4	8.0	94.0
32	1	2.0	96.0
33	2	4.0	100.0

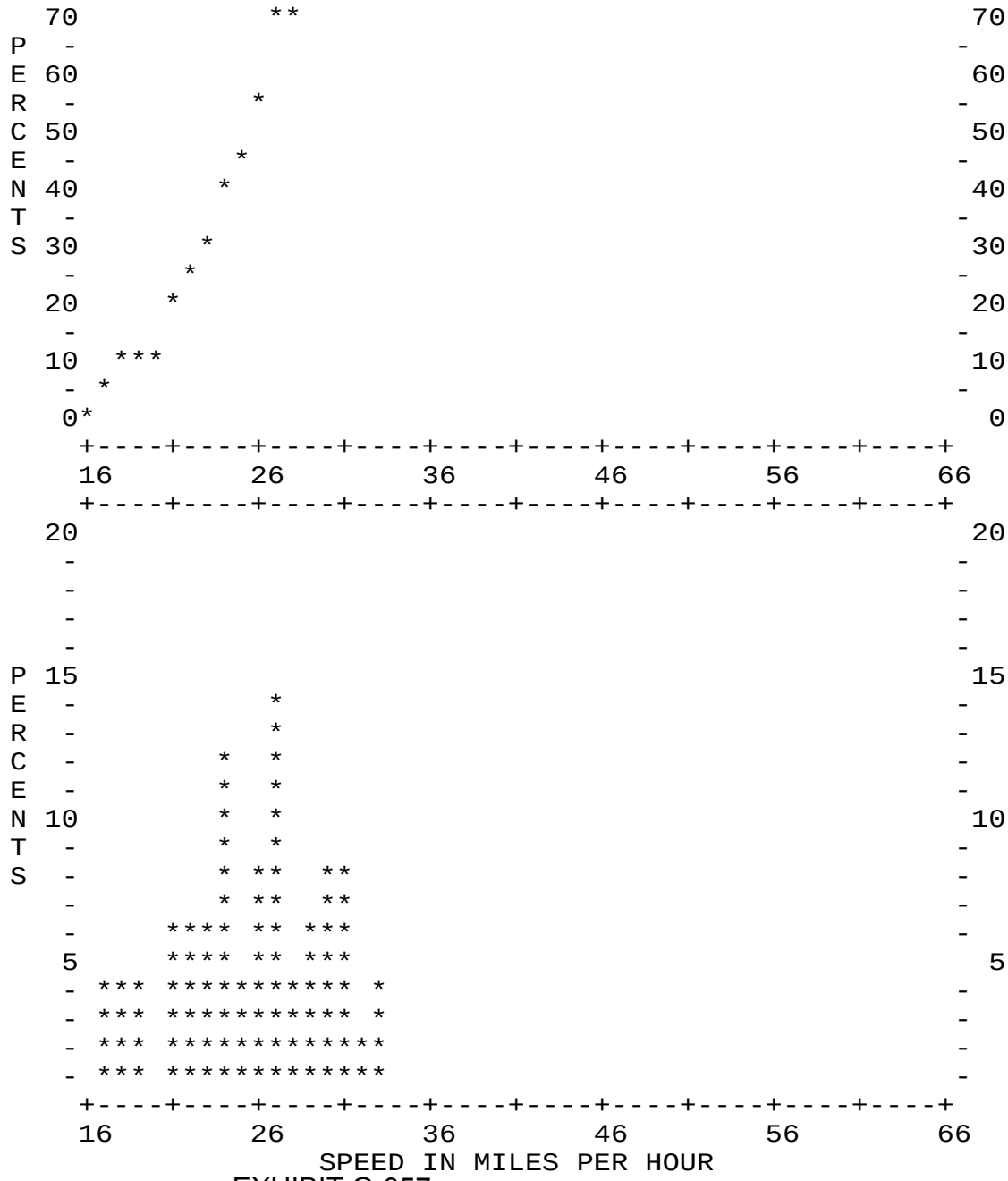


EXHIBIT G-357

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Oak Street east of Avon Street
LIMITS..... to

DIRECTION(S).....WB
DATE.....1/14/15
TIME.....11:30
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....23
85TH PERCENTILE SPEED.....28
10 MPH PACE SPEED.....16 through 25
PERCENT IN PACE SPEED..... 68.0
PERCENT OVER PACE SPEED.....32.0
PERCENT UNDER PACE SPEED..... 0.0
RANGE OF SPEEDS.....16 to 32
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....23.3

SPEED	NO.	PCT.	CUM. PCT.
16	4	8.0	8.0
17	4	8.0	16.0
18	2	4.0	20.0
19	3	6.0	26.0
20	1	2.0	28.0
21	2	4.0	32.0
22	7	14.0	46.0
23	2	4.0	50.0
24	4	8.0	58.0
25	5	10.0	68.0
26	3	6.0	74.0
27	2	4.0	78.0
28	4	8.0	86.0
29	2	4.0	90.0
30	3	6.0	96.0
31	1	2.0	98.0
32	1	2.0	100.0

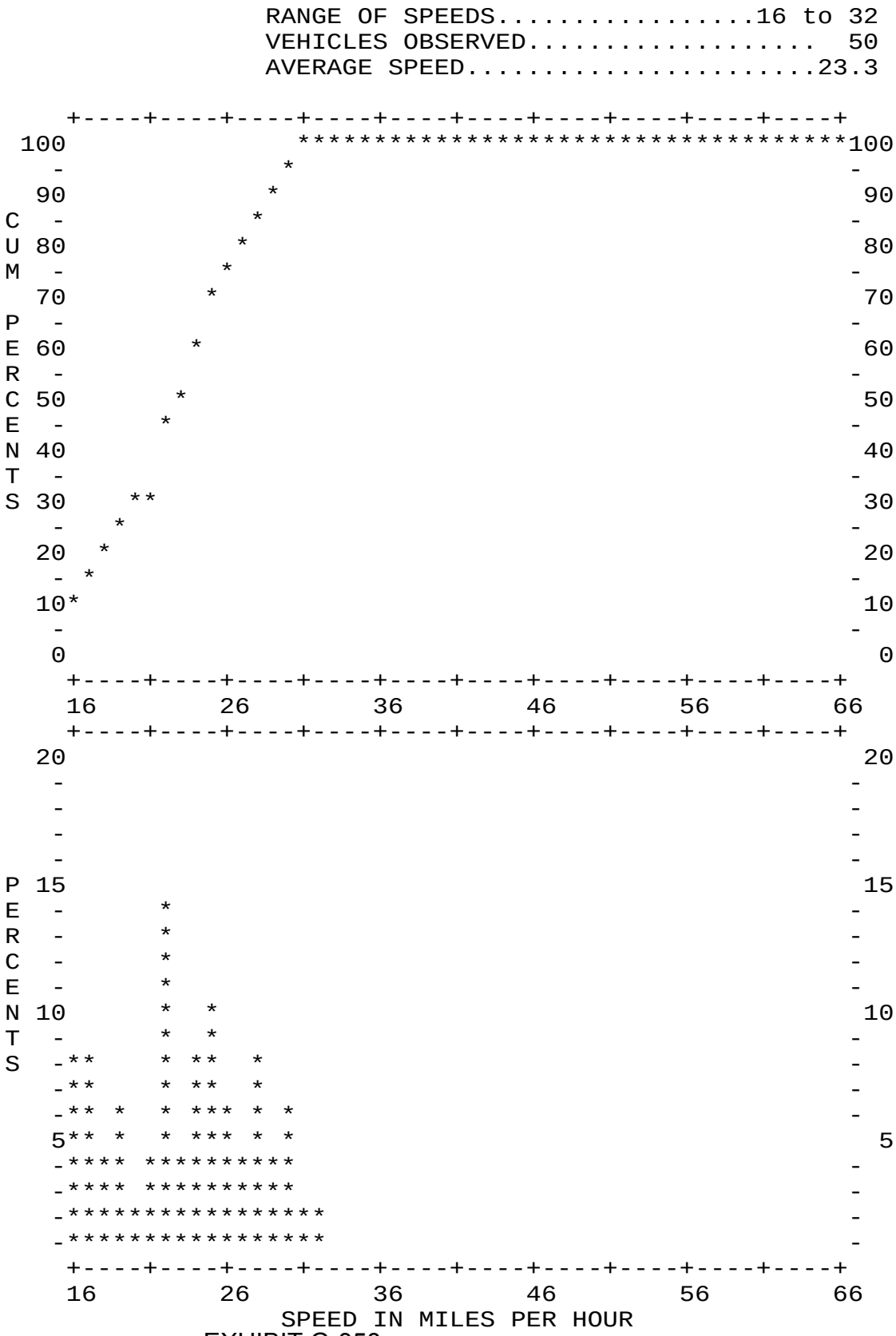


EXHIBIT G-358

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Oak Street east of Florence Street

LIMITS..... to

DIRECTION(S).....EB/WB

DATE.....1/14/15

TIME.....12:00

POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....27

85TH PERCENTILE SPEED.....32

10 MPH PACE SPEED.....23 through 32

PERCENT IN PACE SPEED..... 71.0

PERCENT OVER PACE SPEED.....13.0

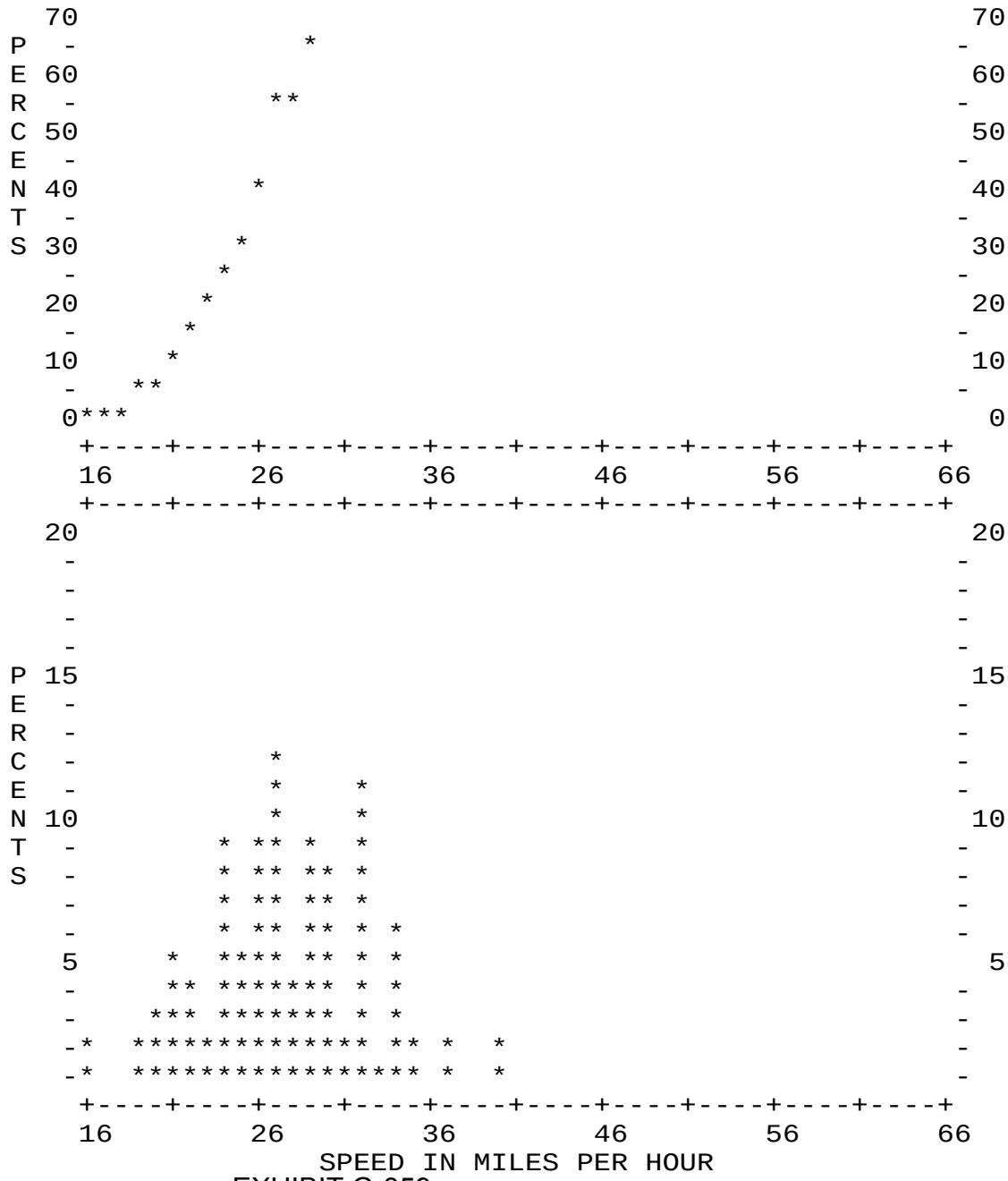
PERCENT UNDER PACE SPEED.....16.0

RANGE OF SPEEDS.....16 to 40

VEHICLES OBSERVED..... 100

AVERAGE SPEED.....27.6

SPEED	NO.	PCT.	CUM. PCT.
16	2	2.0	2.0
17	0	0.0	2.0
18	0	0.0	2.0
19	2	2.0	4.0
20	3	3.0	7.0
21	5	5.0	12.0
22	4	4.0	16.0
23	2	2.0	18.0
24	9	9.0	27.0
25	5	5.0	32.0
26	9	9.0	41.0
27	12	12.0	53.0
28	4	4.0	57.0
29	9	9.0	66.0
30	8	8.0	74.0
31	2	2.0	76.0
32	11	11.0	87.0
33	1	1.0	88.0
34	6	6.0	94.0
35	2	2.0	96.0
36	0	0.0	96.0
37	2	2.0	98.0
38	0	0.0	98.0
39	0	0.0	98.0
40	2	2.0	100.0



Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Oak Street east of Florence Street

LIMITS..... to

DIRECTION(S).....EB

DATE.....1/14/15

TIME.....12:00

POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....27

85TH PERCENTILE SPEED.....32

10 MPH PACE SPEED.....23 through 32

PERCENT IN PACE SPEED..... 72.0

PERCENT OVER PACE SPEED.....14.0

PERCENT UNDER PACE SPEED.....14.0

RANGE OF SPEEDS.....16 to 40

VEHICLES OBSERVED..... 50

AVERAGE SPEED.....27.8

SPEED	NO.	PCT.	CUM. PCT.
16	2	4.0	4.0
17	0	0.0	4.0
18	0	0.0	4.0
19	0	0.0	4.0
20	0	0.0	4.0
21	3	6.0	10.0
22	2	4.0	14.0
23	2	4.0	18.0
24	4	8.0	26.0
25	3	6.0	32.0
26	6	12.0	44.0
27	3	6.0	50.0
28	2	4.0	54.0
29	6	12.0	66.0
30	3	6.0	72.0
31	2	4.0	76.0
32	5	10.0	86.0
33	1	2.0	88.0
34	2	4.0	92.0
35	0	0.0	92.0
36	0	0.0	92.0
37	2	4.0	96.0
38	0	0.0	96.0
39	0	0.0	96.0
40	2	4.0	100.0

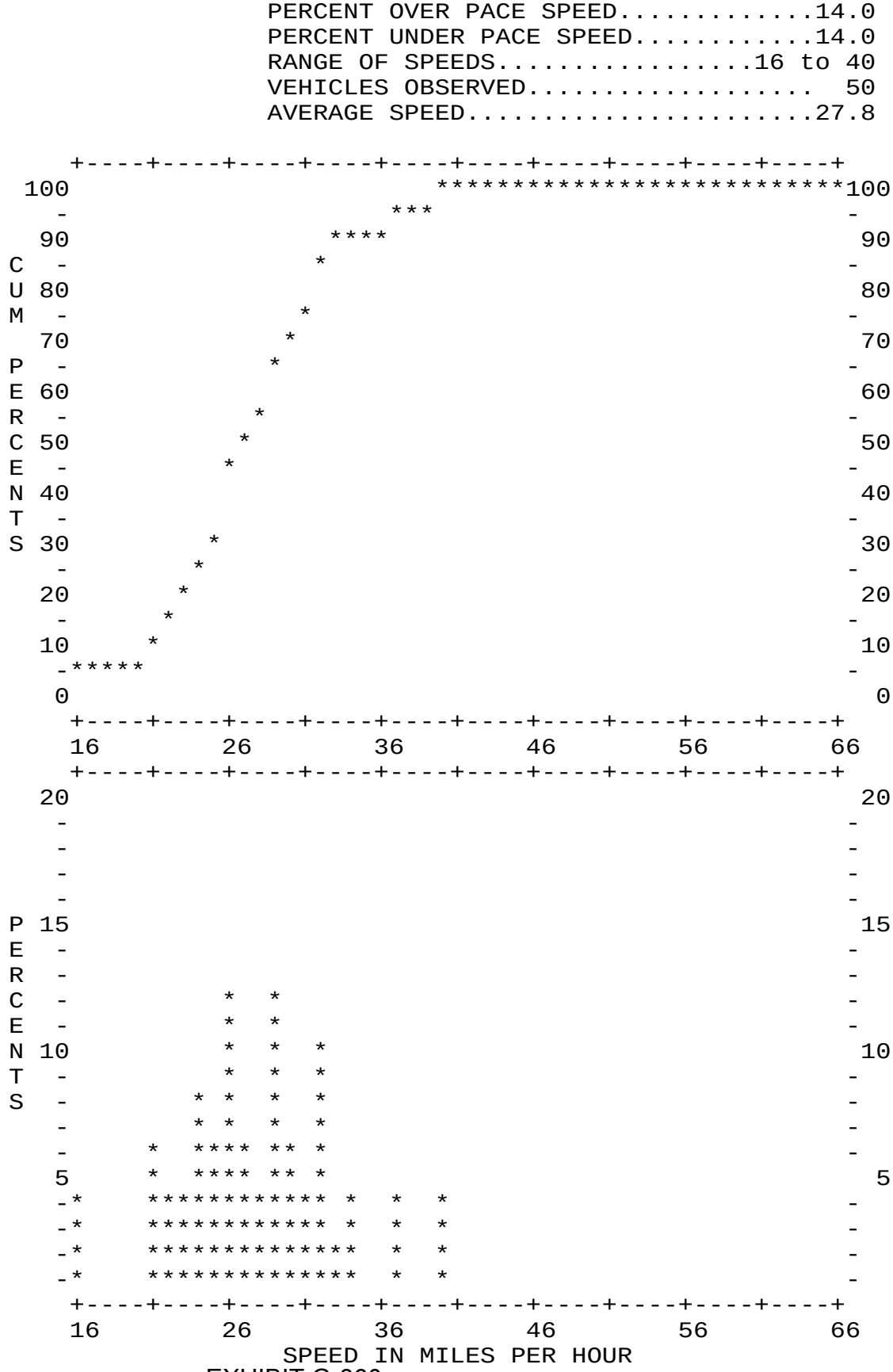


EXHIBIT G-360

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Oak Street east of Florence Street
LIMITS..... to

DIRECTION(S).....WB
DATE.....1/14/15
TIME.....12:00
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....27
85TH PERCENTILE SPEED.....32
10 MPH PACE SPEED.....23 through 32
PERCENT IN PACE SPEED..... 70.0
PERCENT OVER PACE SPEED.....12.0
PERCENT UNDER PACE SPEED.....18.0
RANGE OF SPEEDS.....19 to 35
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....27.3

SPEED	NO.	PCT.	CUM. PCT.
19	2	4.0	4.0
20	3	6.0	10.0
21	2	4.0	14.0
22	2	4.0	18.0
23	0	0.0	18.0
24	5	10.0	28.0
25	2	4.0	32.0
26	3	6.0	38.0
27	9	18.0	56.0
28	2	4.0	60.0
29	3	6.0	66.0
30	5	10.0	76.0
31	0	0.0	76.0
32	6	12.0	88.0
33	0	0.0	88.0
34	4	8.0	96.0
35	2	4.0	100.0

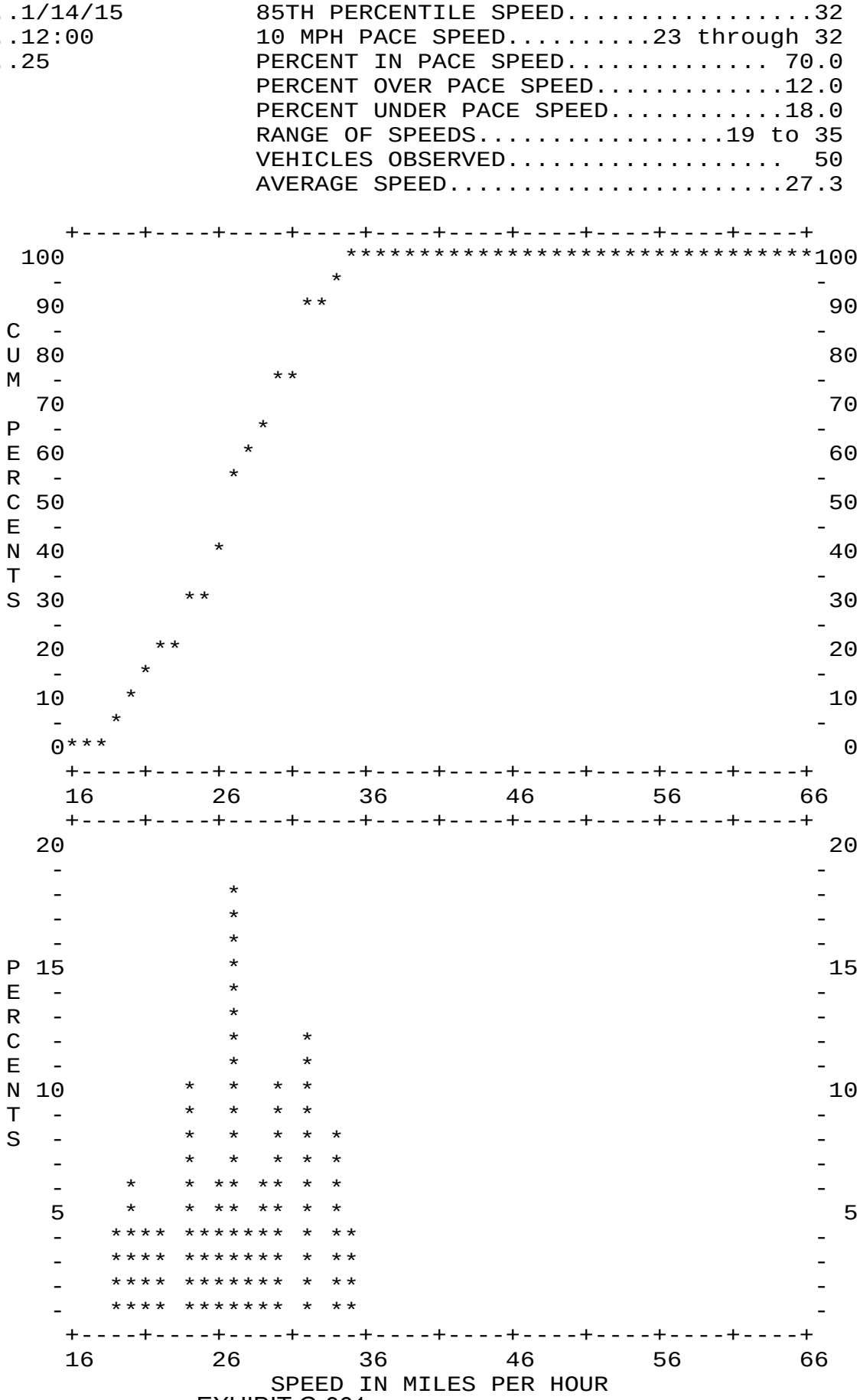


EXHIBIT G-361

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. N Whitnall Hwy south of Oak Street
LIMITS..... to

DIRECTION(S).....NB/SB
DATE.....1/14/15
TIME.....12:00
POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....27
85TH PERCENTILE SPEED.....30
10 MPH PACE SPEED.....22 through 31
PERCENT IN PACE SPEED..... 82.0
PERCENT OVER PACE SPEED.....12.0
PERCENT UNDER PACE SPEED..... 6.0
RANGE OF SPEEDS.....15 to 37
VEHICLES OBSERVED..... 100
AVERAGE SPEED.....26.8

SPEED	NO.	PCT.	CUM. PCT.
15	1	1.0	1.0
16	0	0.0	1.0
17	0	0.0	1.0
18	0	0.0	1.0
19	2	2.0	3.0
20	1	1.0	4.0
21	2	2.0	6.0
22	8	8.0	14.0
23	8	8.0	22.0
24	6	6.0	28.0
25	10	10.0	38.0
26	7	7.0	45.0
27	12	12.0	57.0
28	7	7.0	64.0
29	11	11.0	75.0
30	10	10.0	85.0
31	3	3.0	88.0
32	5	5.0	93.0
33	2	2.0	95.0
34	3	3.0	98.0
35	1	1.0	99.0
36	0	0.0	99.0
37	1	1.0	100.0

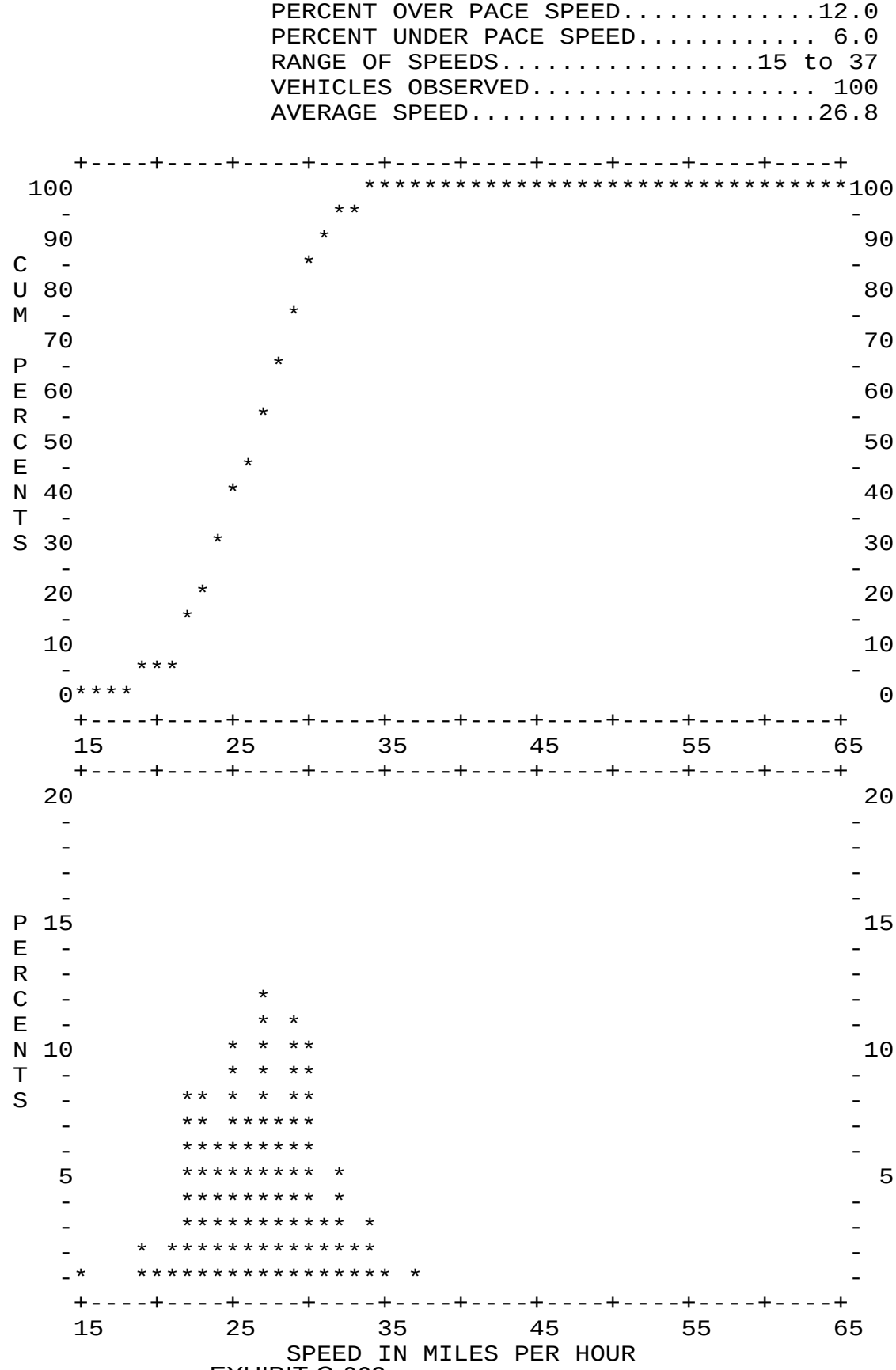


EXHIBIT G-362

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. N Whitnall Hwy south of Oak Street
LIMITS..... to

DIRECTION(S).....NB
DATE.....1/14/15
TIME.....12:00
POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....27
85TH PERCENTILE SPEED.....30
10 MPH PACE SPEED.....22 through 31
PERCENT IN PACE SPEED..... 92.0
PERCENT OVER PACE SPEED..... 6.0
PERCENT UNDER PACE SPEED..... 2.0
RANGE OF SPEEDS.....21 to 34
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....26.8

SPEED	NO.	PCT.	CUM. PCT.
21	1	2.0	2.0
22	4	8.0	10.0
23	4	8.0	18.0
24	5	10.0	28.0
25	2	4.0	32.0
26	6	12.0	44.0
27	8	16.0	60.0
28	5	10.0	70.0
29	4	8.0	78.0
30	5	10.0	88.0
31	3	6.0	94.0
32	1	2.0	96.0
33	1	2.0	98.0
34	1	2.0	100.0

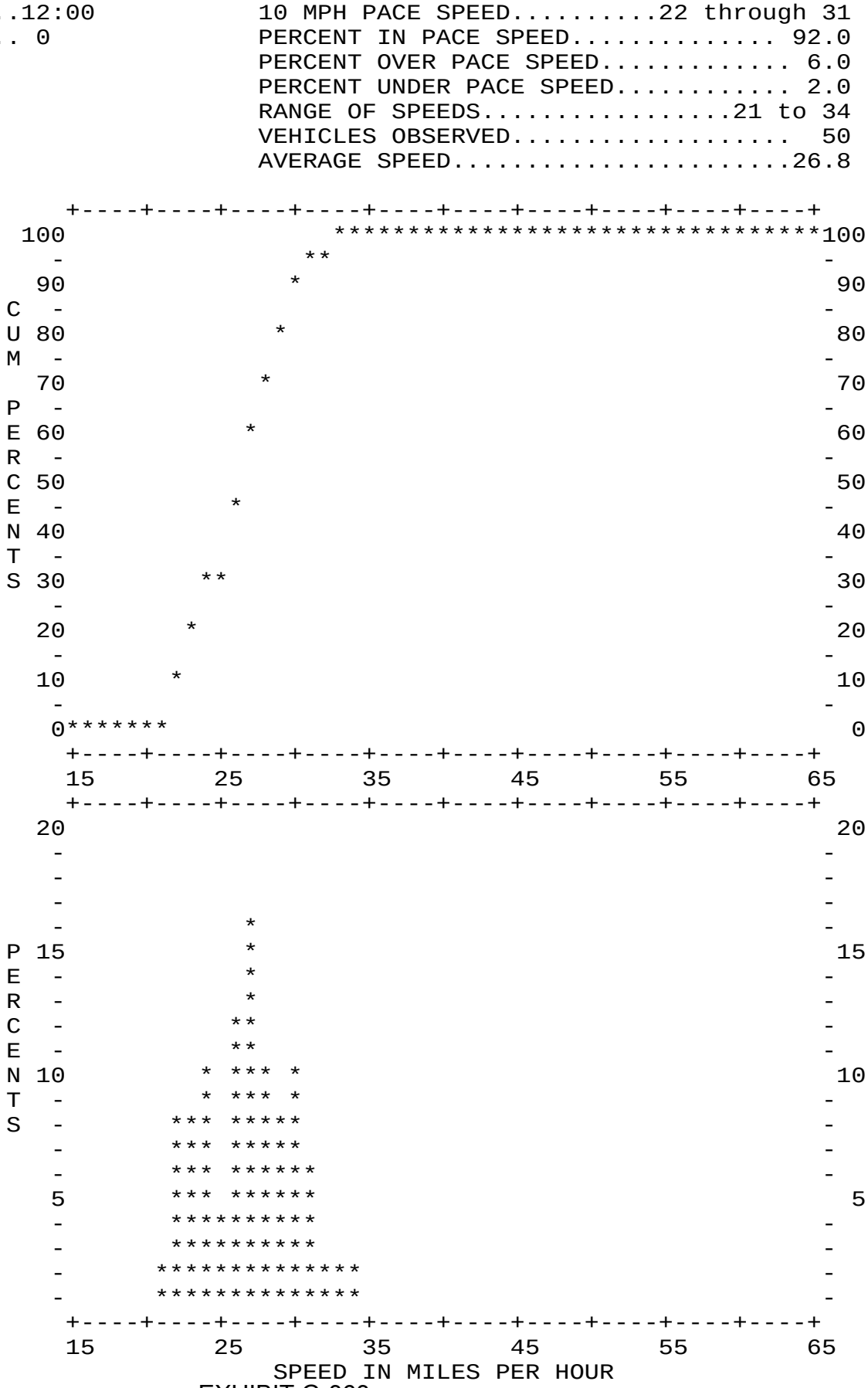


EXHIBIT G-363

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. N Whitnall Hwy south of Oak Street
LIMITS..... to

DIRECTION(S).....SB
DATE.....1/14/15
TIME.....12:00
POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....27
85TH PERCENTILE SPEED.....32
10 MPH PACE SPEED.....21 through 30
PERCENT IN PACE SPEED..... 74.0
PERCENT OVER PACE SPEED.....18.0
PERCENT UNDER PACE SPEED..... 8.0
RANGE OF SPEEDS.....15 to 37
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....26.8

SPEED	NO.	PCT.	CUM. PCT.
15	1	2.0	2.0
16	0	0.0	2.0
17	0	0.0	2.0
18	0	0.0	2.0
19	2	4.0	6.0
20	1	2.0	8.0
21	1	2.0	10.0
22	4	8.0	18.0
23	4	8.0	26.0
24	1	2.0	28.0
25	8	16.0	44.0
26	1	2.0	46.0
27	4	8.0	54.0
28	2	4.0	58.0
29	7	14.0	72.0
30	5	10.0	82.0
31	0	0.0	82.0
32	4	8.0	90.0
33	1	2.0	92.0
34	2	4.0	96.0
35	1	2.0	98.0
36	0	0.0	98.0
37	1	2.0	100.0

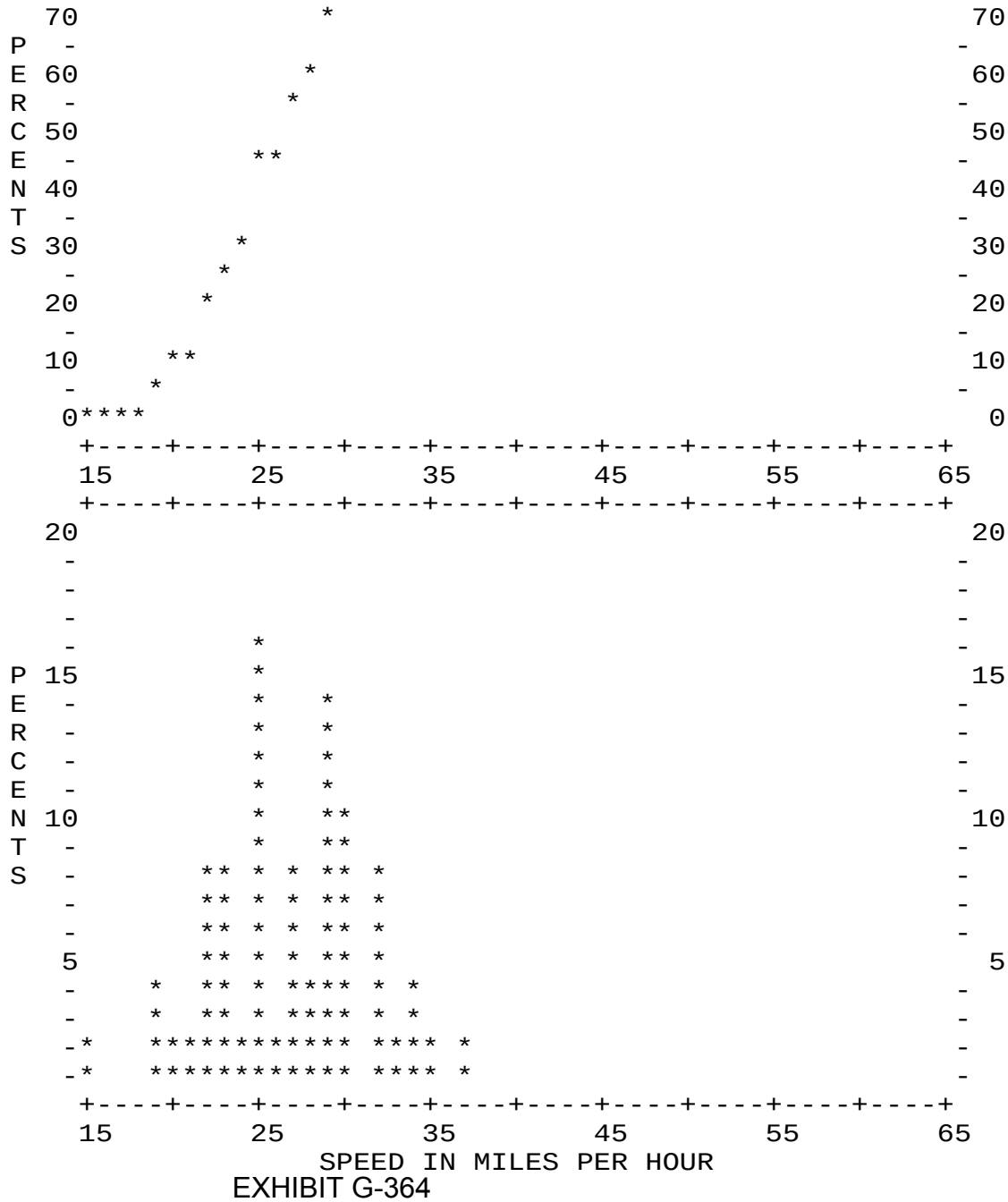


EXHIBIT G-364

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Fairview Street south of Oak Street

LIMITS..... to

DIRECTION(S).....NB/SB

DATE.....1/14/15

TIME.....9:30

POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....24

85TH PERCENTILE SPEED.....29

10 MPH PACE SPEED.....18 through 27

PERCENT IN PACE SPEED..... 70.0

PERCENT OVER PACE SPEED.....21.0

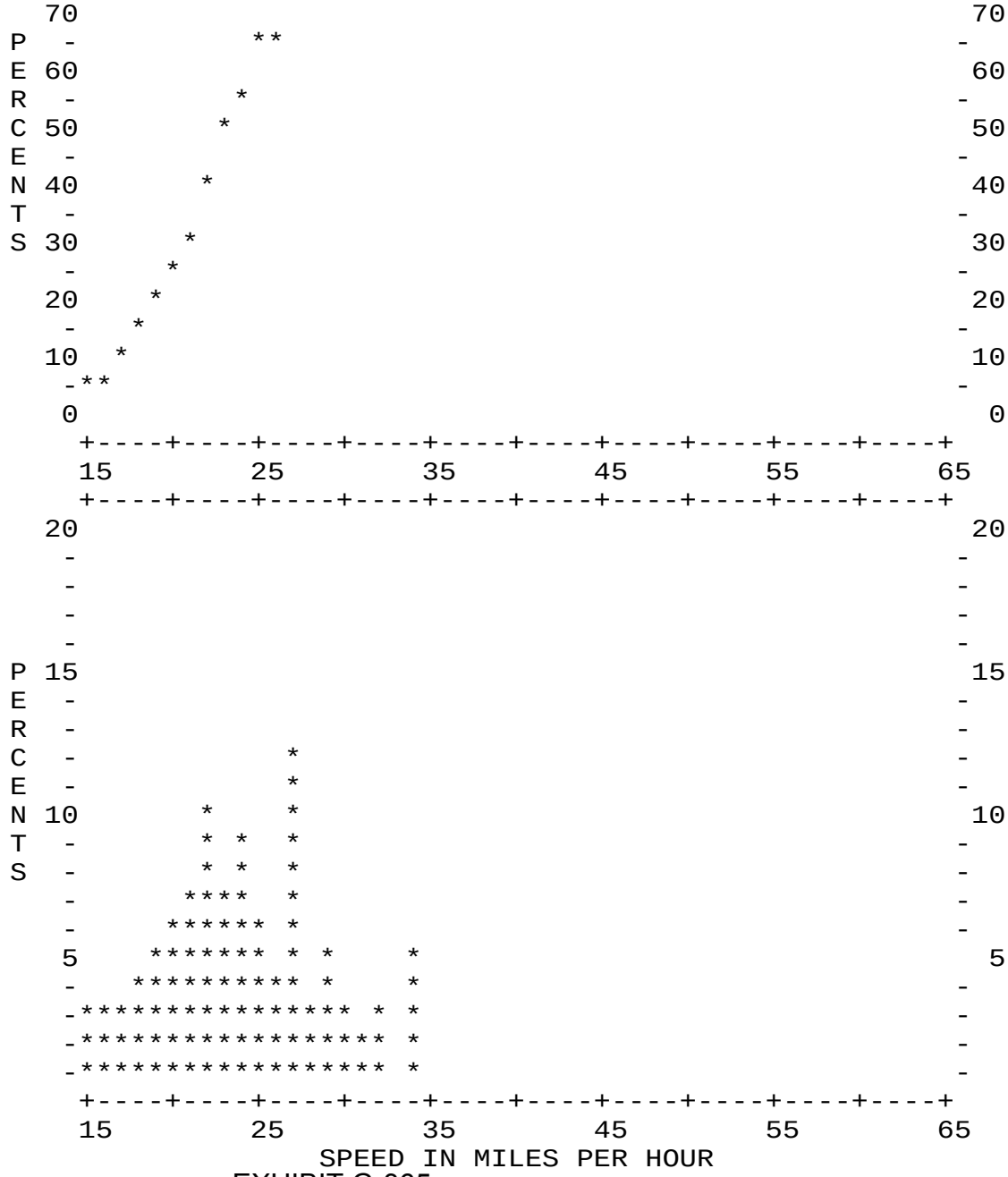
PERCENT UNDER PACE SPEED..... 9.0

RANGE OF SPEEDS.....15 to 34

VEHICLES OBSERVED..... 100

AVERAGE SPEED.....24.0

SPEED	NO.	PCT.	CUM. PCT.
15	3	3.0	3.0
16	3	3.0	6.0
17	3	3.0	9.0
18	4	4.0	13.0
19	5	5.0	18.0
20	6	6.0	24.0
21	7	7.0	31.0
22	10	10.0	41.0
23	7	7.0	48.0
24	9	9.0	57.0
25	6	6.0	63.0
26	4	4.0	67.0
27	12	12.0	79.0
28	3	3.0	82.0
29	5	5.0	87.0
30	3	3.0	90.0
31	2	2.0	92.0
32	3	3.0	95.0
33	0	0.0	95.0
34	5	5.0	100.0



Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Fairview Street south of Oak Street

LIMITS..... to

DIRECTION(S).....NB

DATE.....1/14/15

TIME.....9:30

POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....24

85TH PERCENTILE SPEED.....30

10 MPH PACE SPEED.....18 through 27

PERCENT IN PACE SPEED..... 72.0

PERCENT OVER PACE SPEED.....24.0

PERCENT UNDER PACE SPEED..... 4.0

RANGE OF SPEEDS.....15 to 34

VEHICLES OBSERVED..... 50

AVERAGE SPEED.....24.8

SPEED	NO.	PCT.	CUM. PCT.
15	1	2.0	2.0
16	0	0.0	2.0
17	1	2.0	4.0
18	3	6.0	10.0
19	2	4.0	14.0
20	3	6.0	20.0
21	3	6.0	26.0
22	2	4.0	30.0
23	4	8.0	38.0
24	7	14.0	52.0
25	2	4.0	56.0
26	2	4.0	60.0
27	8	16.0	76.0
28	3	6.0	82.0
29	0	0.0	82.0
30	2	4.0	86.0
31	2	4.0	90.0
32	2	4.0	94.0
33	0	0.0	94.0
34	3	6.0	100.0

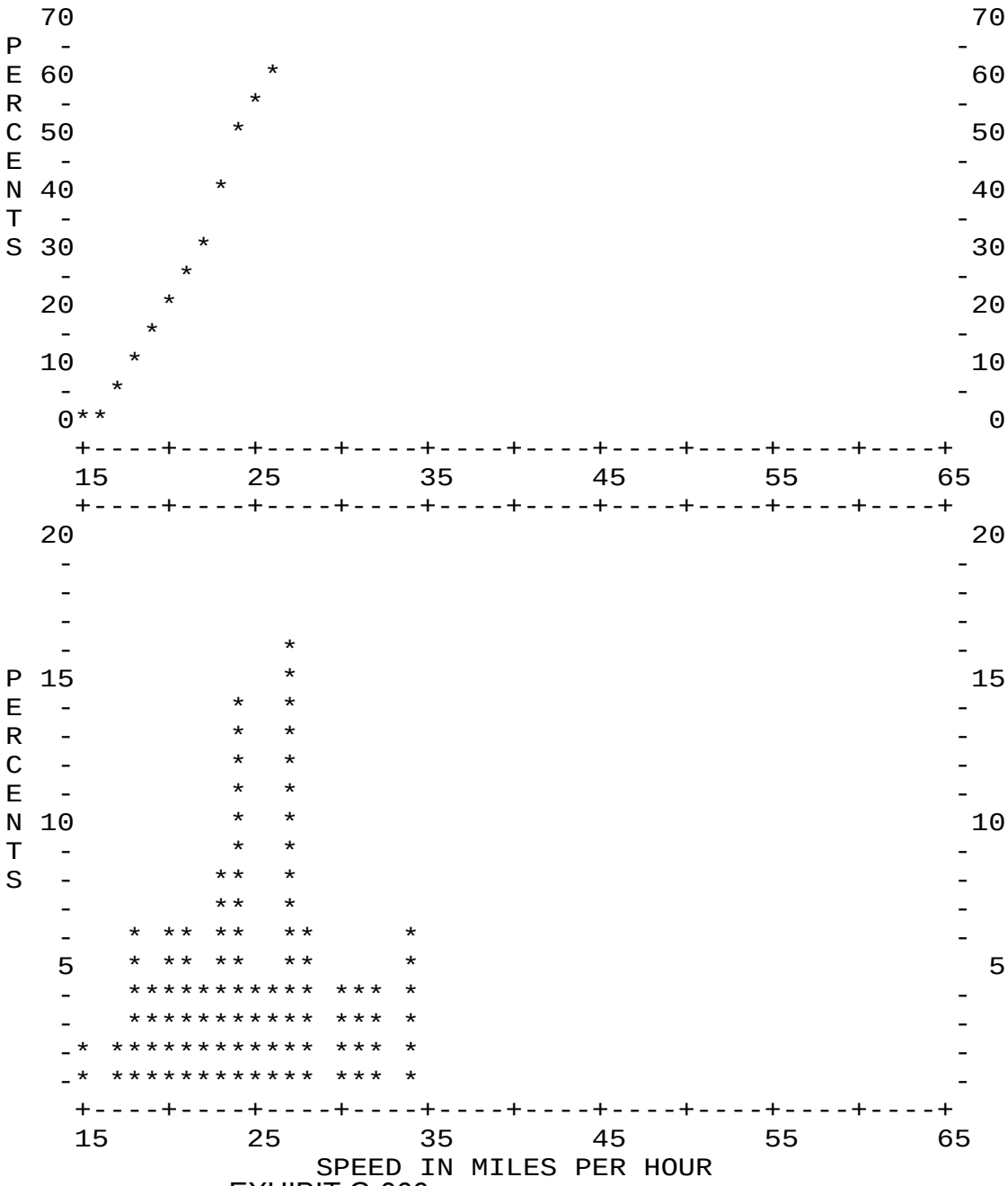


EXHIBIT G-366

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Fairview Street south of Oak Street

LIMITS..... to

DIRECTION(S).....SB

DATE.....1/14/15

TIME.....9:30

POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....22

85TH PERCENTILE SPEED.....29

10 MPH PACE SPEED.....20 through 29

PERCENT IN PACE SPEED..... 70.0

PERCENT OVER PACE SPEED..... 8.0

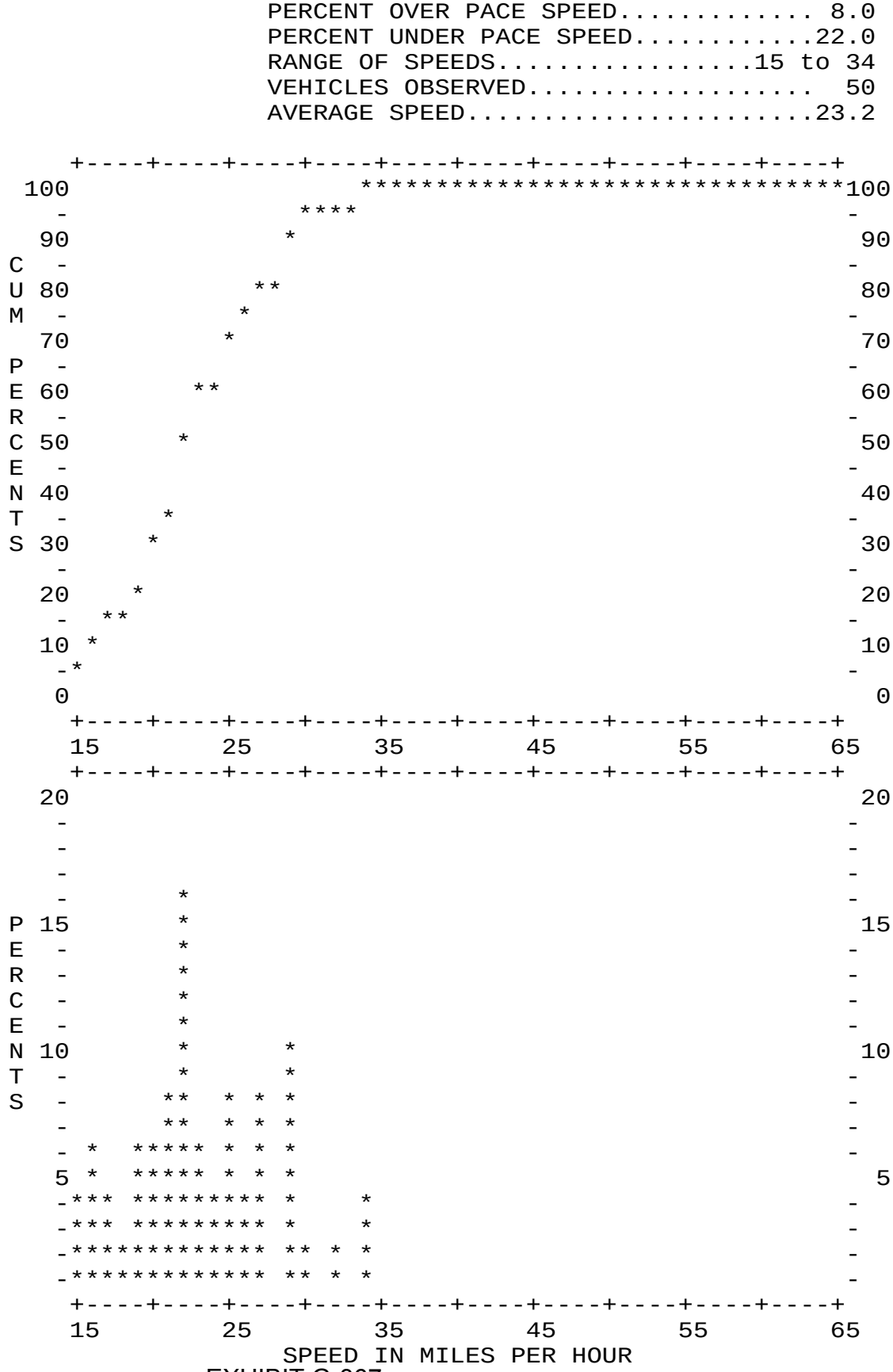
PERCENT UNDER PACE SPEED.....22.0

RANGE OF SPEEDS.....15 to 34

VEHICLES OBSERVED..... 50

AVERAGE SPEED.....23.2

SPEED	NO.	PCT.	CUM. PCT.
15	2	4.0	4.0
16	3	6.0	10.0
17	2	4.0	14.0
18	1	2.0	16.0
19	3	6.0	22.0
20	3	6.0	28.0
21	4	8.0	36.0
22	8	16.0	52.0
23	3	6.0	58.0
24	2	4.0	62.0
25	4	8.0	70.0
26	2	4.0	74.0
27	4	8.0	82.0
28	0	0.0	82.0
29	5	10.0	92.0
30	1	2.0	94.0
31	0	0.0	94.0
32	1	2.0	96.0
33	0	0.0	96.0
34	2	4.0	100.0



Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Niagra Street south of Oak Street
LIMITS..... to

DIRECTION(S).....EB/WB
DATE.....1/14/15
TIME.....10:30
POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....25
85TH PERCENTILE SPEED.....30
10 MPH PACE SPEED.....21 through 30
PERCENT IN PACE SPEED..... 73.0
PERCENT OVER PACE SPEED.....13.0
PERCENT UNDER PACE SPEED.....14.0
RANGE OF SPEEDS.....15 to 42
VEHICLES OBSERVED..... 100
AVERAGE SPEED.....25.4

SPEED	NO.	PCT.	CUM. PCT.
15	1	1.0	1.0
16	2	2.0	3.0
17	4	4.0	7.0
18	3	3.0	10.0
19	3	3.0	13.0
20	1	1.0	14.0
21	5	5.0	19.0
22	7	7.0	26.0
23	1	1.0	27.0
24	14	14.0	41.0
25	15	15.0	56.0
26	4	4.0	60.0
27	8	8.0	68.0
28	6	6.0	74.0
29	8	8.0	82.0
30	5	5.0	87.0
31	1	1.0	88.0
32	7	7.0	95.0
33	2	2.0	97.0
34	2	2.0	99.0
35	0	0.0	99.0
36	0	0.0	99.0
37	0	0.0	99.0
38	0	0.0	99.0
39	0	0.0	99.0
40	0	0.0	99.0
41	0	0.0	99.0
42	1	1.0	100.0

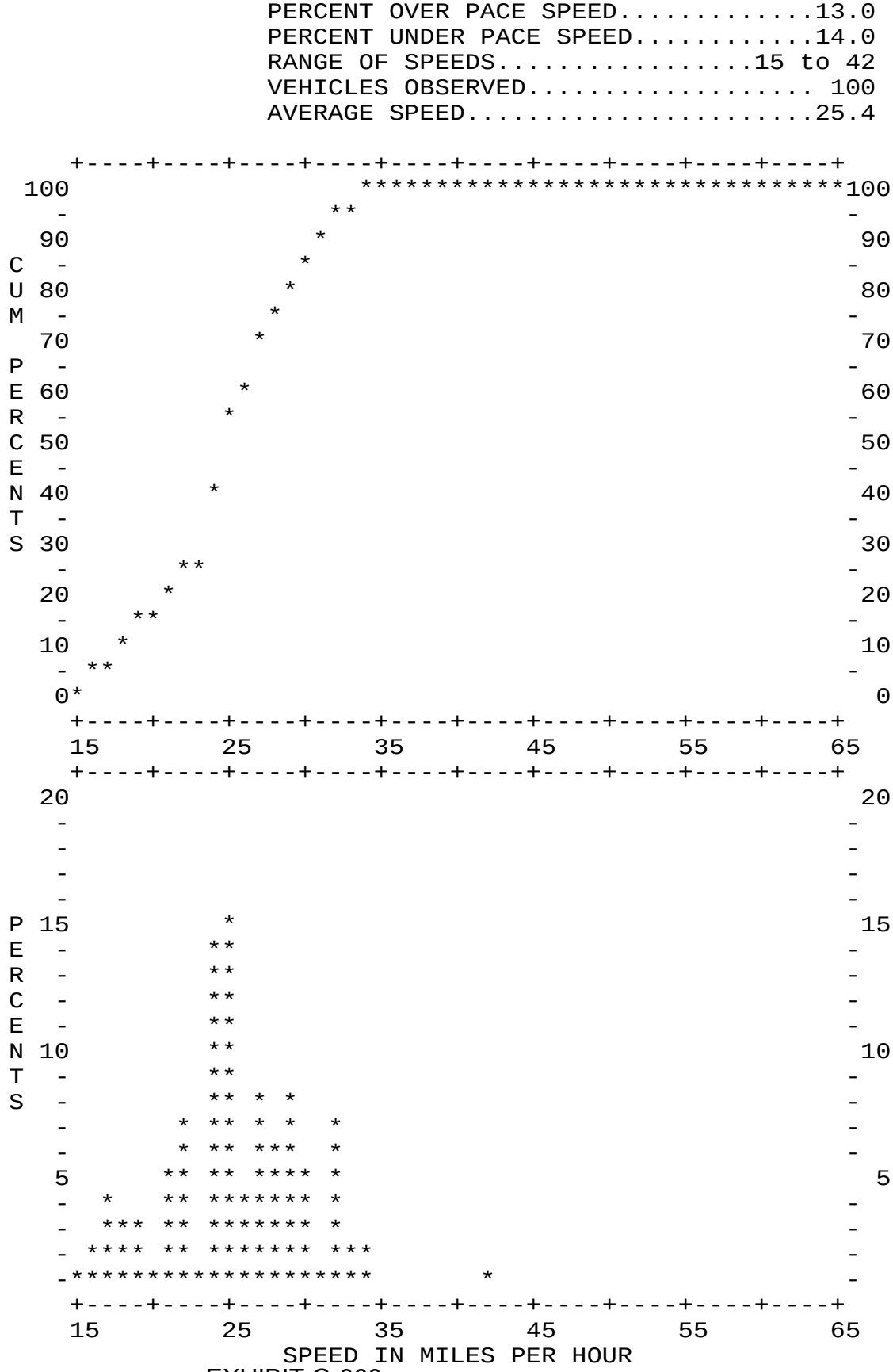


EXHIBIT G-368

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Niagra Street south of Oak Street

LIMITS..... to

DIRECTION(S).....EB

DATE.....1/14/15

TIME.....10:30

POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....25

85TH PERCENTILE SPEED.....31

10 MPH PACE SPEED.....24 through 33

PERCENT IN PACE SPEED..... 76.0

PERCENT OVER PACE SPEED..... 0.0

PERCENT UNDER PACE SPEED.....24.0

RANGE OF SPEEDS.....16 to 33

VEHICLES OBSERVED..... 50

AVERAGE SPEED.....25.5

SPEED	NO.	PCT.	CUM. PCT.
16	2	4.0	4.0
17	2	4.0	8.0
18	2	4.0	12.0
19	1	2.0	14.0
20	0	0.0	14.0
21	3	6.0	20.0
22	2	4.0	24.0
23	0	0.0	24.0
24	5	10.0	34.0
25	12	24.0	58.0
26	0	0.0	58.0
27	4	8.0	66.0
28	2	4.0	70.0
29	4	8.0	78.0
30	3	6.0	84.0
31	1	2.0	86.0
32	5	10.0	96.0
33	2	4.0	100.0

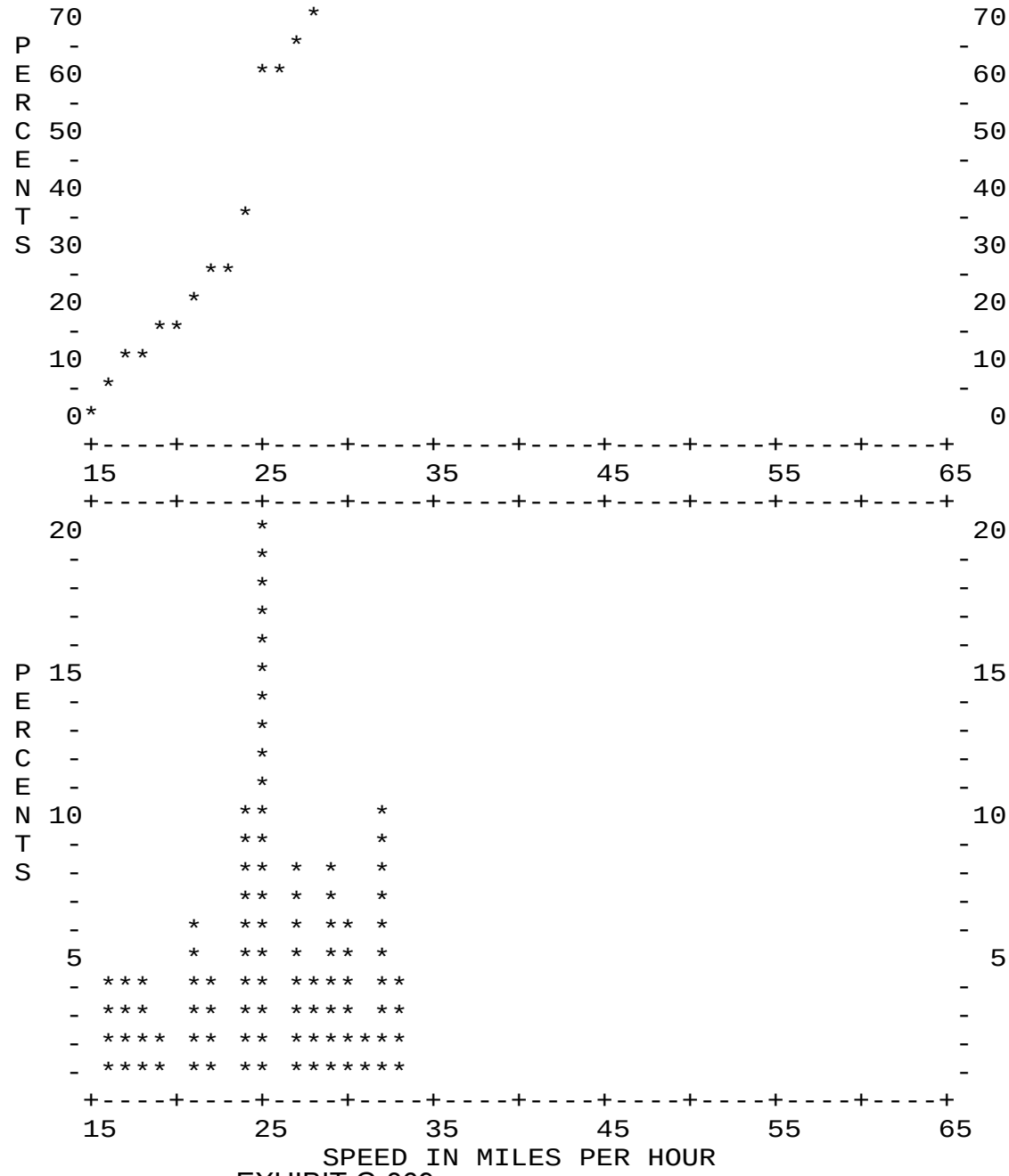


EXHIBIT G-369

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Niagra Street south of Oak Street

LIMITS..... to

DIRECTION(S).....WB

DATE.....1/14/15

TIME.....10:30

POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....25

85TH PERCENTILE SPEED.....29

10 MPH PACE SPEED.....21 through 30

PERCENT IN PACE SPEED..... 76.0

PERCENT OVER PACE SPEED.....10.0

PERCENT UNDER PACE SPEED.....14.0

RANGE OF SPEEDS.....15 to 42

VEHICLES OBSERVED..... 50

AVERAGE SPEED.....25.3

SPEED	NO.	PCT.	CUM. PCT.
15	1	2.0	2.0
16	0	0.0	2.0
17	2	4.0	6.0
18	1	2.0	8.0
19	2	4.0	12.0
20	1	2.0	14.0
21	2	4.0	18.0
22	5	10.0	28.0
23	1	2.0	30.0
24	9	18.0	48.0
25	3	6.0	54.0
26	4	8.0	62.0
27	4	8.0	70.0
28	4	8.0	78.0
29	4	8.0	86.0
30	2	4.0	90.0
31	0	0.0	90.0
32	2	4.0	94.0
33	0	0.0	94.0
34	2	4.0	98.0
35	0	0.0	98.0
36	0	0.0	98.0
37	0	0.0	98.0
38	0	0.0	98.0
39	0	0.0	98.0
40	0	0.0	98.0
41	0	0.0	98.0
42	1	2.0	100.0

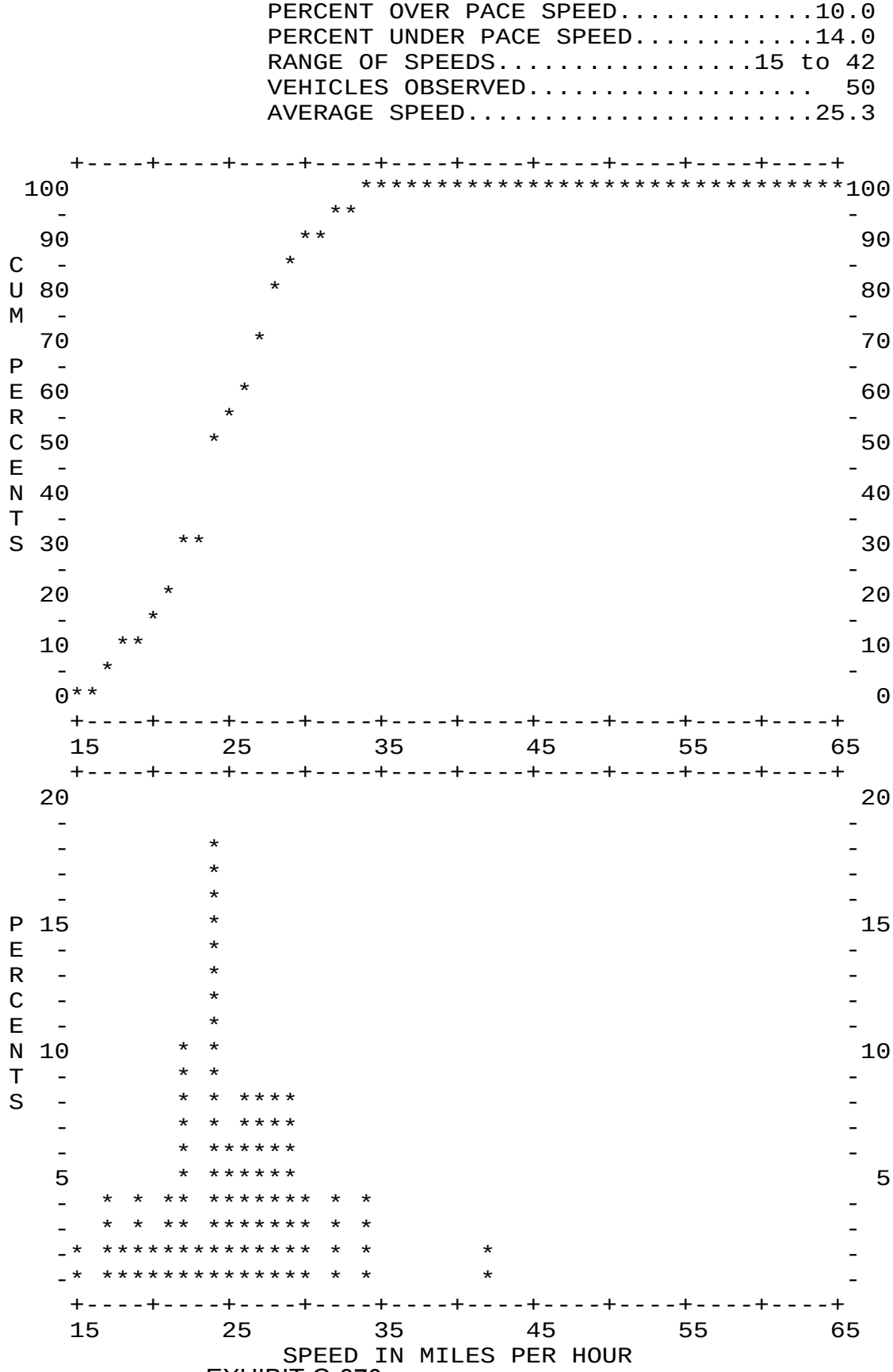


EXHIBIT G-370

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. California Street south of Oak Street

LIMITS..... to

DIRECTION(S).....NB/SB

DATE.....1/14/15

TIME.....13:00

POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....29

85TH PERCENTILE SPEED.....35

10 MPH PACE SPEED.....23 through 32

PERCENT IN PACE SPEED..... 66.0

PERCENT OVER PACE SPEED.....22.0

PERCENT UNDER PACE SPEED.....12.0

RANGE OF SPEEDS.....19 to 41

VEHICLES OBSERVED..... 100

AVERAGE SPEED.....29.5

SPEED	NO.	PCT.	CUM. PCT.
19	2	2.0	2.0
20	1	1.0	3.0
21	5	5.0	8.0
22	4	4.0	12.0
23	3	3.0	15.0
24	2	2.0	17.0
25	6	6.0	23.0
26	4	4.0	27.0
27	4	4.0	31.0
28	4	4.0	35.0
29	16	16.0	51.0
30	9	9.0	60.0
31	2	2.0	62.0
32	16	16.0	78.0
33	2	2.0	80.0
34	3	3.0	83.0
35	4	4.0	87.0
36	2	2.0	89.0
37	4	4.0	93.0
38	3	3.0	96.0
39	2	2.0	98.0
40	1	1.0	99.0
41	1	1.0	100.0

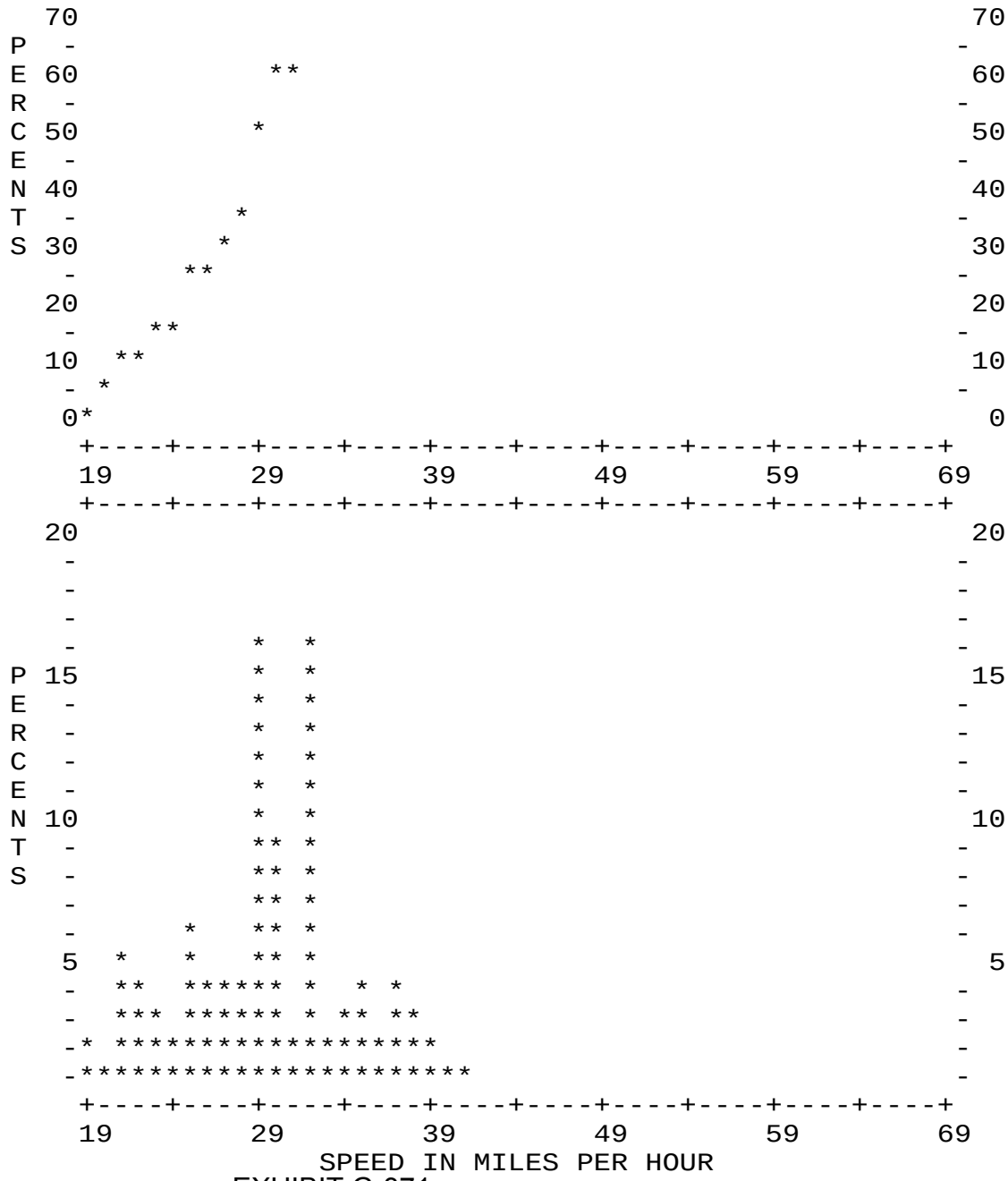


EXHIBIT G-371

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. California Street south of Oak Street

LIMITS..... to

DIRECTION(S).....NB

DATE.....1/14/15

TIME.....13:00

POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....29

85TH PERCENTILE SPEED.....34

10 MPH PACE SPEED.....23 through 32

PERCENT IN PACE SPEED..... 62.0

PERCENT OVER PACE SPEED.....18.0

PERCENT UNDER PACE SPEED.....20.0

RANGE OF SPEEDS.....19 to 41

VEHICLES OBSERVED..... 50

AVERAGE SPEED.....28.8

SPEED	NO.	PCT.	CUM. PCT.
19	2	4.0	4.0
20	1	2.0	6.0
21	5	10.0	16.0
22	2	4.0	20.0
23	1	2.0	22.0
24	1	2.0	24.0
25	3	6.0	30.0
26	2	4.0	34.0
27	2	4.0	38.0
28	1	2.0	40.0
29	6	12.0	52.0
30	3	6.0	58.0
31	0	0.0	58.0
32	12	24.0	82.0
33	1	2.0	84.0
34	1	2.0	86.0
35	2	4.0	90.0
36	1	2.0	92.0
37	1	2.0	94.0
38	2	4.0	98.0
39	0	0.0	98.0
40	0	0.0	98.0
41	1	2.0	100.0

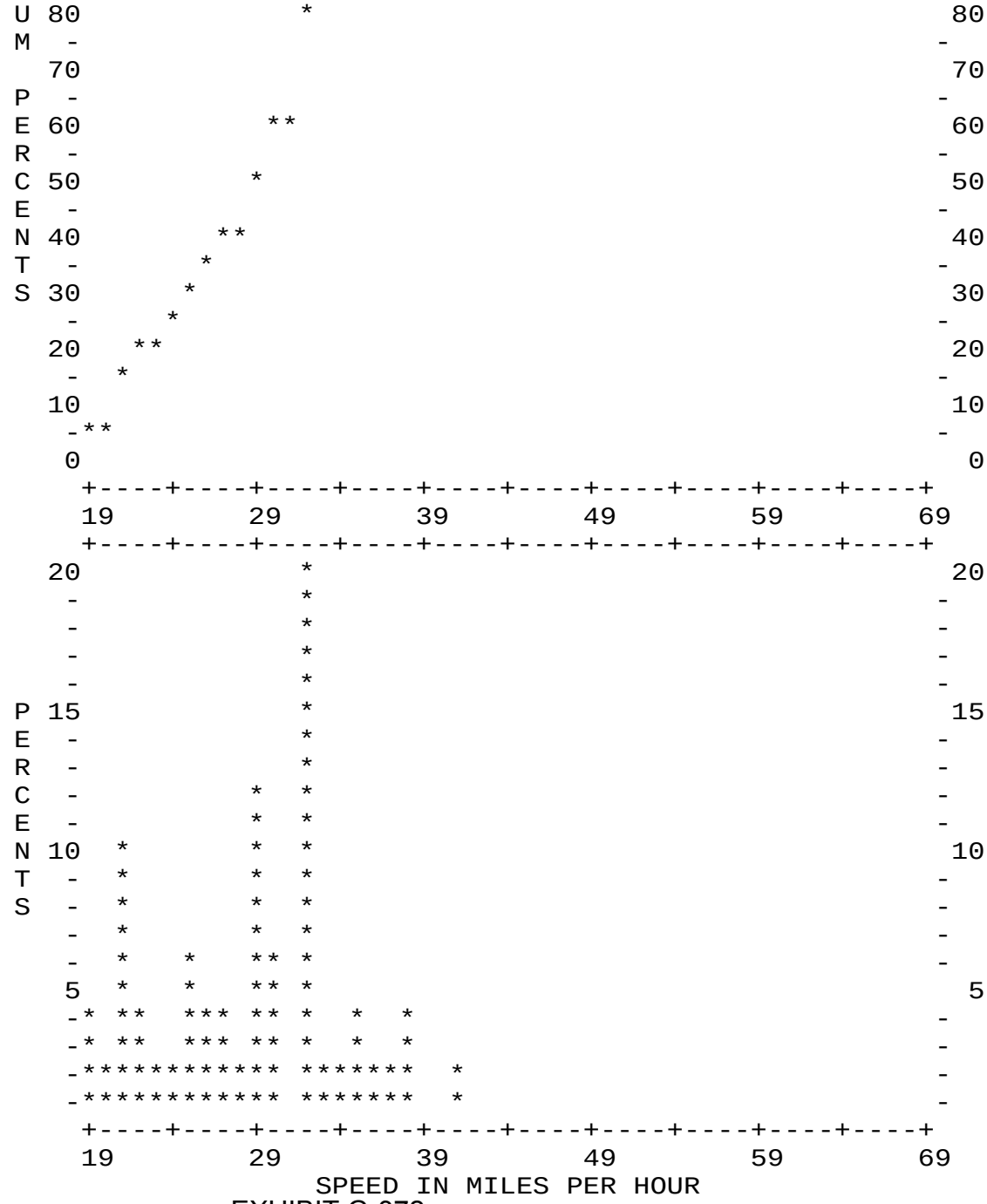


EXHIBIT G-372

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. California Street south of Oak Street

LIMITS..... to

DIRECTION(S).....SB

DATE.....1/14/15

TIME.....13:00

POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....29

85TH PERCENTILE SPEED.....36

10 MPH PACE SPEED.....23 through 32

PERCENT IN PACE SPEED..... 70.0

PERCENT OVER PACE SPEED.....26.0

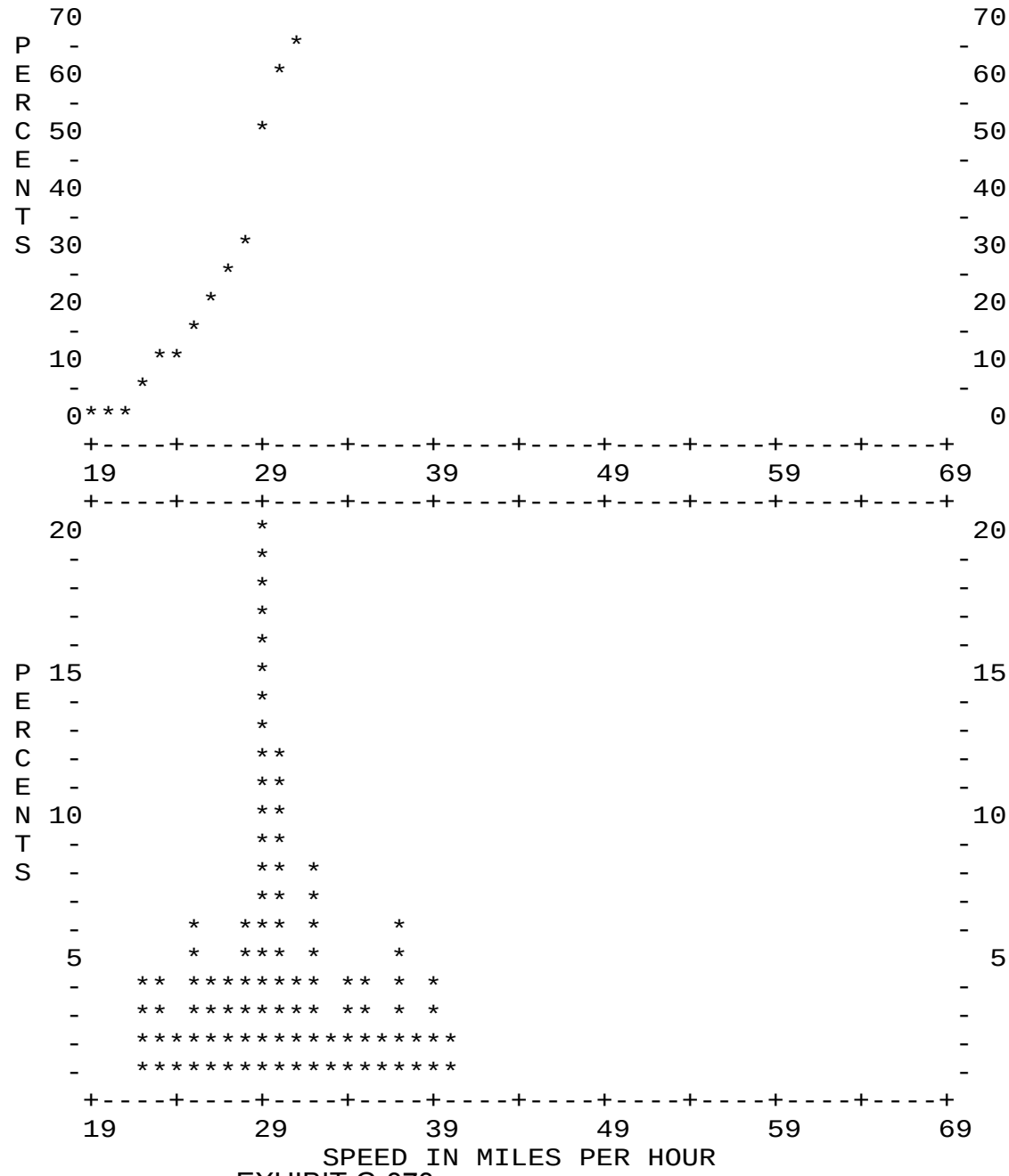
PERCENT UNDER PACE SPEED..... 4.0

RANGE OF SPEEDS.....22 to 40

VEHICLES OBSERVED..... 50

AVERAGE SPEED.....30.3

SPEED	NO.	PCT.	CUM. PCT.
22	2	4.0	4.0
23	2	4.0	8.0
24	1	2.0	10.0
25	3	6.0	16.0
26	2	4.0	20.0
27	2	4.0	24.0
28	3	6.0	30.0
29	10	20.0	50.0
30	6	12.0	62.0
31	2	4.0	66.0
32	4	8.0	74.0
33	1	2.0	76.0
34	2	4.0	80.0
35	2	4.0	84.0
36	1	2.0	86.0
37	3	6.0	92.0
38	1	2.0	94.0
39	2	4.0	98.0
40	1	2.0	100.0



Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Florence Steet south of Oak Street

LIMITS..... to

DIRECTION(S).....NB/SB

DATE.....1/14/15

TIME.....11:30

POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....27

85TH PERCENTILE SPEED.....31

10 MPH PACE SPEED.....23 through 32

PERCENT IN PACE SPEED..... 88.0

PERCENT OVER PACE SPEED..... 3.0

PERCENT UNDER PACE SPEED..... 9.0

RANGE OF SPEEDS.....19 to 34

VEHICLES OBSERVED..... 100

AVERAGE SPEED.....27.0

SPEED	NO.	PCT.	CUM. PCT.
19	3	3.0	3.0
20	3	3.0	6.0
21	2	2.0	8.0
22	1	1.0	9.0
23	5	5.0	14.0
24	11	11.0	25.0
25	8	8.0	33.0
26	8	8.0	41.0
27	11	11.0	52.0
28	7	7.0	59.0
29	19	19.0	78.0
30	6	6.0	84.0
31	10	10.0	94.0
32	3	3.0	97.0
33	1	1.0	98.0
34	2	2.0	100.0

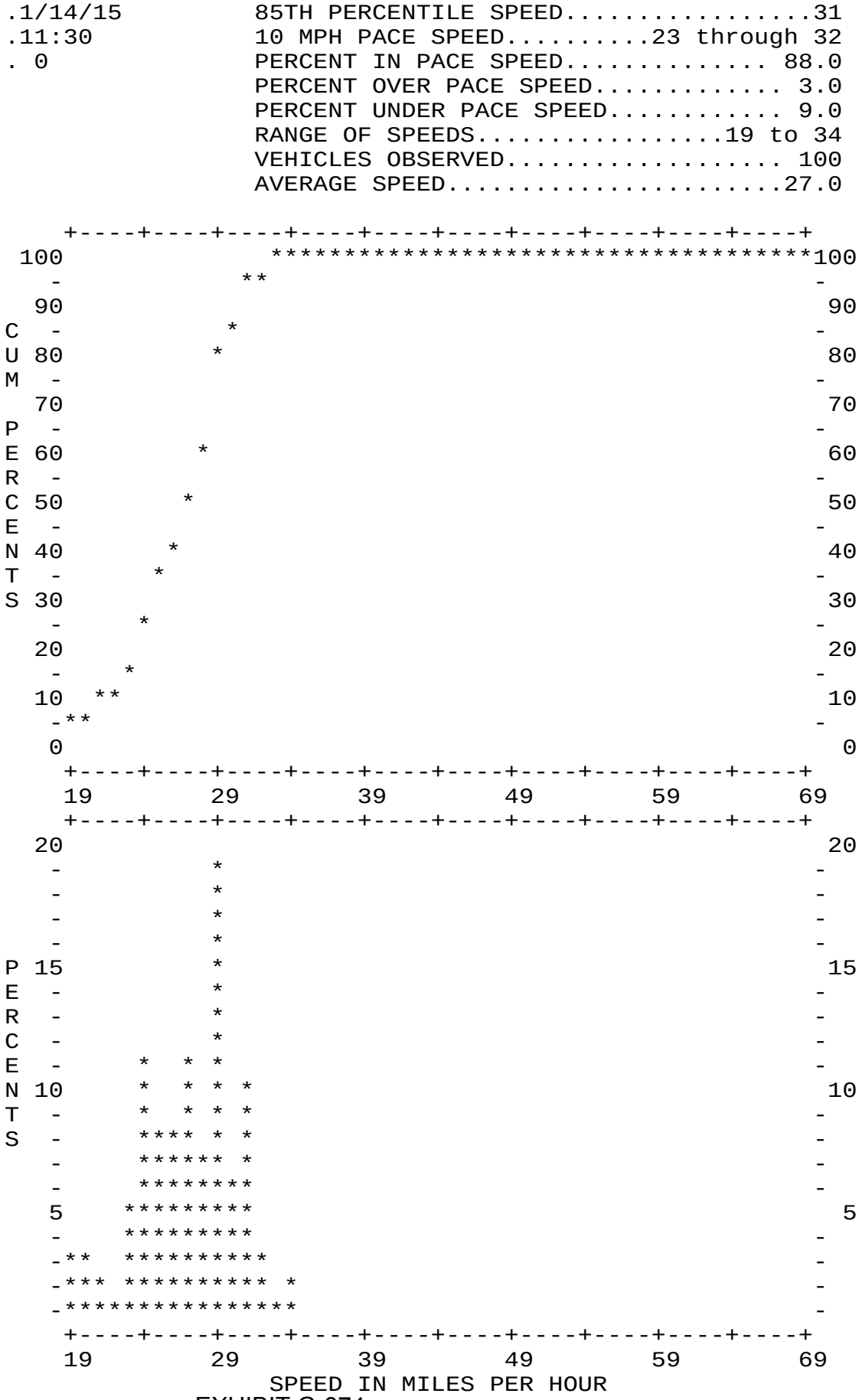


EXHIBIT G-374

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Florence Steet south of Oak Street

LIMITS..... to

DIRECTION(S).....NB

DATE.....1/14/15

TIME.....11:30

POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....28

85TH PERCENTILE SPEED.....31

10 MPH PACE SPEED.....23 through 32

PERCENT IN PACE SPEED..... 88.0

PERCENT OVER PACE SPEED..... 2.0

PERCENT UNDER PACE SPEED.....10.0

RANGE OF SPEEDS.....19 to 34

VEHICLES OBSERVED..... 50

AVERAGE SPEED.....27.1

SPEED	NO.	PCT.	CUM. PCT.
19	2	4.0	4.0
20	1	2.0	6.0
21	1	2.0	8.0
22	1	2.0	10.0
23	3	6.0	16.0
24	5	10.0	26.0
25	1	2.0	28.0
26	5	10.0	38.0
27	5	10.0	48.0
28	6	12.0	60.0
29	8	16.0	76.0
30	4	8.0	84.0
31	5	10.0	94.0
32	2	4.0	98.0
33	0	0.0	98.0
34	1	2.0	100.0

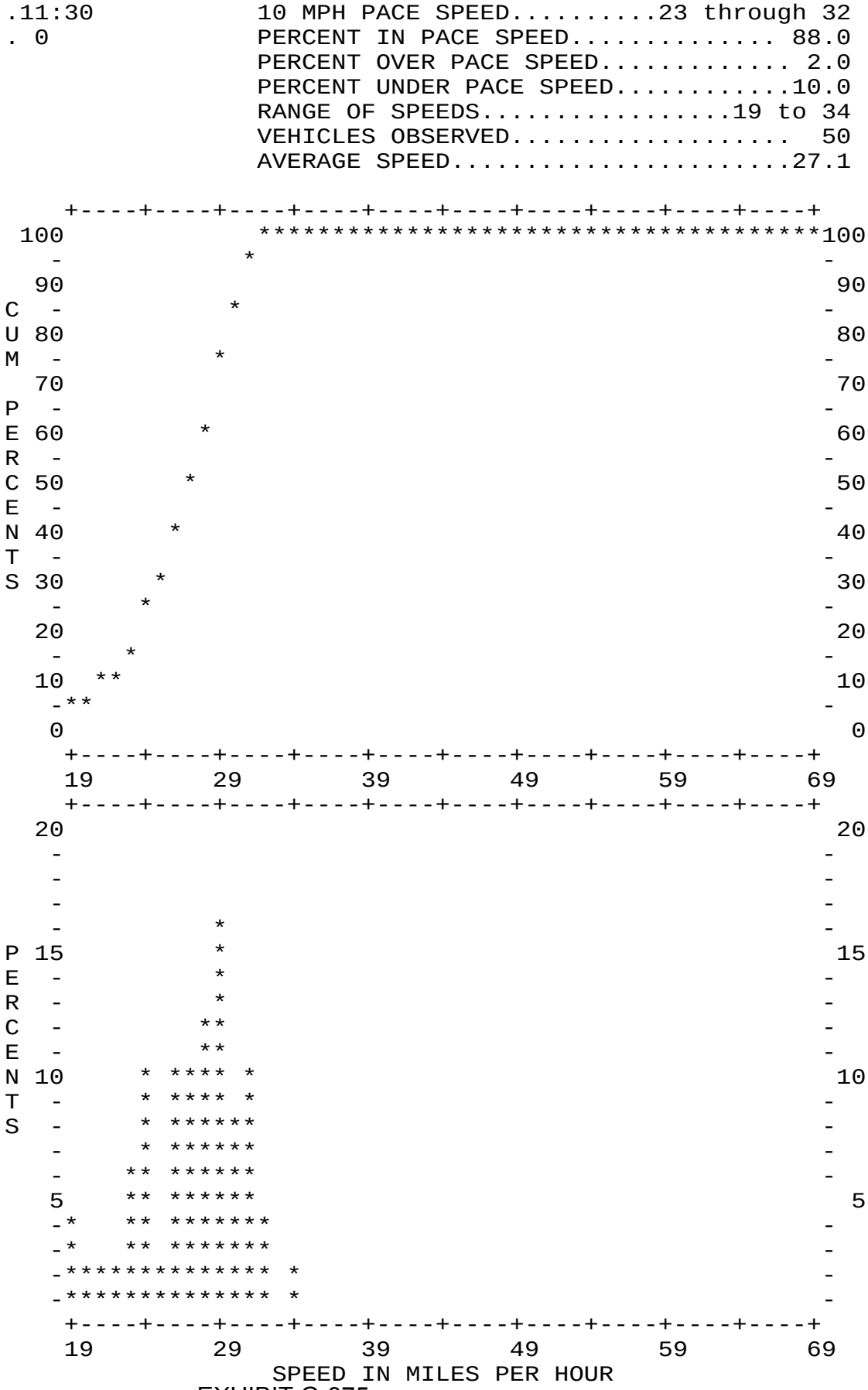


EXHIBIT G-375

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Florence Steet south of Oak Street

LIMITS..... to

DIRECTION(S).....SB

DATE.....1/14/15

TIME.....11:30

POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....27

85TH PERCENTILE SPEED.....31

10 MPH PACE SPEED.....23 through 32

PERCENT IN PACE SPEED..... 88.0

PERCENT OVER PACE SPEED..... 4.0

PERCENT UNDER PACE SPEED..... 8.0

RANGE OF SPEEDS.....19 to 34

VEHICLES OBSERVED..... 50

AVERAGE SPEED.....26.9

SPEED	NO.	PCT.	CUM. PCT.
19	1	2.0	2.0
20	2	4.0	6.0
21	1	2.0	8.0
22	0	0.0	8.0
23	2	4.0	12.0
24	6	12.0	24.0
25	7	14.0	38.0
26	3	6.0	44.0
27	6	12.0	56.0
28	1	2.0	58.0
29	11	22.0	80.0
30	2	4.0	84.0
31	5	10.0	94.0
32	1	2.0	96.0
33	1	2.0	98.0
34	1	2.0	100.0

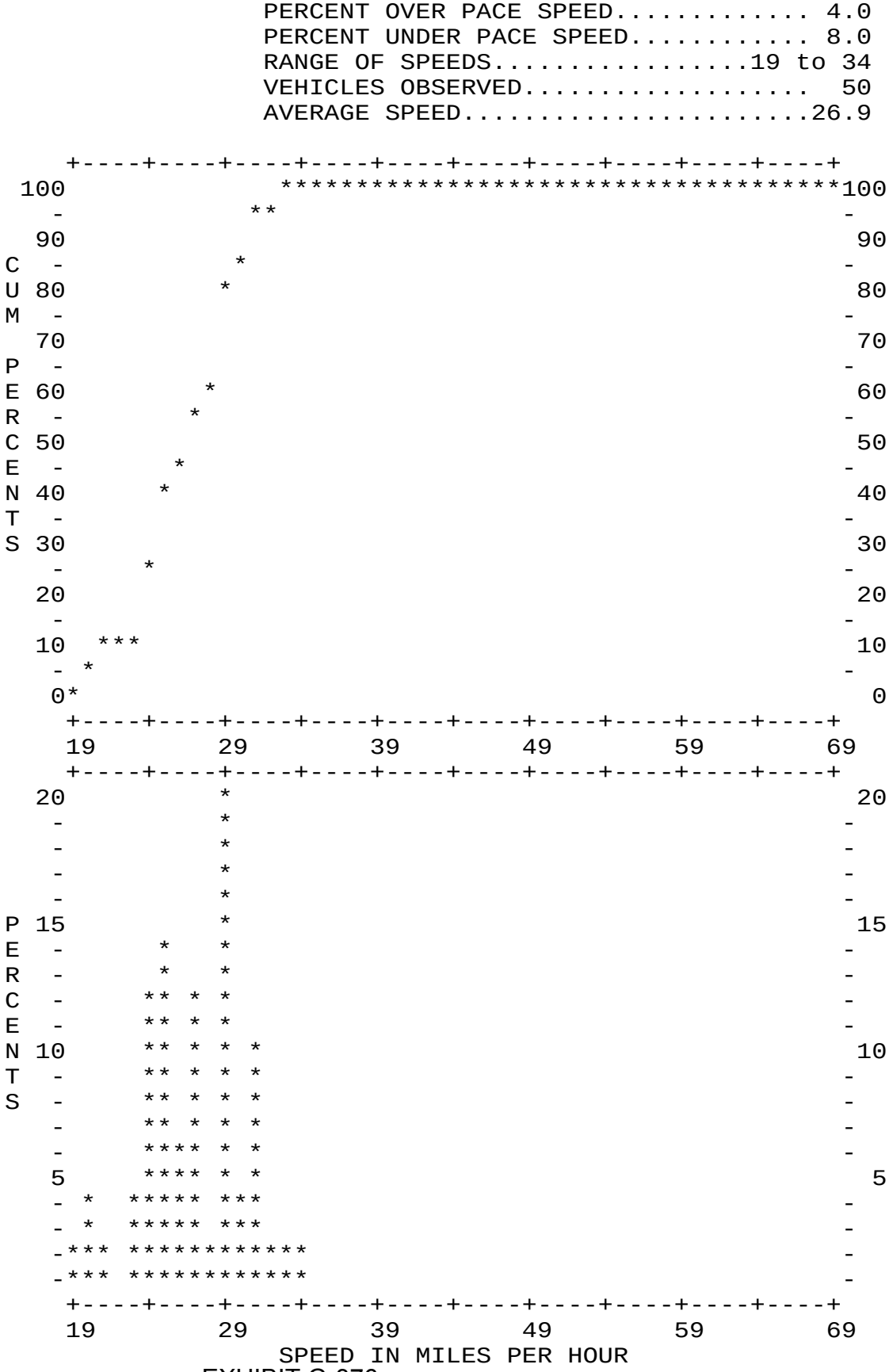


EXHIBIT G-376

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Naomi Street south of Oak Street
LIMITS..... to

DIRECTION(S).....NB/SB
DATE.....1/14/15
TIME.....10:30
POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....15
85TH PERCENTILE SPEED.....18
10 MPH PACE SPEED.....11 through 20
PERCENT IN PACE SPEED..... 93.0
PERCENT OVER PACE SPEED..... 6.0
PERCENT UNDER PACE SPEED..... 1.0
RANGE OF SPEEDS.....10 to 23
VEHICLES OBSERVED..... 100
AVERAGE SPEED.....15.4

SPEED	NO.	PCT.	CUM. PCT.
10	1	1.0	1.0
11	2	2.0	3.0
12	17	17.0	20.0
13	6	6.0	26.0
14	18	18.0	44.0
15	9	9.0	53.0
16	15	15.0	68.0
17	14	14.0	82.0
18	3	3.0	85.0
19	6	6.0	91.0
20	3	3.0	94.0
21	2	2.0	96.0
22	2	2.0	98.0
23	2	2.0	100.0

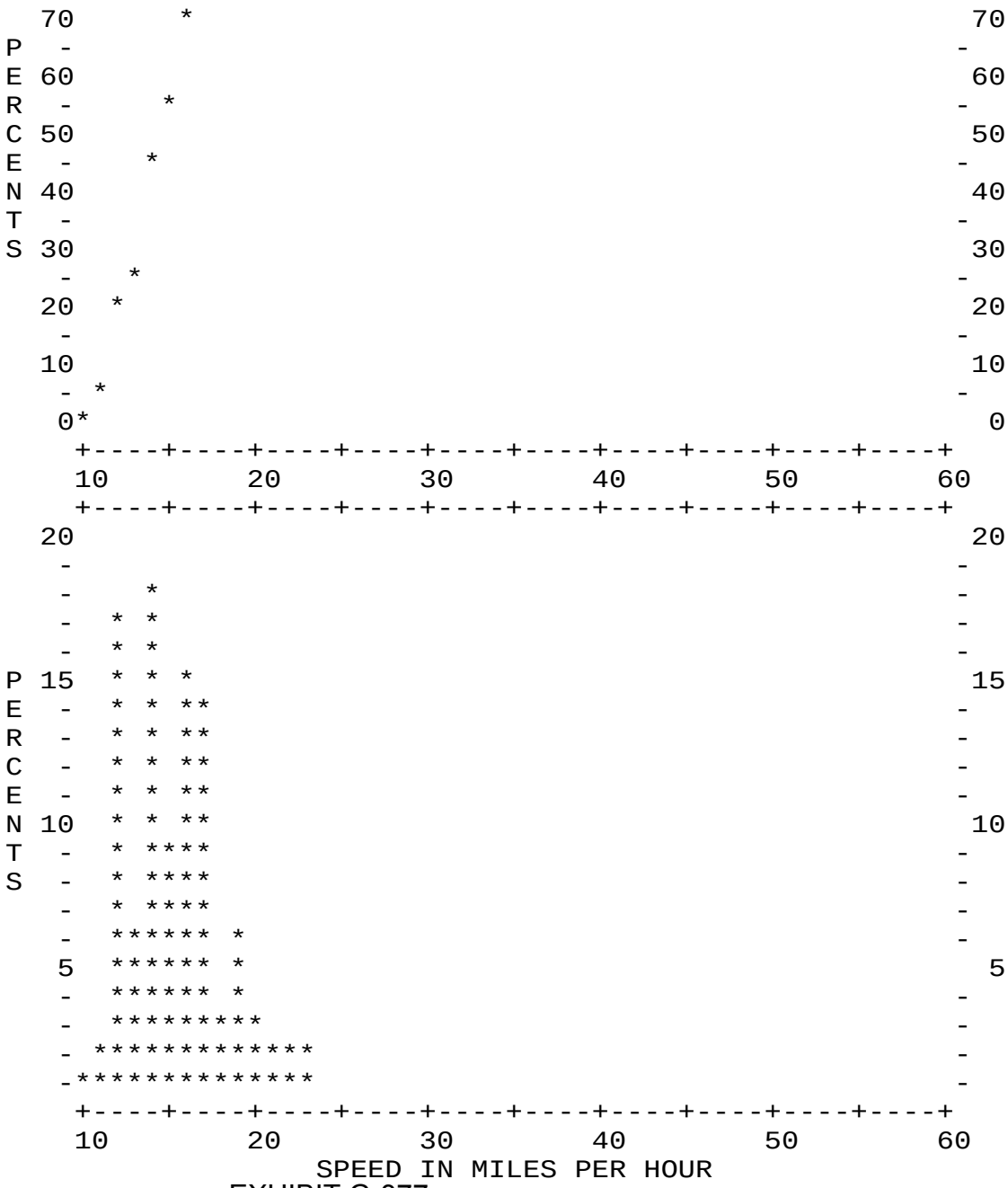


EXHIBIT G-377

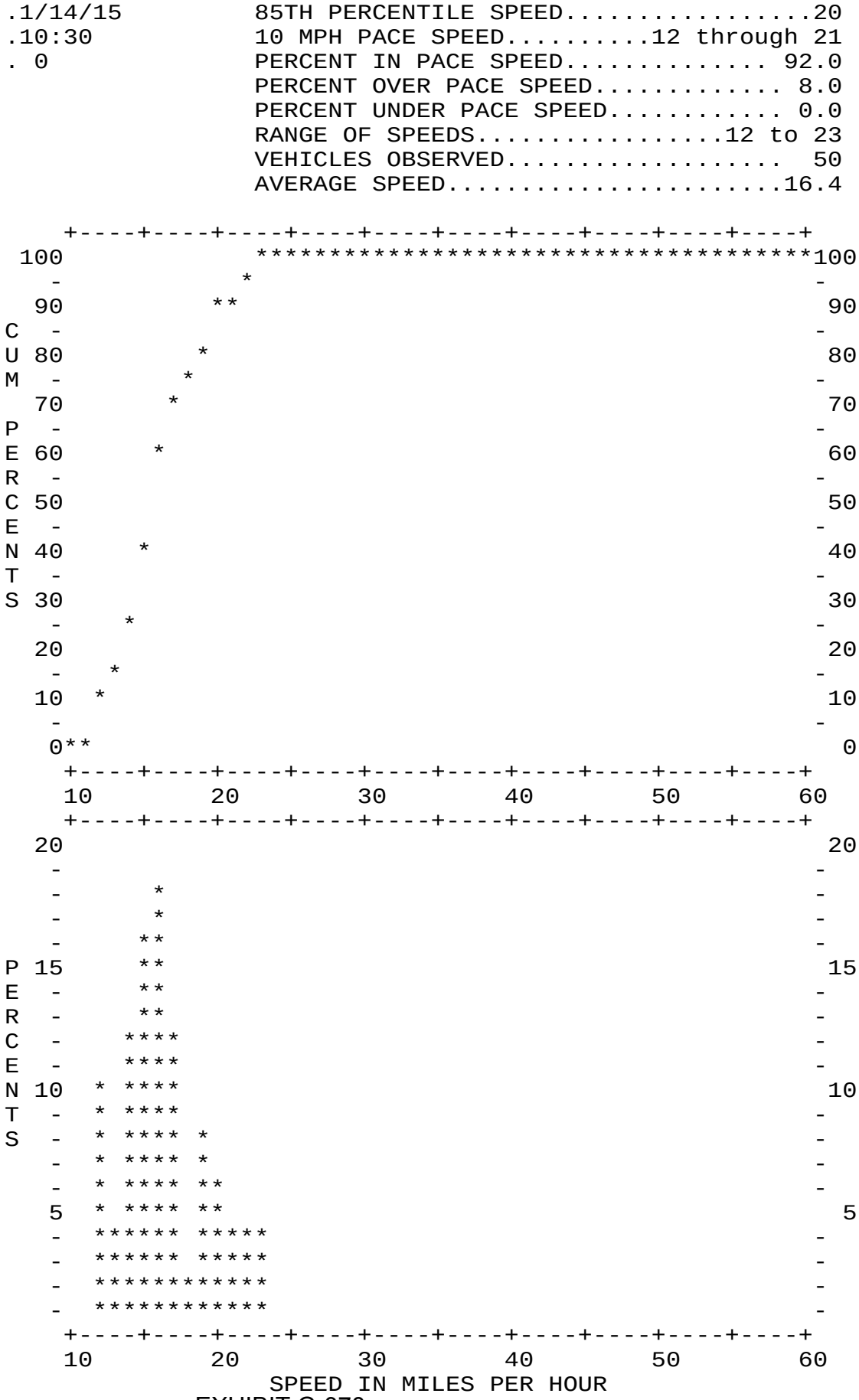
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Naomi Street south of Oak Street
LIMITS..... to

DIRECTION(S).....NB
DATE.....1/14/15
TIME.....10:30
POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....16
85TH PERCENTILE SPEED.....20
10 MPH PACE SPEED.....12 through 21
PERCENT IN PACE SPEED..... 92.0
PERCENT OVER PACE SPEED..... 8.0
PERCENT UNDER PACE SPEED..... 0.0
RANGE OF SPEEDS.....12 to 23
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....16.4

SPEED	NO.	PCT.	CUM. PCT.
12	5	10.0	10.0
13	2	4.0	14.0
14	6	12.0	26.0
15	8	16.0	42.0
16	9	18.0	60.0
17	6	12.0	72.0
18	1	2.0	74.0
19	4	8.0	82.0
20	3	6.0	88.0
21	2	4.0	92.0
22	2	4.0	96.0
23	2	4.0	100.0



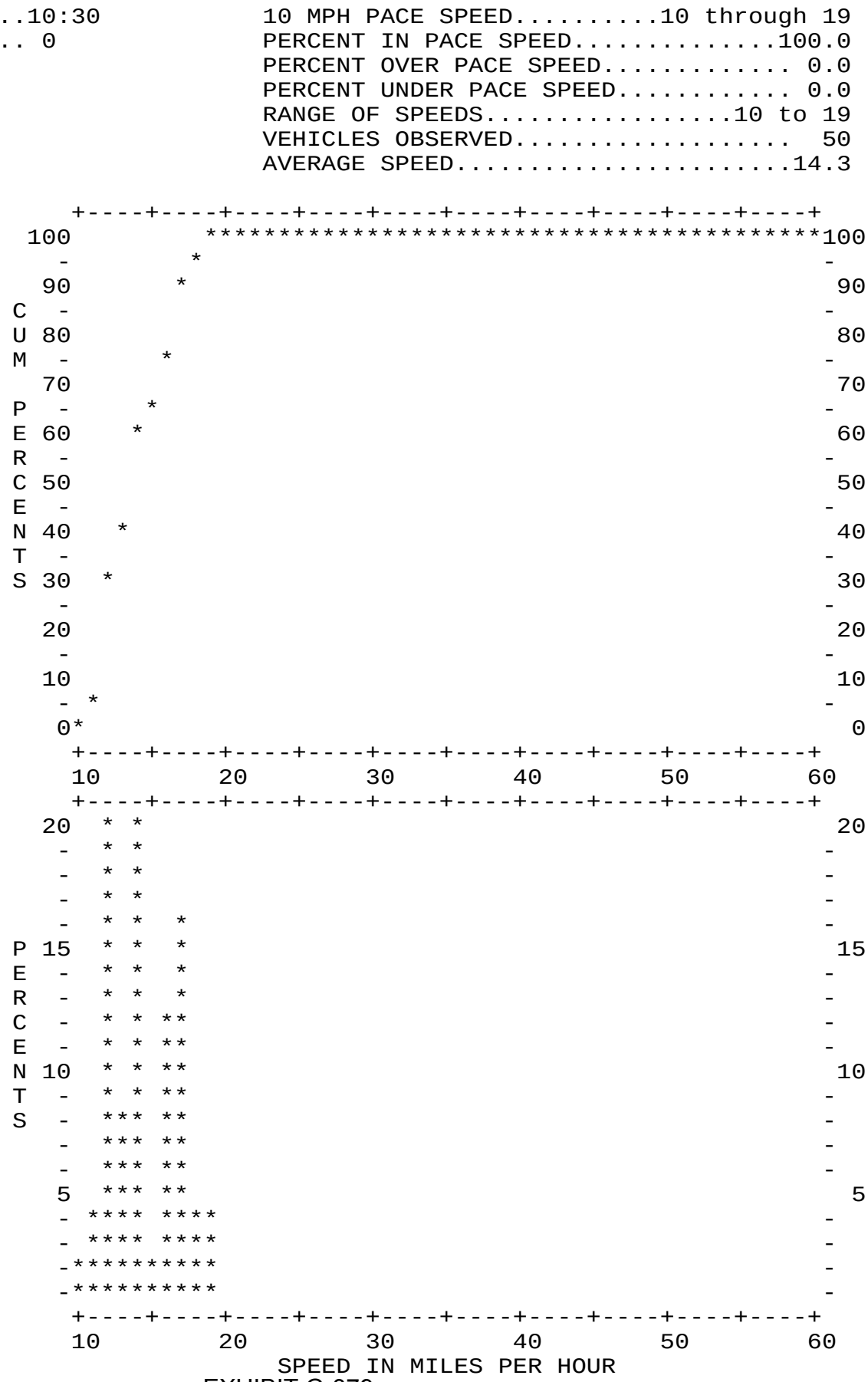
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Naomi Street south of Oak Street
LIMITS..... to

DIRECTION(S).....SB
DATE.....1/14/15
TIME.....10:30
POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....14
85TH PERCENTILE SPEED.....17
10 MPH PACE SPEED.....10 through 19
PERCENT IN PACE SPEED.....100.0
PERCENT OVER PACE SPEED..... 0.0
PERCENT UNDER PACE SPEED..... 0.0
RANGE OF SPEEDS.....10 to 19
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....14.3

SPEED	NO.	PCT.	CUM. PCT.
10	1	2.0	2.0
11	2	4.0	6.0
12	12	24.0	30.0
13	4	8.0	38.0
14	12	24.0	62.0
15	1	2.0	64.0
16	6	12.0	76.0
17	8	16.0	92.0
18	2	4.0	96.0
19	2	4.0	100.0



Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Alley btwn Hollywood Way and Cordova Str
LIMITS..... to

DIRECTION(S).....NB/SB
DATE.....1/14/15
TIME.....13:30
POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....14
85TH PERCENTILE SPEED.....17
10 MPH PACE SPEED..... 9 through 18
PERCENT IN PACE SPEED..... 94.0
PERCENT OVER PACE SPEED..... 6.0
PERCENT UNDER PACE SPEED..... 0.0
RANGE OF SPEEDS..... 9 to 23
VEHICLES OBSERVED..... 100
AVERAGE SPEED.....14.3

SPEED	NO.	PCT.	CUM. PCT.
9	4	4.0	4.0
10	4	4.0	8.0
11	10	10.0	18.0
12	12	12.0	30.0
13	7	7.0	37.0
14	19	19.0	56.0
15	10	10.0	66.0
16	12	12.0	78.0
17	12	12.0	90.0
18	4	4.0	94.0
19	3	3.0	97.0
20	1	1.0	98.0
21	1	1.0	99.0
22	0	0.0	99.0
23	1	1.0	100.0

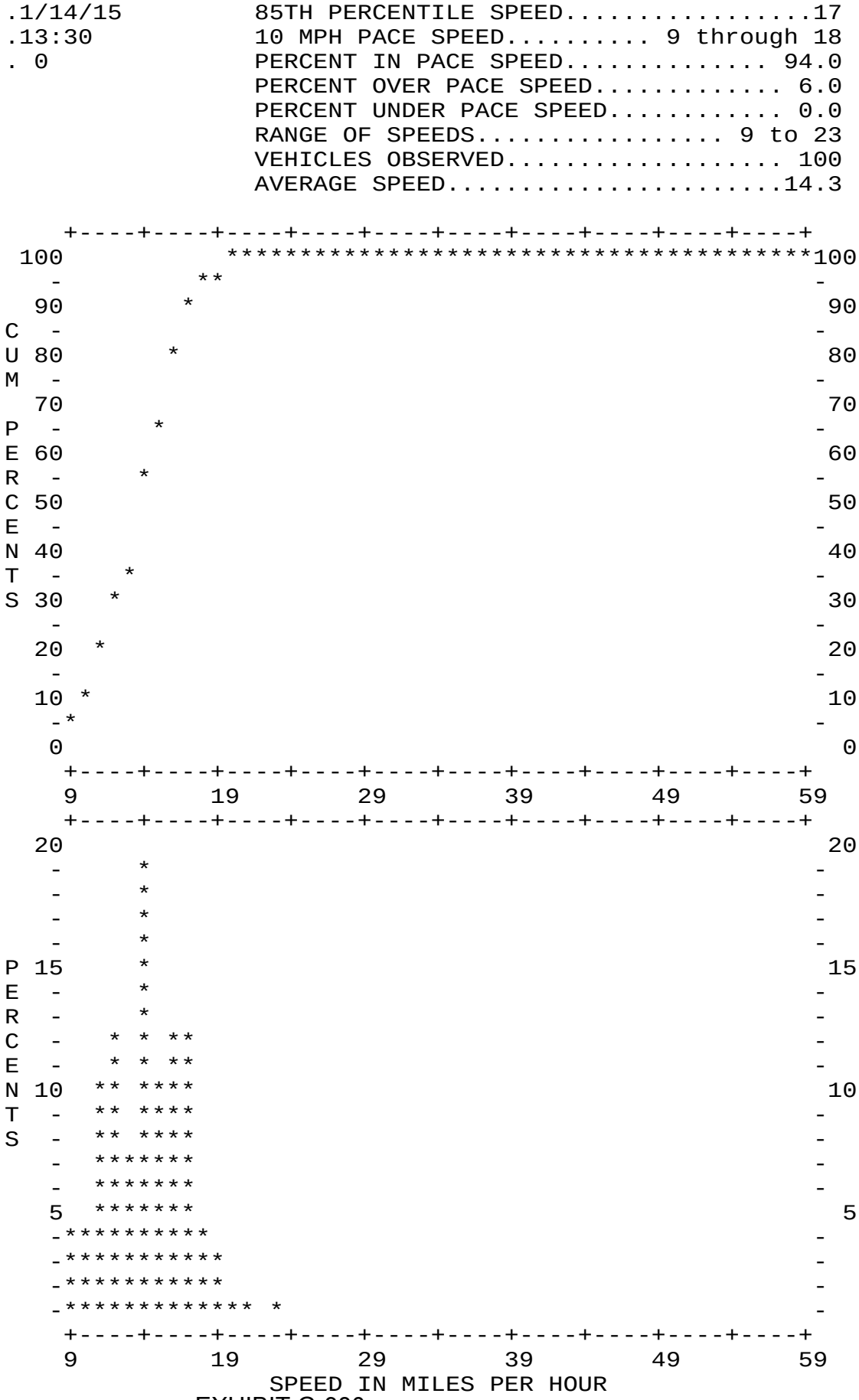


EXHIBIT G-380

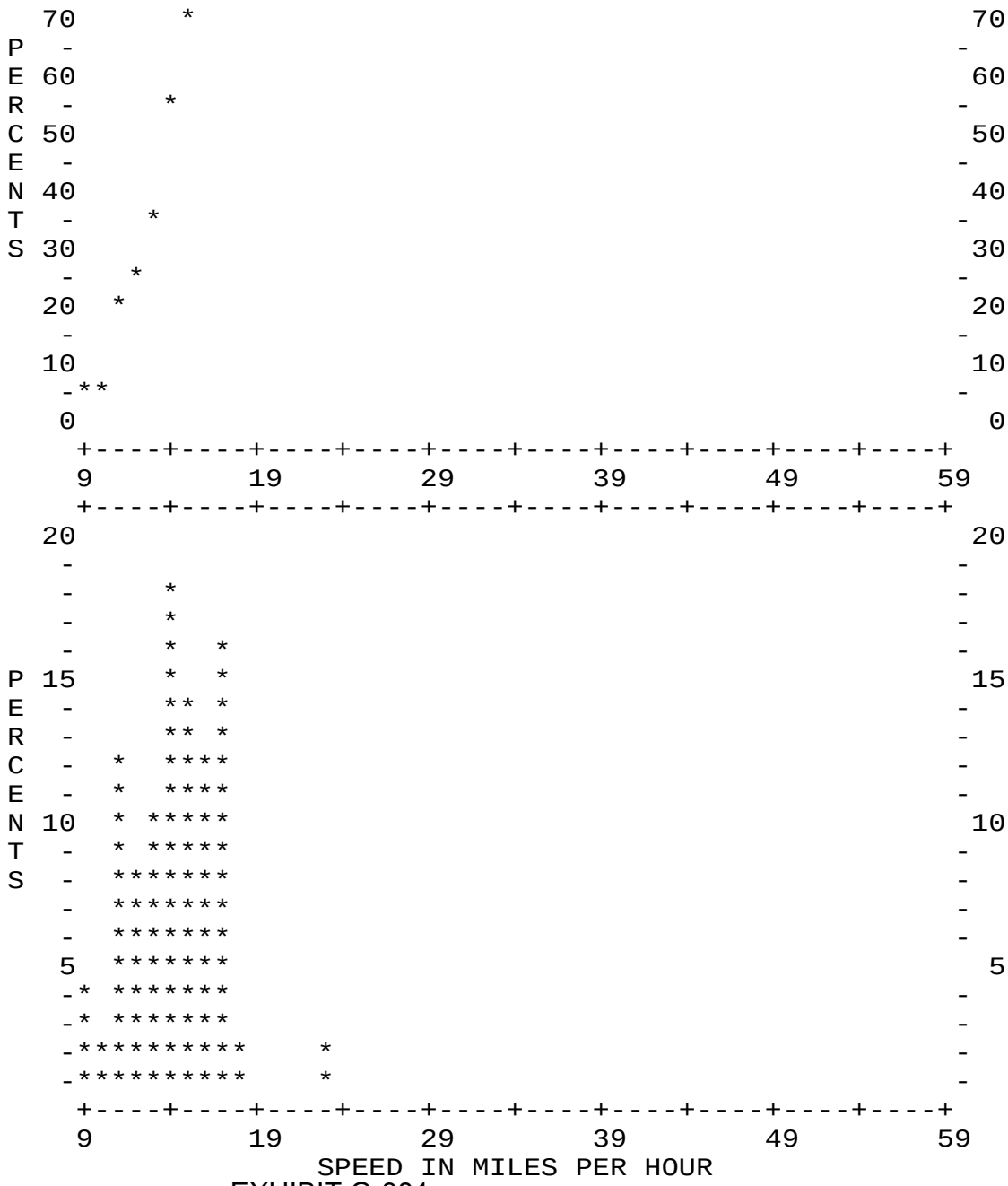
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Alley btwn Hollywood Way and Cordova Str
LIMITS..... to

DIRECTION(S).....NB
DATE.....1/14/15
TIME.....13:30
POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....14
85TH PERCENTILE SPEED.....17
10 MPH PACE SPEED..... 9 through 18
PERCENT IN PACE SPEED..... 98.0
PERCENT OVER PACE SPEED..... 2.0
PERCENT UNDER PACE SPEED..... 0.0
RANGE OF SPEEDS..... 9 to 23
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....14.2

SPEED	NO.	PCT.	CUM. PCT.
9	2	4.0	4.0
10	1	2.0	6.0
11	6	12.0	18.0
12	4	8.0	26.0
13	5	10.0	36.0
14	9	18.0	54.0
15	7	14.0	68.0
16	6	12.0	80.0
17	8	16.0	96.0
18	1	2.0	98.0
19	0	0.0	98.0
20	0	0.0	98.0
21	0	0.0	98.0
22	0	0.0	98.0
23	1	2.0	100.0



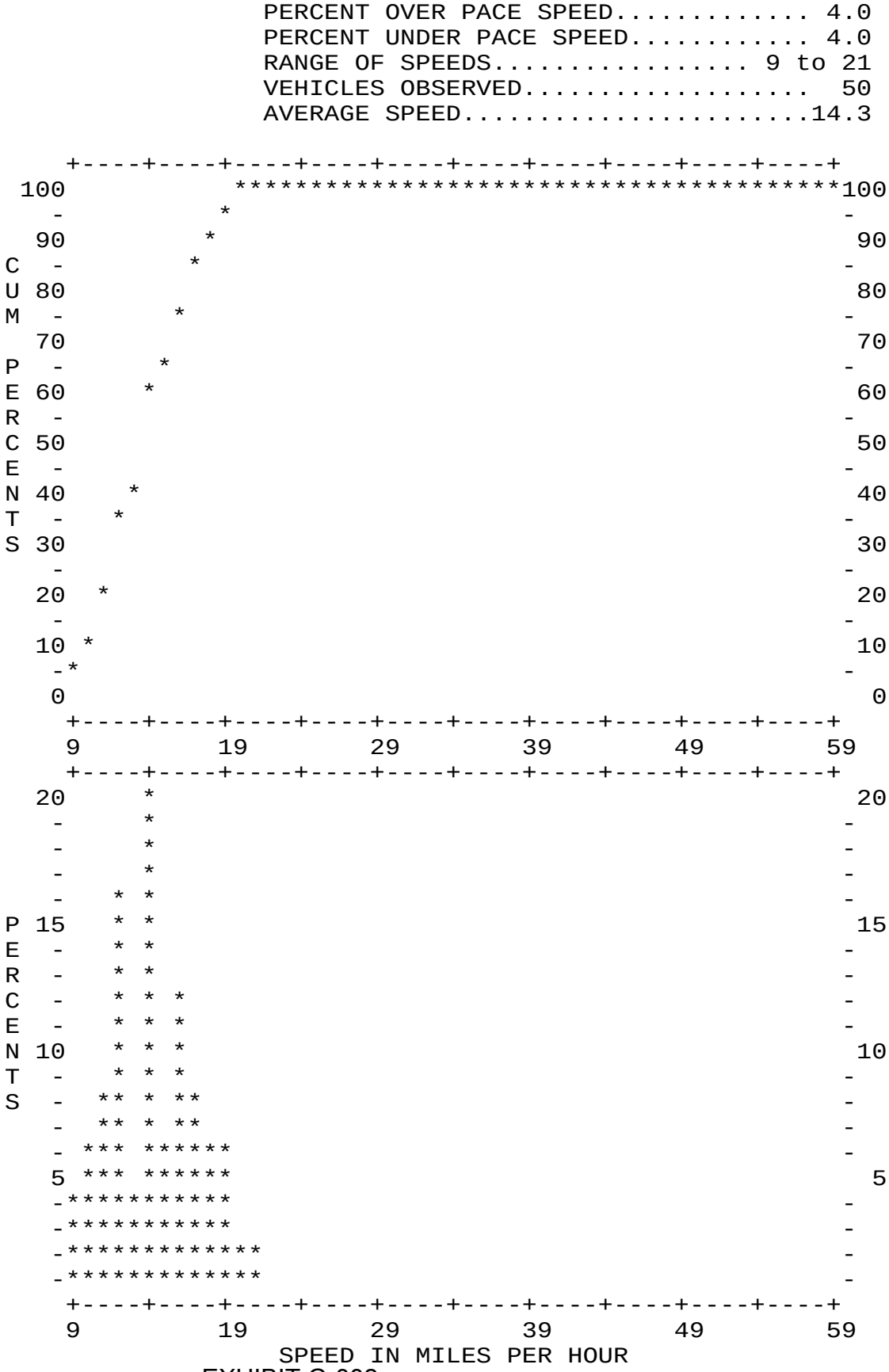
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Alley btwn Hollywood Way and Cordova Str
LIMITS..... to

DIRECTION(S).....SB
DATE.....1/14/15
TIME.....13:30
POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....14
85TH PERCENTILE SPEED.....18
10 MPH PACE SPEED.....10 through 19
PERCENT IN PACE SPEED..... 92.0
PERCENT OVER PACE SPEED..... 4.0
PERCENT UNDER PACE SPEED..... 4.0
RANGE OF SPEEDS..... 9 to 21
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....14.3

SPEED	NO.	PCT.	CUM. PCT.
9	2	4.0	4.0
10	3	6.0	10.0
11	4	8.0	18.0
12	8	16.0	34.0
13	2	4.0	38.0
14	10	20.0	58.0
15	3	6.0	64.0
16	6	12.0	76.0
17	4	8.0	84.0
18	3	6.0	90.0
19	3	6.0	96.0
20	1	2.0	98.0
21	1	2.0	100.0



Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Cordova Street south of Oak Street

LIMITS..... to

DIRECTION(S).....NB/SB

DATE.....1/14/15

TIME.....9:30

POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....27

85TH PERCENTILE SPEED.....31

10 MPH PACE SPEED.....22 through 31

PERCENT IN PACE SPEED..... 79.0

PERCENT OVER PACE SPEED.....14.0

PERCENT UNDER PACE SPEED..... 7.0

RANGE OF SPEEDS.....17 to 42

VEHICLES OBSERVED..... 100

AVERAGE SPEED.....27.3

SPEED	NO.	PCT.	CUM. PCT.
17	1	1.0	1.0
18	0	0.0	1.0
19	0	0.0	1.0
20	3	3.0	4.0
21	3	3.0	7.0
22	4	4.0	11.0
23	6	6.0	17.0
24	8	8.0	25.0
25	9	9.0	34.0
26	7	7.0	41.0
27	12	12.0	53.0
28	13	13.0	66.0
29	11	11.0	77.0
30	4	4.0	81.0
31	5	5.0	86.0
32	4	4.0	90.0
33	5	5.0	95.0
34	2	2.0	97.0
35	0	0.0	97.0
36	0	0.0	97.0
37	1	1.0	98.0
38	0	0.0	98.0
39	0	0.0	98.0
40	1	1.0	99.0
41	0	0.0	99.0
42	1	1.0	100.0

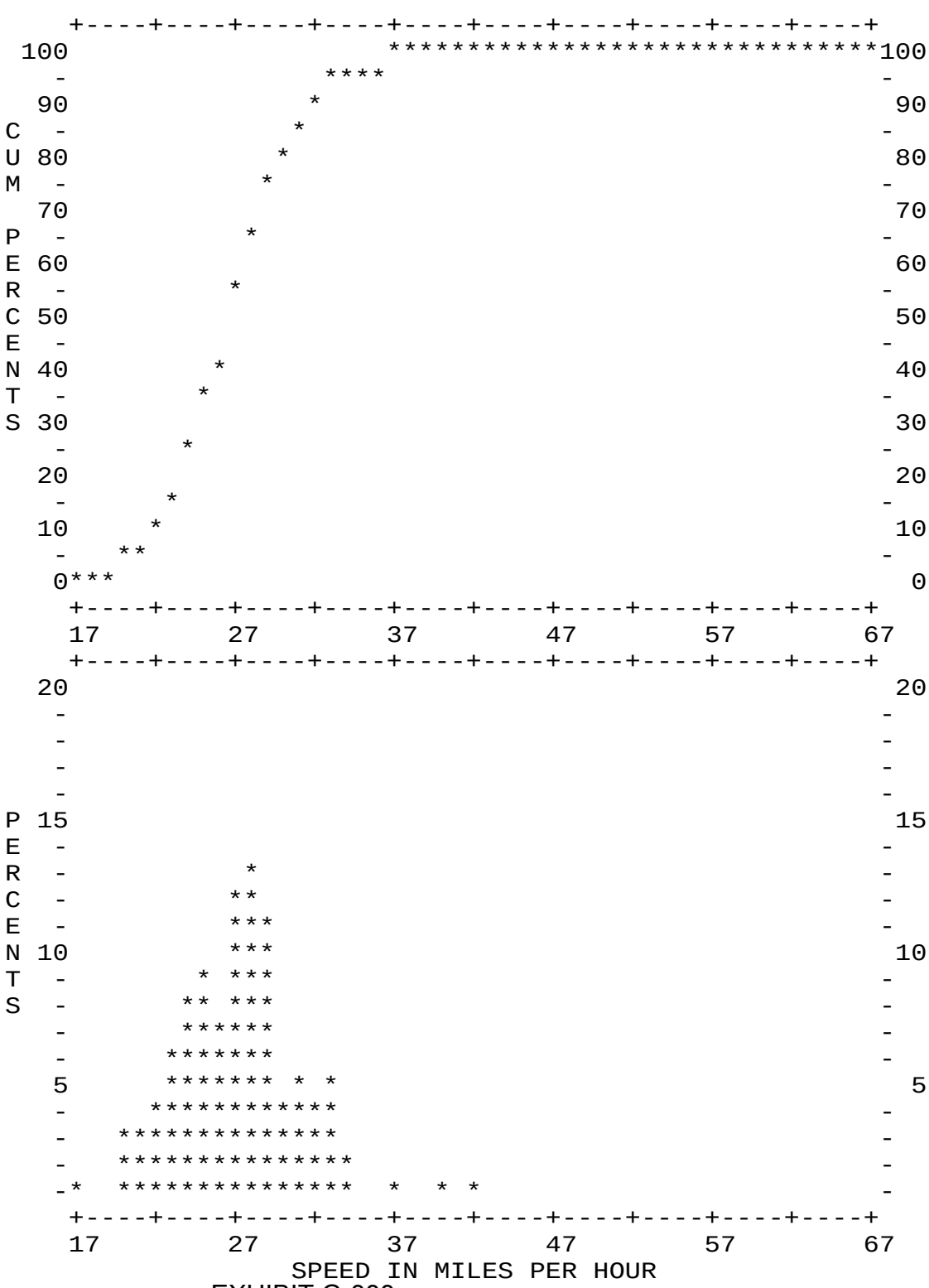


EXHIBIT G-383

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Cordova Street south of Oak Street

LIMITS..... to

DIRECTION(S).....NB

DATE.....1/14/15

TIME.....9:30

POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....26

85TH PERCENTILE SPEED.....28

10 MPH PACE SPEED.....20 through 29

PERCENT IN PACE SPEED..... 92.5

PERCENT OVER PACE SPEED..... 7.5

PERCENT UNDER PACE SPEED..... 0.0

RANGE OF SPEEDS.....20 to 37

VEHICLES OBSERVED..... 40

AVERAGE SPEED.....26.3

SPEED	NO.	PCT.	CUM. PCT.
20	1	2.5	2.5
21	2	5.0	7.5
22	0	0.0	7.5
23	3	7.5	15.0
24	4	10.0	25.0
25	5	12.5	37.5
26	5	12.5	50.0
27	6	15.0	65.0
28	8	20.0	85.0
29	3	7.5	92.5
30	1	2.5	95.0
31	1	2.5	97.5
32	0	0.0	97.5
33	0	0.0	97.5
34	0	0.0	97.5
35	0	0.0	97.5
36	0	0.0	97.5
37	1	2.5	100.0

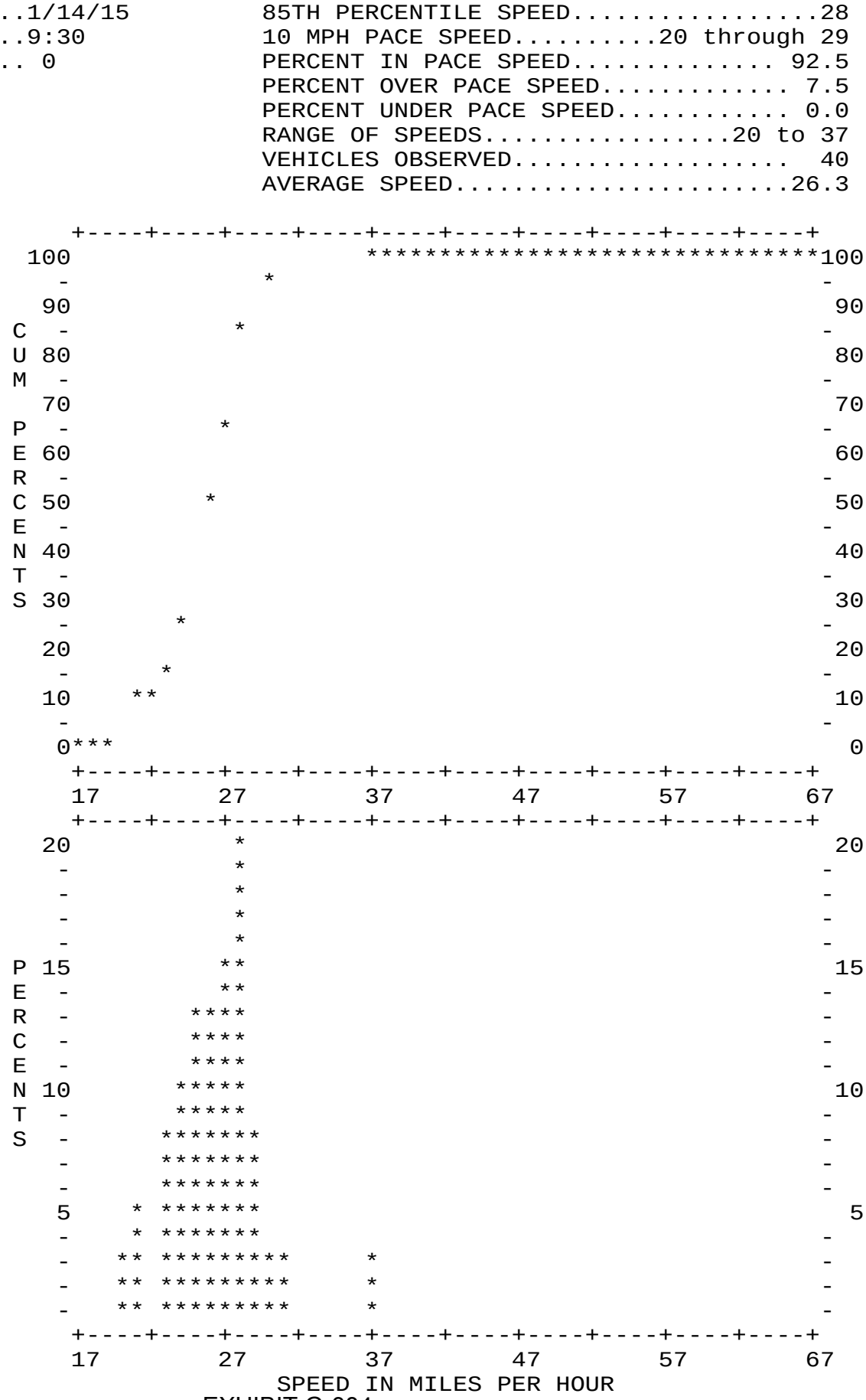


EXHIBIT G-384

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Cordova Street south of Oak Street

LIMITS..... to

DIRECTION(S).....SB

DATE.....1/14/15

TIME.....9:30

POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....28

85TH PERCENTILE SPEED.....32

10 MPH PACE SPEED.....24 through 33

PERCENT IN PACE SPEED..... 75.0

PERCENT OVER PACE SPEED..... 6.7

PERCENT UNDER PACE SPEED.....18.3

RANGE OF SPEEDS.....17 to 42

VEHICLES OBSERVED..... 60

AVERAGE SPEED.....27.9

SPEED	NO.	PCT.	CUM. PCT.
17	1	1.7	1.7
18	0	0.0	1.7
19	0	0.0	1.7
20	2	3.3	5.0
21	1	1.7	6.7
22	4	6.7	13.3
23	3	5.0	18.3
24	4	6.7	25.0
25	4	6.7	31.7
26	2	3.3	35.0
27	6	10.0	45.0
28	5	8.3	53.3
29	8	13.3	66.7
30	3	5.0	71.7
31	4	6.7	78.3
32	4	6.7	85.0
33	5	8.3	93.3
34	2	3.3	96.7
35	0	0.0	96.7
36	0	0.0	96.7
37	0	0.0	96.7
38	0	0.0	96.7
39	0	0.0	96.7
40	1	1.7	98.3
41	0	0.0	98.3
42	1	1.7	100.0

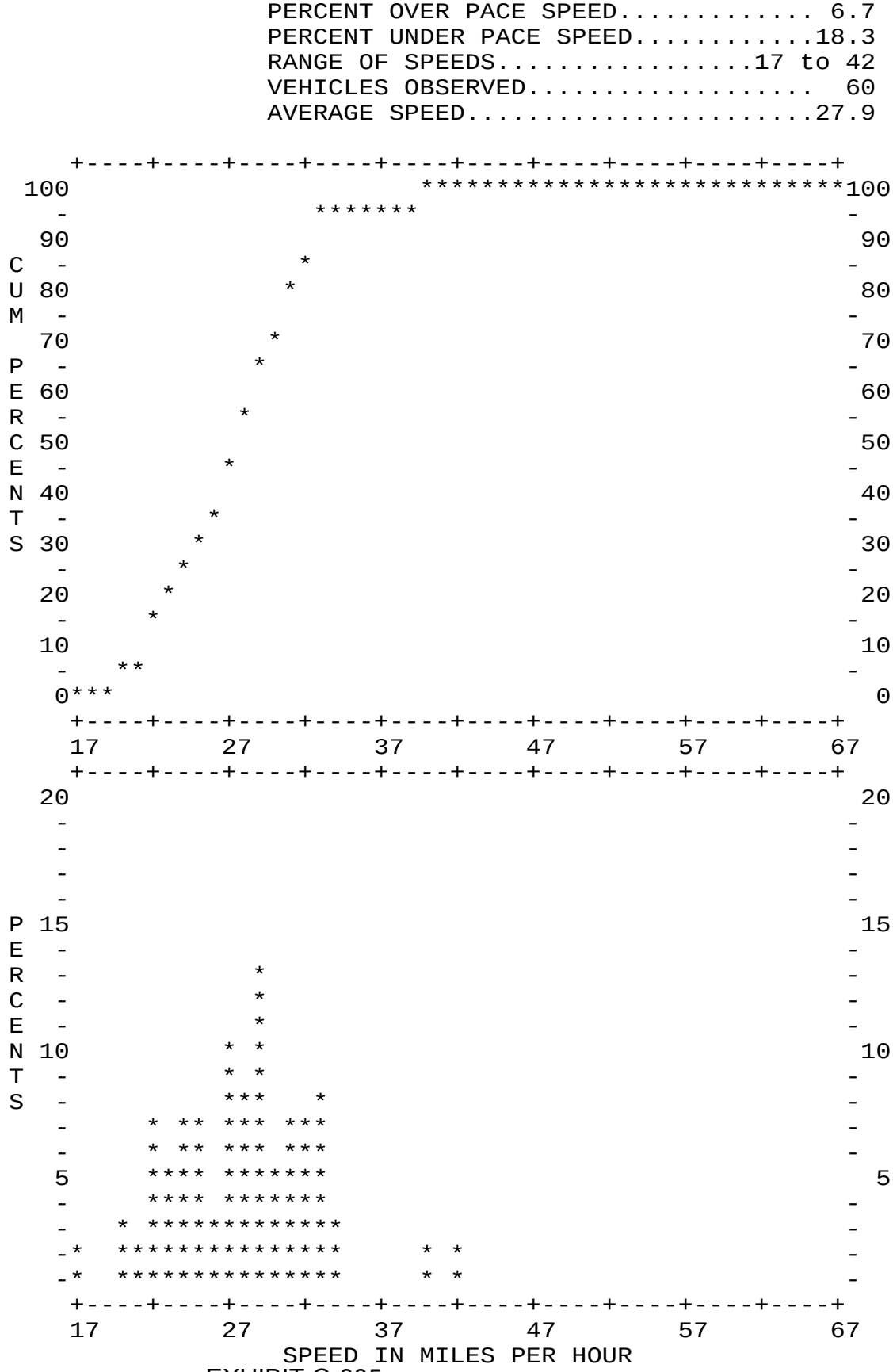


EXHIBIT G-385

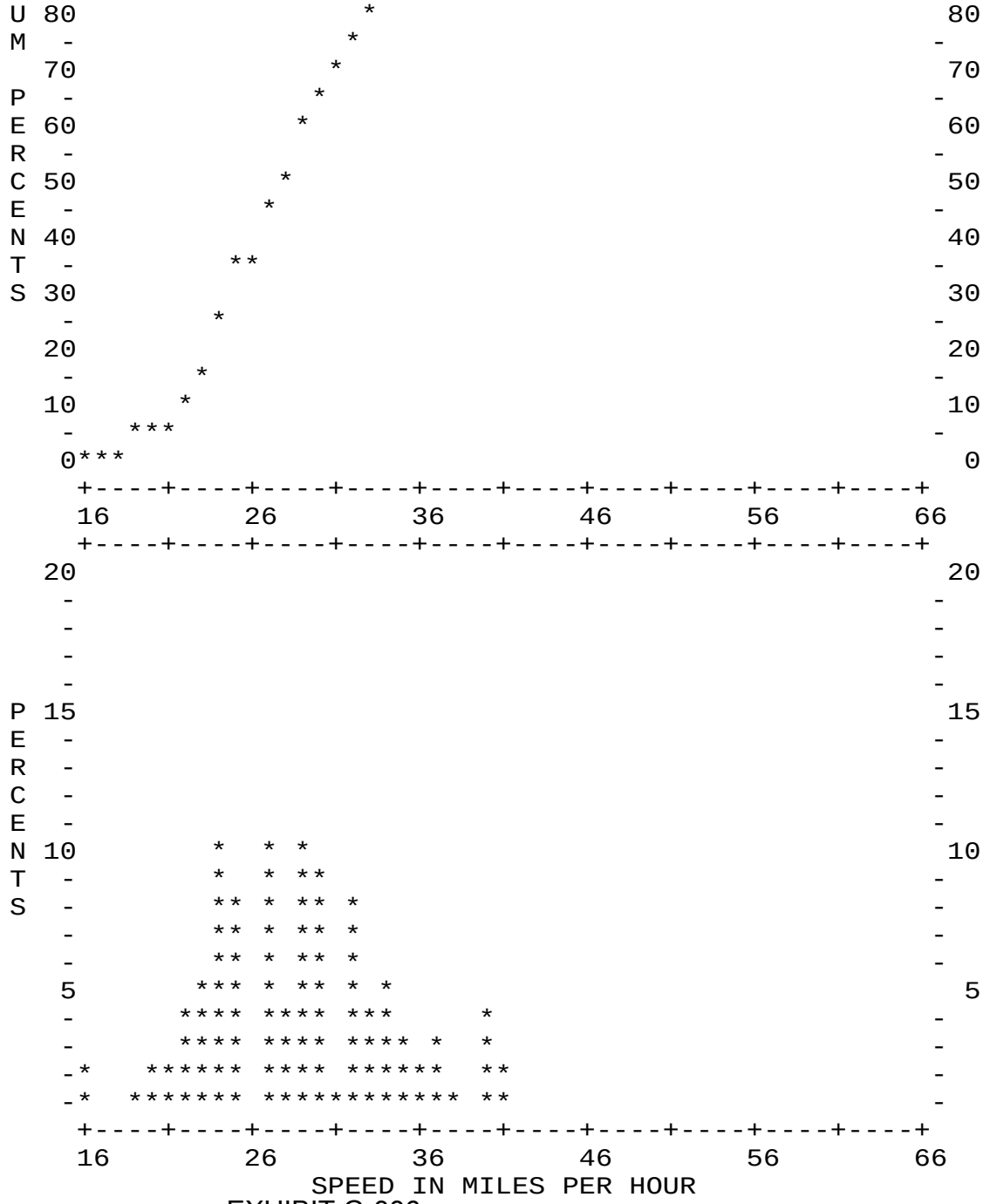
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Avon Street south of Oak Street
LIMITS..... to

DIRECTION(S).....NB/SB
DATE.....1/14/15
TIME.....13:30
POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....29
85TH PERCENTILE SPEED.....34
10 MPH PACE SPEED.....23 through 32
PERCENT IN PACE SPEED..... 65.0
PERCENT OVER PACE SPEED.....24.0
PERCENT UNDER PACE SPEED.....11.0
RANGE OF SPEEDS.....16 to 41
VEHICLES OBSERVED..... 100
AVERAGE SPEED.....28.8

SPEED	NO.	PCT.	CUM. PCT.
16	2	2.0	2.0
17	0	0.0	2.0
18	0	0.0	2.0
19	1	1.0	3.0
20	2	2.0	5.0
21	2	2.0	7.0
22	4	4.0	11.0
23	5	5.0	16.0
24	10	10.0	26.0
25	8	8.0	34.0
26	0	0.0	34.0
27	10	10.0	44.0
28	4	4.0	48.0
29	10	10.0	58.0
30	9	9.0	67.0
31	1	1.0	68.0
32	8	8.0	76.0
33	4	4.0	80.0
34	5	5.0	85.0
35	3	3.0	88.0
36	2	2.0	90.0
37	3	3.0	93.0
38	1	1.0	94.0
39	0	0.0	94.0
40	4	4.0	98.0
41	2	2.0	100.0



Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Avon Street south of Oak Street
LIMITS..... to

DIRECTION(S).....NB
DATE.....1/14/15
TIME.....13:30
POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....30
85TH PERCENTILE SPEED.....35
10 MPH PACE SPEED.....24 through 33
PERCENT IN PACE SPEED..... 64.0
PERCENT OVER PACE SPEED.....26.0
PERCENT UNDER PACE SPEED.....10.0
RANGE OF SPEEDS.....19 to 41
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....29.8

SPEED	NO.	PCT.	CUM. PCT.
19	1	2.0	2.0
20	0	0.0	2.0
21	2	4.0	6.0
22	1	2.0	8.0
23	1	2.0	10.0
24	5	10.0	20.0
25	4	8.0	28.0
26	0	0.0	28.0
27	4	8.0	36.0
28	2	4.0	40.0
29	3	6.0	46.0
30	6	12.0	58.0
31	1	2.0	60.0
32	5	10.0	70.0
33	2	4.0	74.0
34	5	10.0	84.0
35	3	6.0	90.0
36	0	0.0	90.0
37	1	2.0	92.0
38	0	0.0	92.0
39	0	0.0	92.0
40	2	4.0	96.0
41	2	4.0	100.0

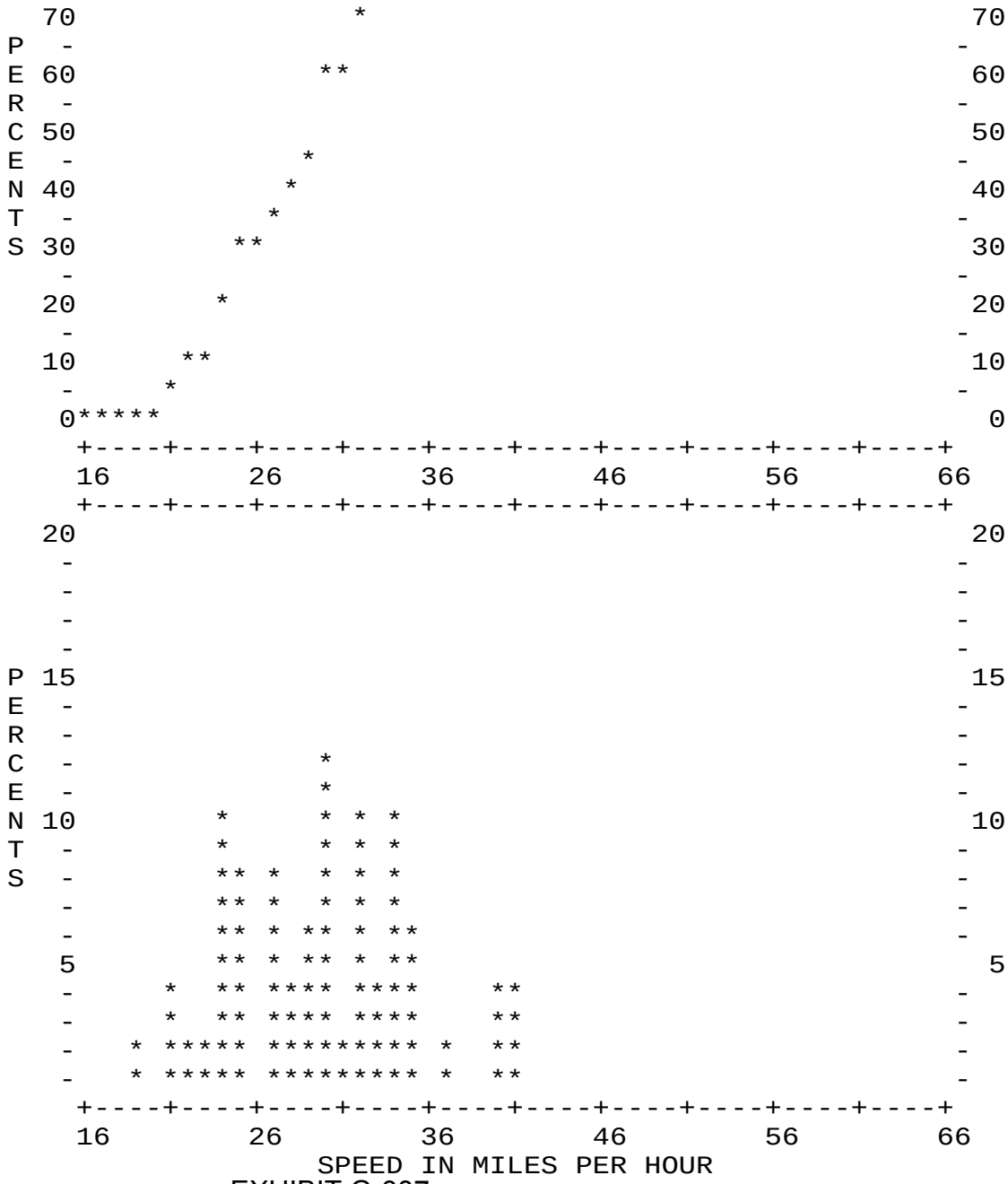


EXHIBIT G-387

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Avon Street south of Oak Street
LIMITS..... to

DIRECTION(S).....SB
DATE.....1/14/15
TIME.....13:30
POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....27
85TH PERCENTILE SPEED.....33
10 MPH PACE SPEED.....21 through 30
PERCENT IN PACE SPEED..... 68.0
PERCENT OVER PACE SPEED.....24.0
PERCENT UNDER PACE SPEED..... 8.0
RANGE OF SPEEDS.....16 to 40
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....27.7

SPEED	NO.	PCT.	CUM. PCT.
16	2	4.0	4.0
17	0	0.0	4.0
18	0	0.0	4.0
19	0	0.0	4.0
20	2	4.0	8.0
21	0	0.0	8.0
22	3	6.0	14.0
23	4	8.0	22.0
24	5	10.0	32.0
25	4	8.0	40.0
26	0	0.0	40.0
27	6	12.0	52.0
28	2	4.0	56.0
29	7	14.0	70.0
30	3	6.0	76.0
31	0	0.0	76.0
32	3	6.0	82.0
33	2	4.0	86.0
34	0	0.0	86.0
35	0	0.0	86.0
36	2	4.0	90.0
37	2	4.0	94.0
38	1	2.0	96.0
39	0	0.0	96.0
40	2	4.0	100.0

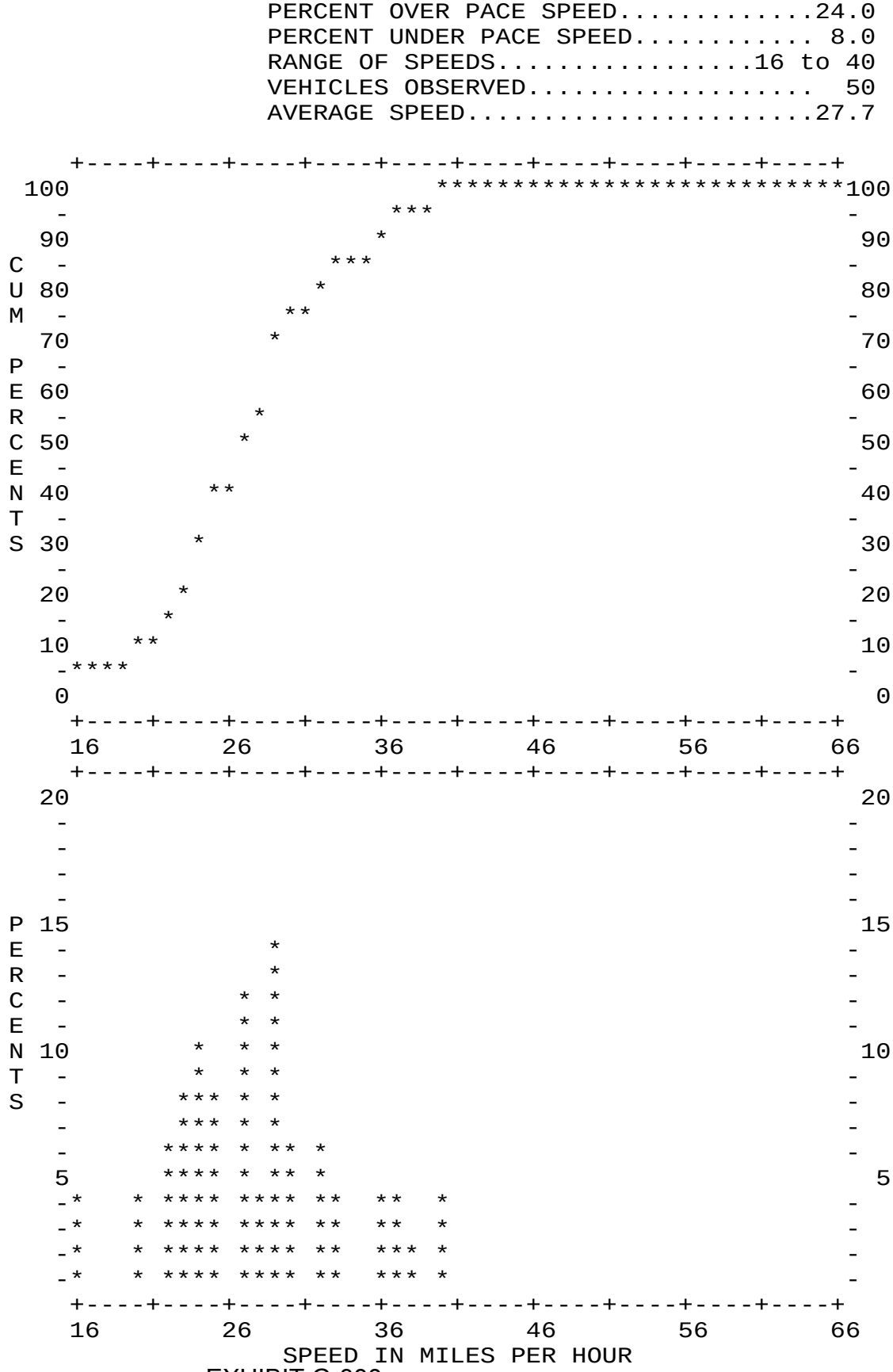


EXHIBIT G-388

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Lima Street south of Oak Street
LIMITS..... to

DIRECTION(S).....NB/SB
DATE.....1/14/15
TIME.....11:30
POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....24
85TH PERCENTILE SPEED.....27
10 MPH PACE SPEED.....18 through 27
PERCENT IN PACE SPEED..... 76.0
PERCENT OVER PACE SPEED.....15.0
PERCENT UNDER PACE SPEED..... 9.0
RANGE OF SPEEDS.....16 to 34
VEHICLES OBSERVED..... 100
AVERAGE SPEED.....23.5

SPEED	NO.	PCT.	CUM. PCT.
16	3	3.0	3.0
17	6	6.0	9.0
18	3	3.0	12.0
19	8	8.0	20.0
20	6	6.0	26.0
21	8	8.0	34.0
22	7	7.0	41.0
23	8	8.0	49.0
24	9	9.0	58.0
25	12	12.0	70.0
26	4	4.0	74.0
27	11	11.0	85.0
28	1	1.0	86.0
29	5	5.0	91.0
30	5	5.0	96.0
31	0	0.0	96.0
32	2	2.0	98.0
33	0	0.0	98.0
34	2	2.0	100.0

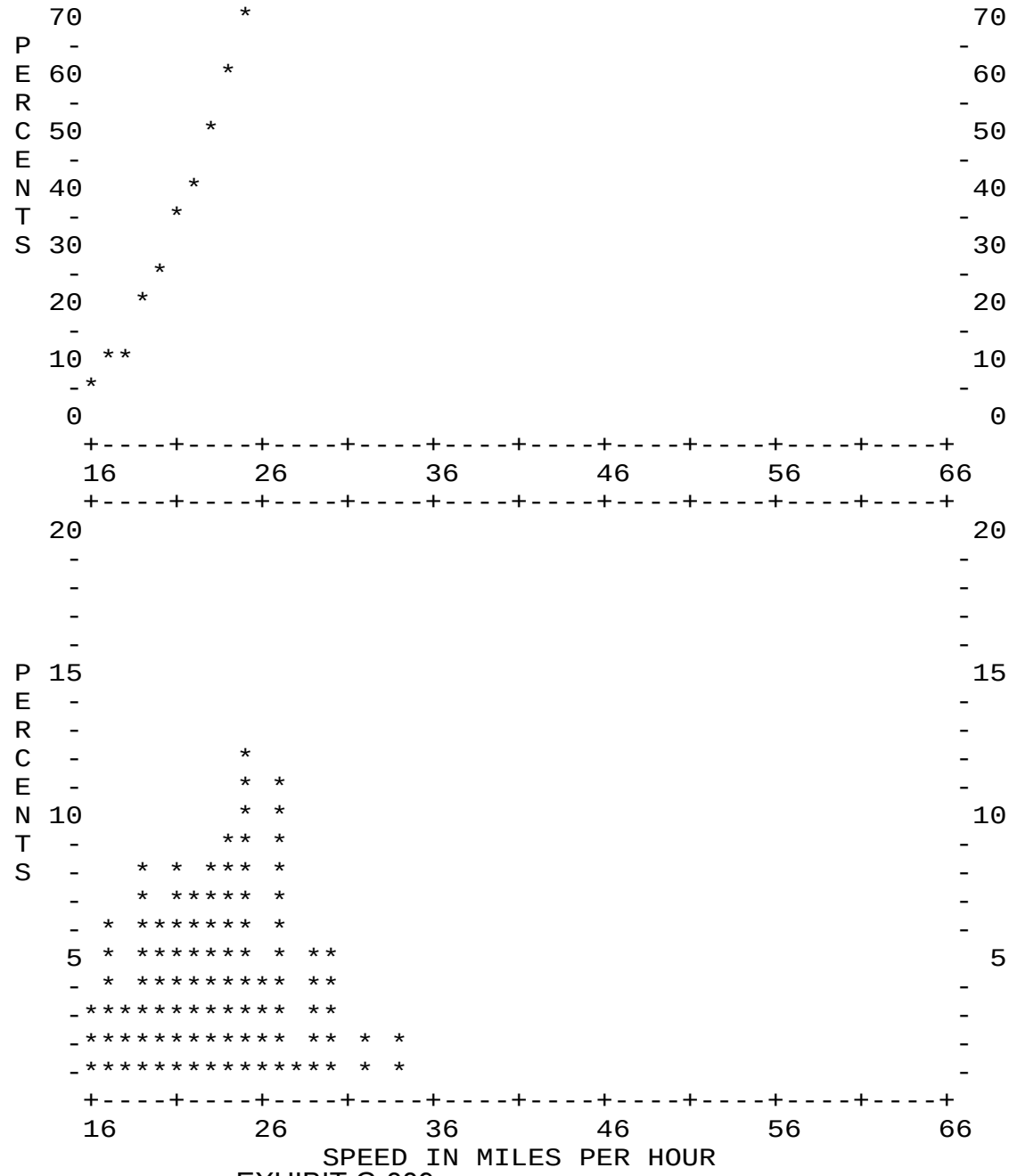


EXHIBIT G-389

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Lima Street south of Oak Street

LIMITS..... to

DIRECTION(S).....NB

DATE.....1/14/15

TIME.....11:30

POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....24

85TH PERCENTILE SPEED.....29

10 MPH PACE SPEED.....18 through 27

PERCENT IN PACE SPEED..... 82.0

PERCENT OVER PACE SPEED.....16.0

PERCENT UNDER PACE SPEED..... 2.0

RANGE OF SPEEDS.....16 to 32

VEHICLES OBSERVED..... 50

AVERAGE SPEED.....24.4

SPEED	NO.	PCT.	CUM. PCT.
16	1	2.0	2.0
17	0	0.0	2.0
18	2	4.0	6.0
19	2	4.0	10.0
20	4	8.0	18.0
21	4	8.0	26.0
22	0	0.0	26.0
23	6	12.0	38.0
24	7	14.0	52.0
25	5	10.0	62.0
26	3	6.0	68.0
27	8	16.0	84.0
28	0	0.0	84.0
29	1	2.0	86.0
30	5	10.0	96.0
31	0	0.0	96.0
32	2	4.0	100.0

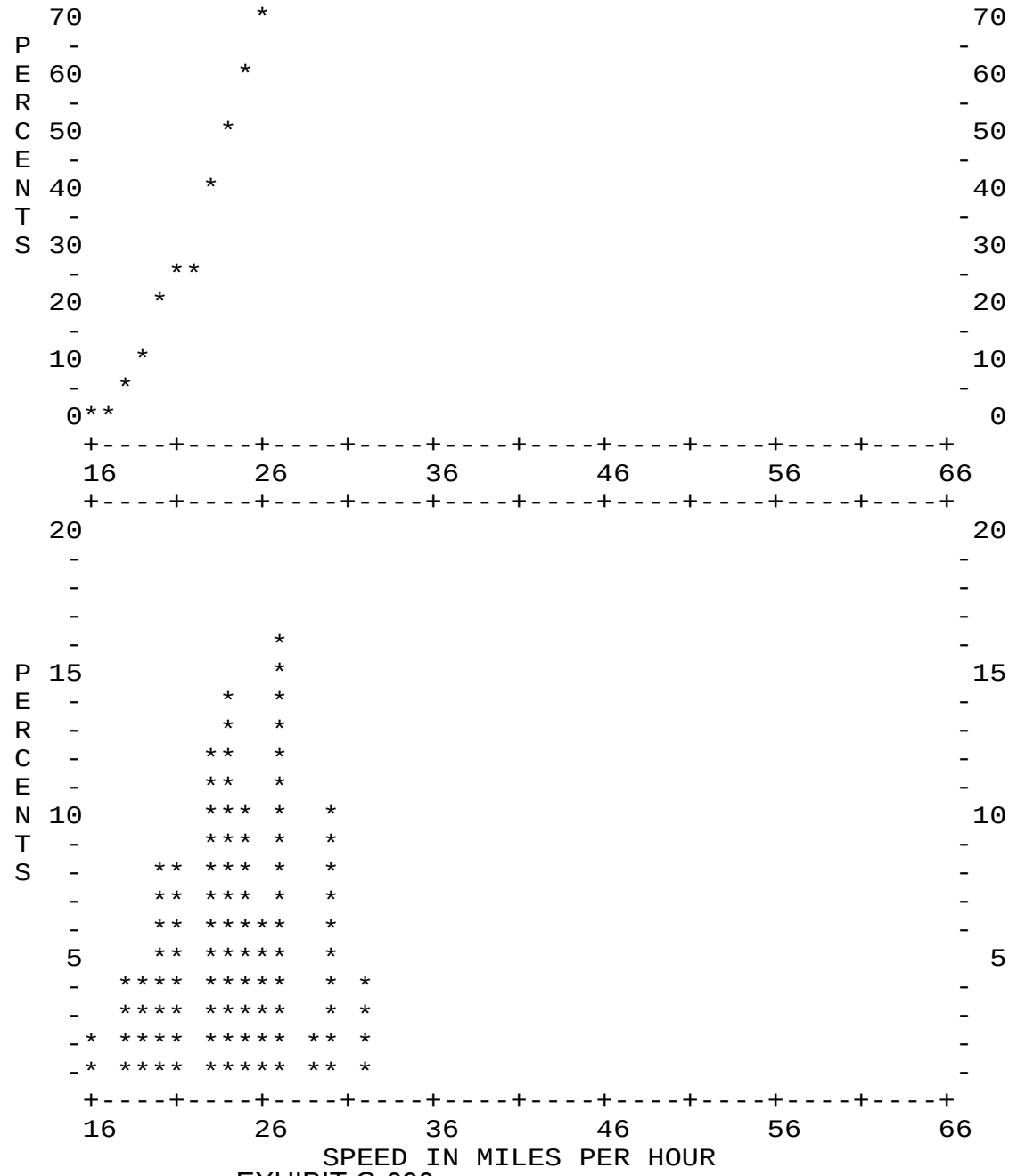


EXHIBIT G-390

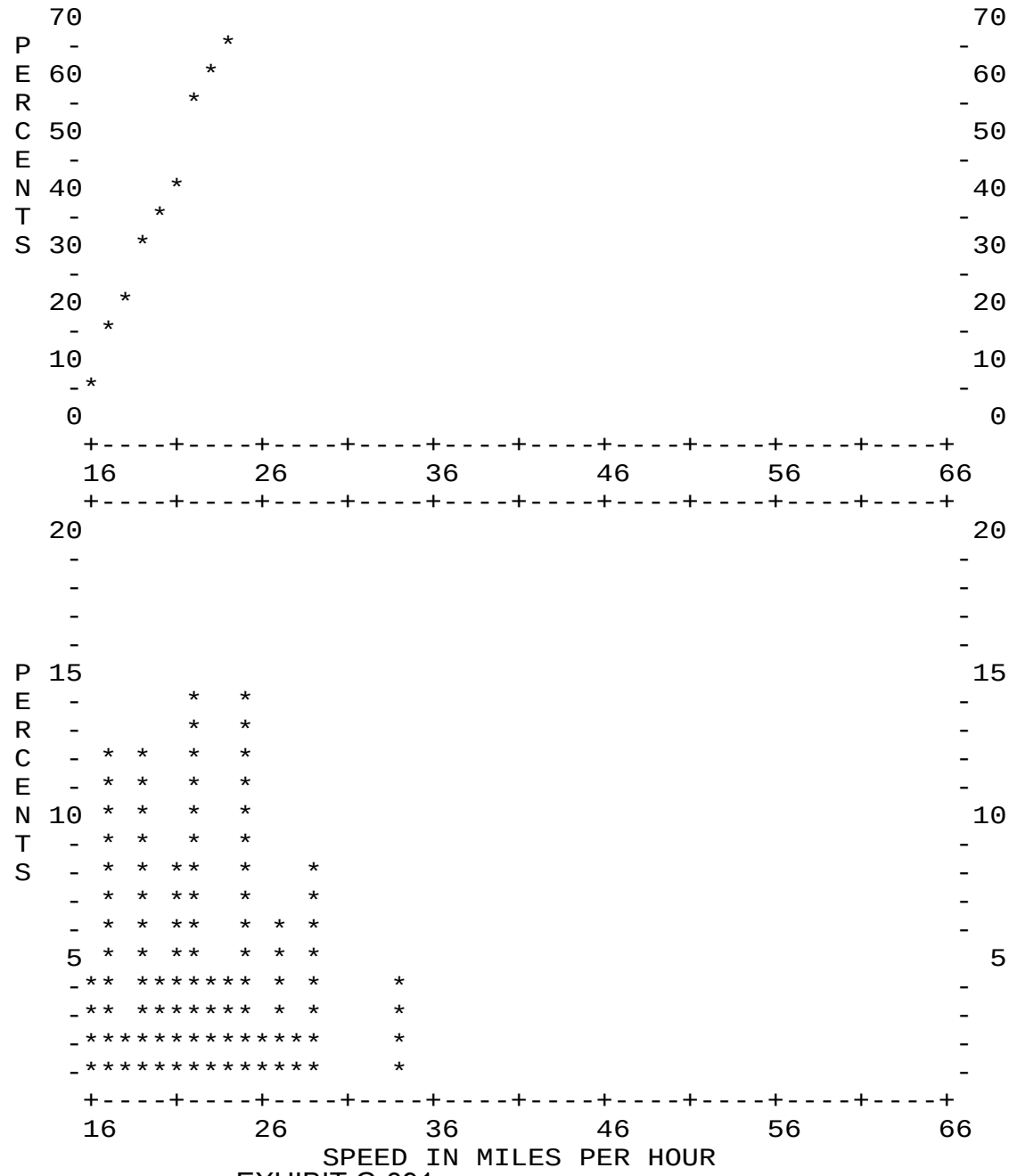
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Lima Street south of Oak Street
LIMITS..... to

DIRECTION(S).....SB
DATE.....1/14/15
TIME.....11:30
POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....22
85TH PERCENTILE SPEED.....27
10 MPH PACE SPEED.....16 through 25
PERCENT IN PACE SPEED..... 78.0
PERCENT OVER PACE SPEED.....22.0
PERCENT UNDER PACE SPEED..... 0.0
RANGE OF SPEEDS.....16 to 34
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....22.6

SPEED	NO.	PCT.	CUM. PCT.
16	2	4.0	4.0
17	6	12.0	16.0
18	1	2.0	18.0
19	6	12.0	30.0
20	2	4.0	34.0
21	4	8.0	42.0
22	7	14.0	56.0
23	2	4.0	60.0
24	2	4.0	64.0
25	7	14.0	78.0
26	1	2.0	80.0
27	3	6.0	86.0
28	1	2.0	88.0
29	4	8.0	96.0
30	0	0.0	96.0
31	0	0.0	96.0
32	0	0.0	96.0
33	0	0.0	96.0
34	2	4.0	100.0



Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. California Street south of Oak Street

LIMITS..... to

DIRECTION(S).....NB/SB

DATE.....1/14/15

TIME.....14:30

POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....25

85TH PERCENTILE SPEED.....32

10 MPH PACE SPEED.....21 through 30

PERCENT IN PACE SPEED..... 67.0

PERCENT OVER PACE SPEED.....18.0

PERCENT UNDER PACE SPEED.....15.0

RANGE OF SPEEDS.....16 to 41

VEHICLES OBSERVED..... 100

AVERAGE SPEED.....26.1

SPEED	NO.	PCT.	CUM. PCT.
16	3	3.0	3.0
17	3	3.0	6.0
18	1	1.0	7.0
19	5	5.0	12.0
20	3	3.0	15.0
21	5	5.0	20.0
22	6	6.0	26.0
23	4	4.0	30.0
24	11	11.0	41.0
25	9	9.0	50.0
26	2	2.0	52.0
27	15	15.0	67.0
28	1	1.0	68.0
29	7	7.0	75.0
30	7	7.0	82.0
31	1	1.0	83.0
32	6	6.0	89.0
33	1	1.0	90.0
34	2	2.0	92.0
35	2	2.0	94.0
36	1	1.0	95.0
37	1	1.0	96.0
38	1	1.0	97.0
39	0	0.0	97.0
40	2	2.0	99.0
41	1	1.0	100.0

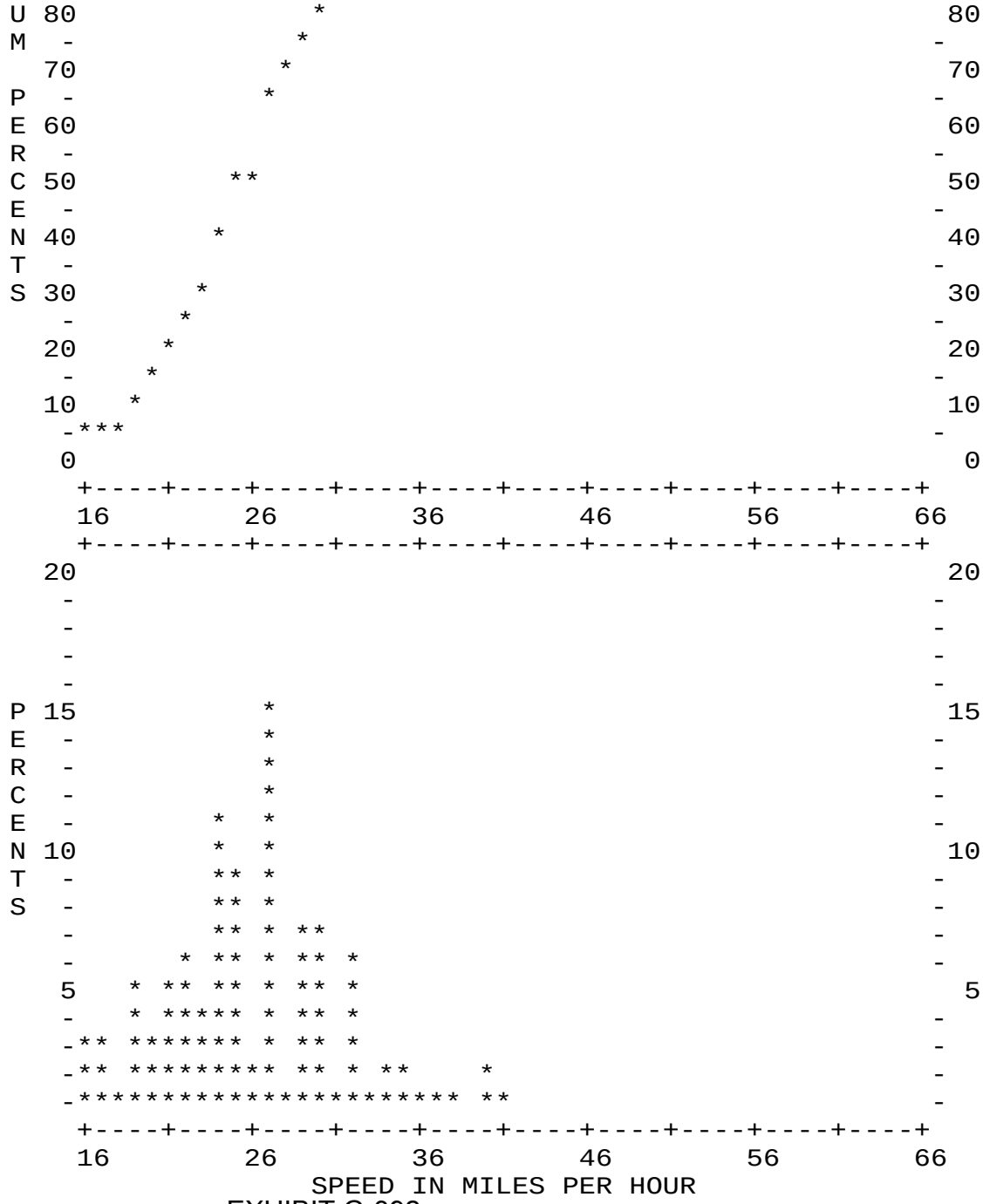


EXHIBIT G-392

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. California Street south of Oak Street

LIMITS..... to

DIRECTION(S).....NB

DATE.....1/14/15

TIME.....14:30

POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....26

85TH PERCENTILE SPEED.....32

10 MPH PACE SPEED.....23 through 32

PERCENT IN PACE SPEED..... 68.0

PERCENT OVER PACE SPEED.....14.0

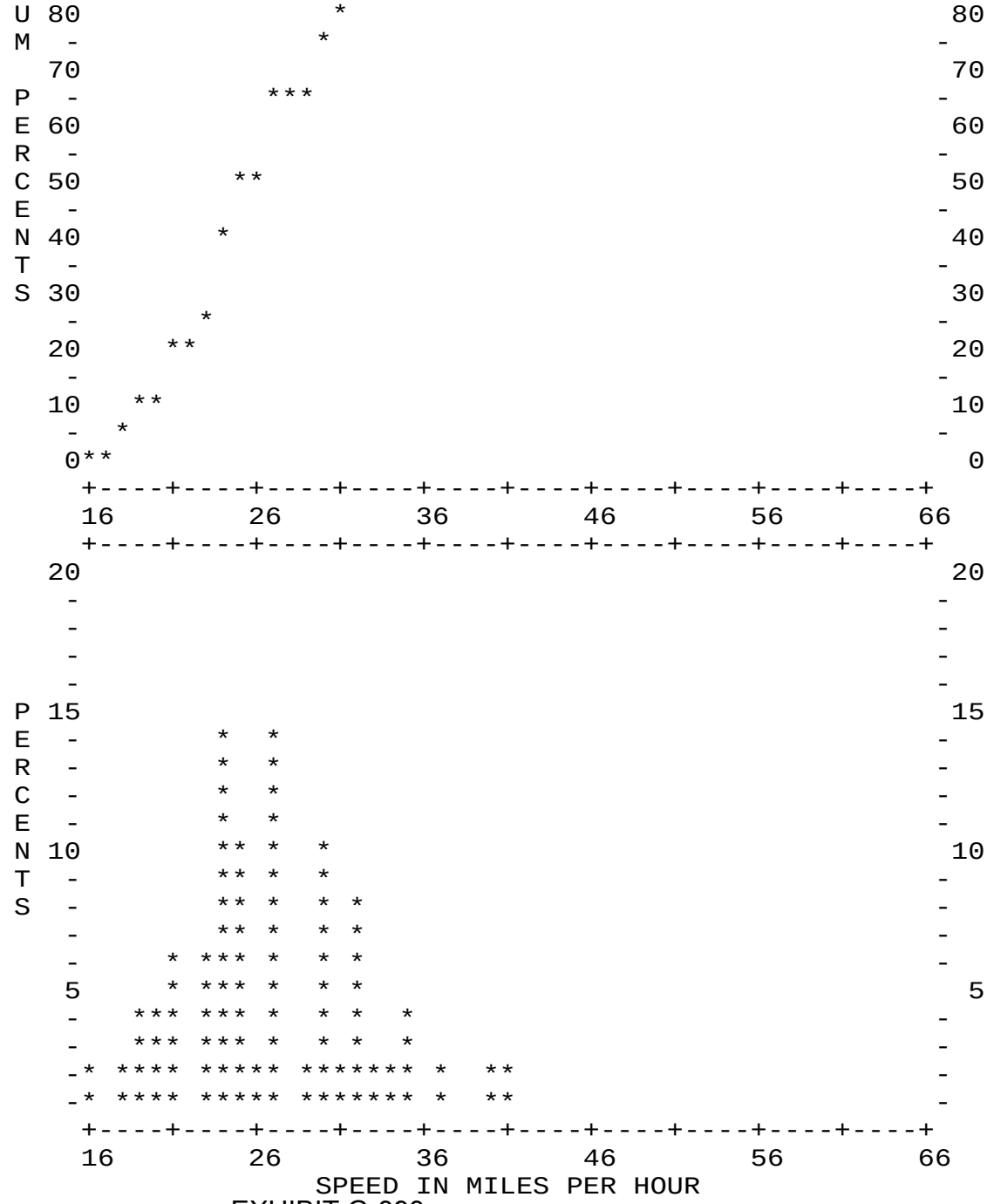
PERCENT UNDER PACE SPEED.....18.0

RANGE OF SPEEDS.....16 to 41

VEHICLES OBSERVED..... 50

AVERAGE SPEED.....26.9

SPEED	NO.	PCT.	CUM. PCT.
16	1	2.0	2.0
17	0	0.0	2.0
18	1	2.0	4.0
19	2	4.0	8.0
20	2	4.0	12.0
21	3	6.0	18.0
22	0	0.0	18.0
23	3	6.0	24.0
24	7	14.0	38.0
25	5	10.0	48.0
26	1	2.0	50.0
27	7	14.0	64.0
28	0	0.0	64.0
29	1	2.0	66.0
30	5	10.0	76.0
31	1	2.0	78.0
32	4	8.0	86.0
33	1	2.0	88.0
34	1	2.0	90.0
35	2	4.0	94.0
36	0	0.0	94.0
37	1	2.0	96.0
38	0	0.0	96.0
39	0	0.0	96.0
40	1	2.0	98.0
41	1	2.0	100.0



Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. California Street south of Oak Street

LIMITS..... to

DIRECTION(S).....SB

DATE.....1/14/15

TIME.....14:30

POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....25

85TH PERCENTILE SPEED.....30

10 MPH PACE SPEED.....21 through 30

PERCENT IN PACE SPEED..... 70.0

PERCENT OVER PACE SPEED.....12.0

PERCENT UNDER PACE SPEED.....18.0

RANGE OF SPEEDS.....16 to 40

VEHICLES OBSERVED..... 50

AVERAGE SPEED.....25.4

SPEED	NO.	PCT.	CUM. PCT.
16	2	4.0	4.0
17	3	6.0	10.0
18	0	0.0	10.0
19	3	6.0	16.0
20	1	2.0	18.0
21	2	4.0	22.0
22	6	12.0	34.0
23	1	2.0	36.0
24	4	8.0	44.0
25	4	8.0	52.0
26	1	2.0	54.0
27	8	16.0	70.0
28	1	2.0	72.0
29	6	12.0	84.0
30	2	4.0	88.0
31	0	0.0	88.0
32	2	4.0	92.0
33	0	0.0	92.0
34	1	2.0	94.0
35	0	0.0	94.0
36	1	2.0	96.0
37	0	0.0	96.0
38	1	2.0	98.0
39	0	0.0	98.0
40	1	2.0	100.0

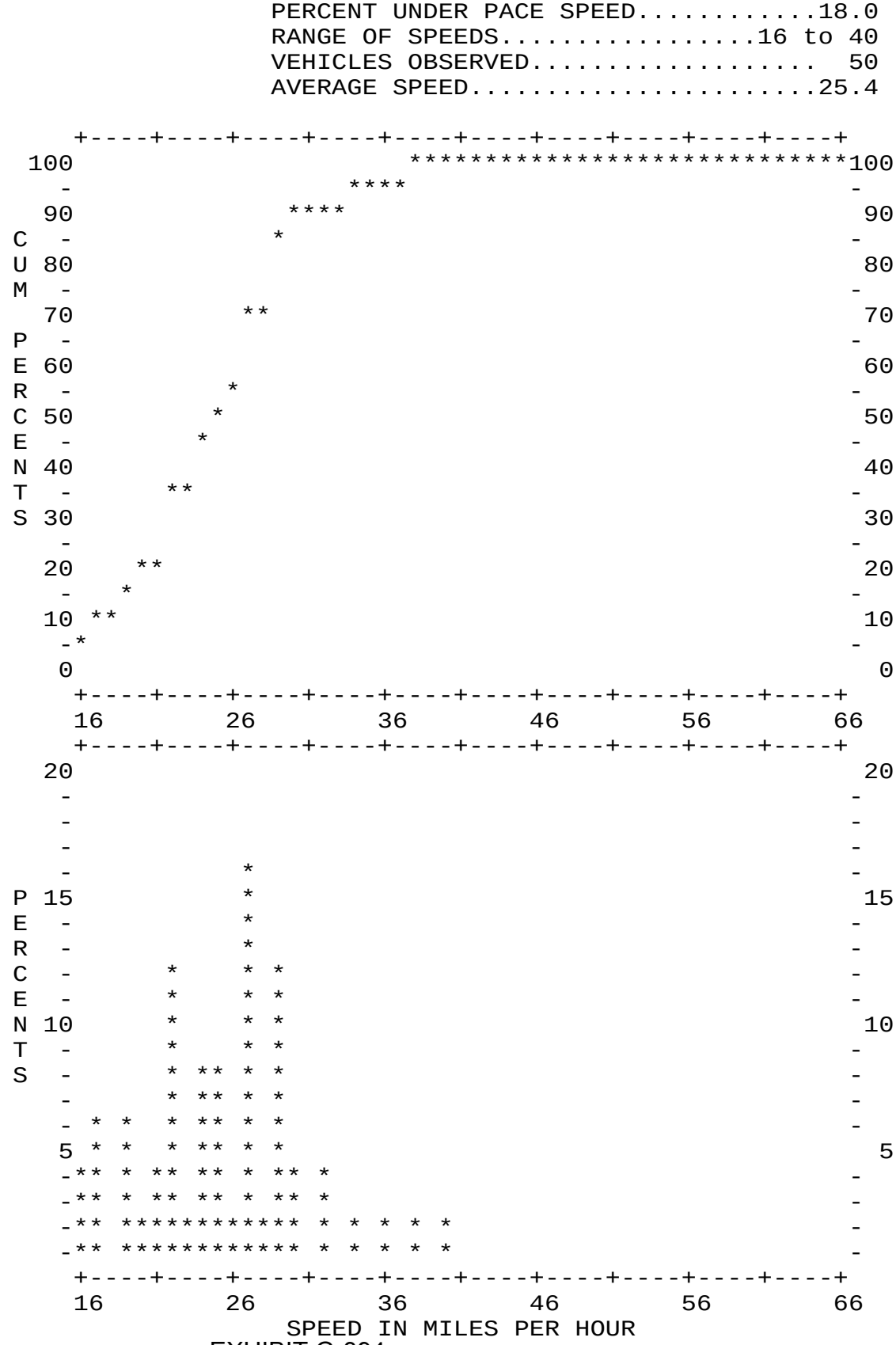


EXHIBIT G-394

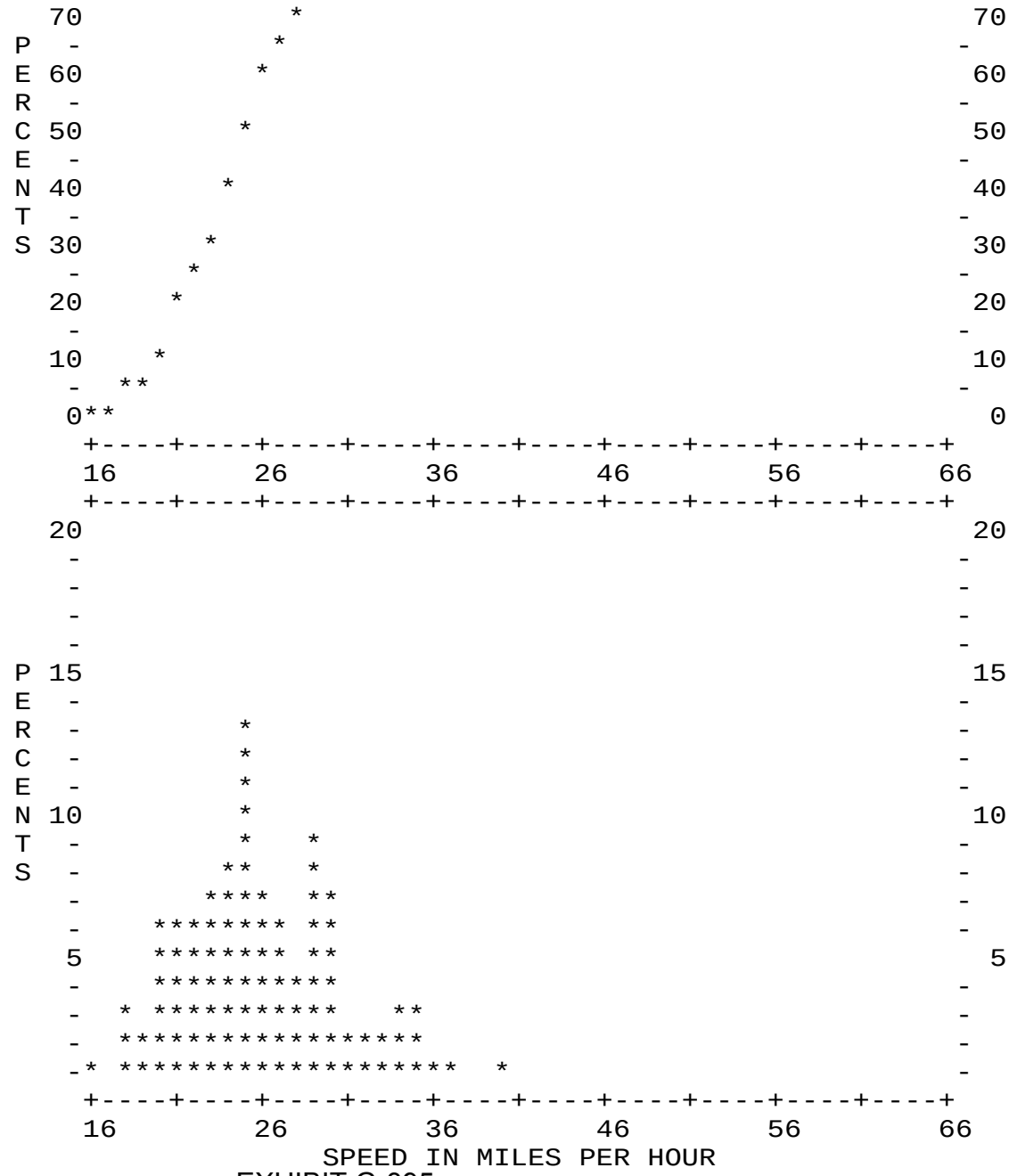
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Avon Street north of Oak Street
LIMITS..... to

DIRECTION(S).....NB/SB
DATE.....1/14/15
TIME.....11:45
POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....25
85TH PERCENTILE SPEED.....30
10 MPH PACE SPEED.....21 through 30
PERCENT IN PACE SPEED..... 73.0
PERCENT OVER PACE SPEED.....15.0
PERCENT UNDER PACE SPEED.....12.0
RANGE OF SPEEDS.....16 to 40
VEHICLES OBSERVED..... 100
AVERAGE SPEED.....26.0

SPEED	NO.	PCT.	CUM. PCT.
16	1	1.0	1.0
17	0	0.0	1.0
18	3	3.0	4.0
19	2	2.0	6.0
20	6	6.0	12.0
21	6	6.0	18.0
22	6	6.0	24.0
23	7	7.0	31.0
24	8	8.0	39.0
25	13	13.0	52.0
26	7	7.0	59.0
27	6	6.0	65.0
28	4	4.0	69.0
29	9	9.0	78.0
30	7	7.0	85.0
31	2	2.0	87.0
32	2	2.0	89.0
33	2	2.0	91.0
34	3	3.0	94.0
35	3	3.0	97.0
36	1	1.0	98.0
37	1	1.0	99.0
38	0	0.0	99.0
39	0	0.0	99.0
40	1	1.0	100.0



Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Avon Street north of Oak Street
LIMITS..... to

DIRECTION(S).....NB
DATE.....1/14/15
TIME.....11:45
POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....28
85TH PERCENTILE SPEED.....31
10 MPH PACE SPEED.....21 through 30
PERCENT IN PACE SPEED..... 82.0
PERCENT OVER PACE SPEED.....18.0
PERCENT UNDER PACE SPEED..... 0.0
RANGE OF SPEEDS.....21 to 34
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....27.4

SPEED	NO.	PCT.	CUM. PCT.
21	2	4.0	4.0
22	4	8.0	12.0
23	3	6.0	18.0
24	3	6.0	24.0
25	7	14.0	38.0
26	1	2.0	40.0
27	4	8.0	48.0
28	4	8.0	56.0
29	7	14.0	70.0
30	6	12.0	82.0
31	2	4.0	86.0
32	2	4.0	90.0
33	2	4.0	94.0
34	3	6.0	100.0

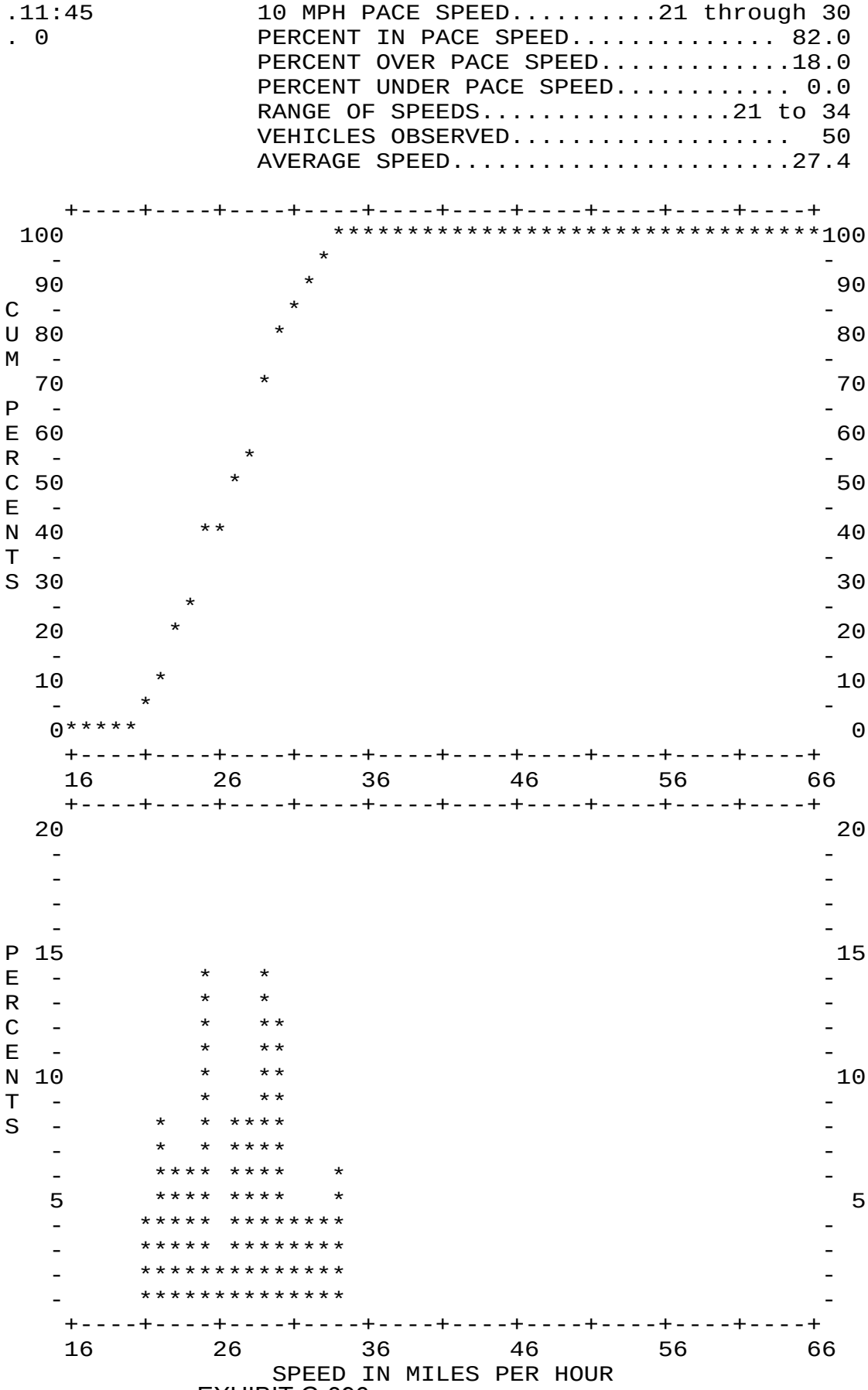


EXHIBIT G-396

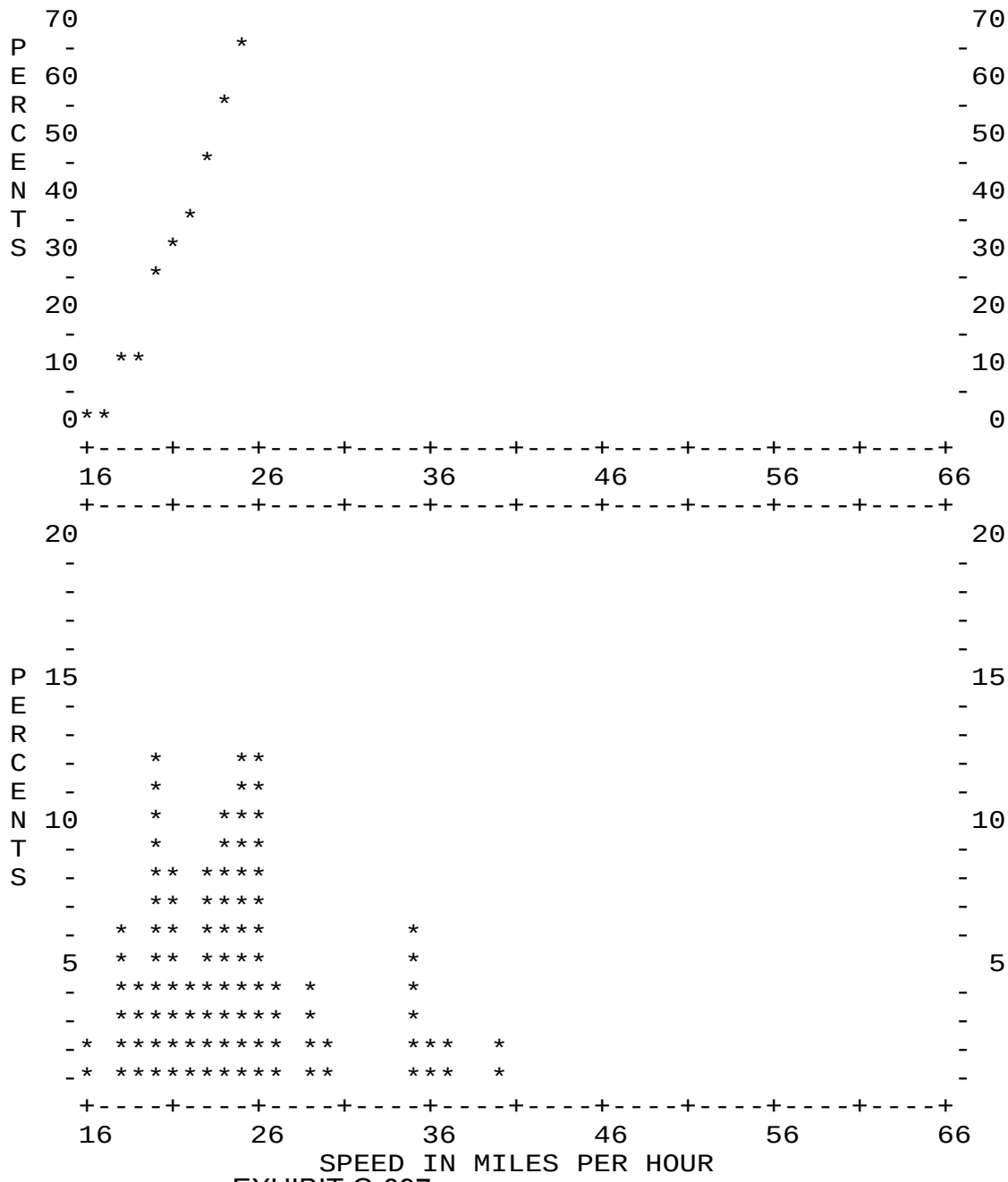
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Avon Street north of Oak Street
LIMITS..... to

DIRECTION(S).....SB
DATE.....1/14/15
TIME.....11:45
POSTED SPEED LIMIT.... 0

50TH PERCENTILE SPEED.....24
85TH PERCENTILE SPEED.....29
10 MPH PACE SPEED.....18 through 27
PERCENT IN PACE SPEED..... 80.0
PERCENT OVER PACE SPEED.....18.0
PERCENT UNDER PACE SPEED..... 2.0
RANGE OF SPEEDS.....16 to 40
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....24.7

SPEED	NO.	PCT.	CUM. PCT.
16	1	2.0	2.0
17	0	0.0	2.0
18	3	6.0	8.0
19	2	4.0	12.0
20	6	12.0	24.0
21	4	8.0	32.0
22	2	4.0	36.0
23	4	8.0	44.0
24	5	10.0	54.0
25	6	12.0	66.0
26	6	12.0	78.0
27	2	4.0	82.0
28	0	0.0	82.0
29	2	4.0	86.0
30	1	2.0	88.0
31	0	0.0	88.0
32	0	0.0	88.0
33	0	0.0	88.0
34	0	0.0	88.0
35	3	6.0	94.0
36	1	2.0	96.0
37	1	2.0	98.0
38	0	0.0	98.0
39	0	0.0	98.0
40	1	2.0	100.0



Street Segments
Post-Closure

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Hollywood Way and Cordova Street north of Oak St

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site #: 1

Daily Totals	NB	SB	EB	WB	Total
	67	194	0	0	261

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	0		3						3	
00:15	1		0						1		12:15	1		2						3	
00:30	0		0						0		12:30	0		2						2	
00:45	0	1	1	1					1	2	12:45	0	1	6	13					6	14
01:00	0		0						0		13:00	2		4						6	
01:15	0		0						0		13:15	1		0						1	
01:30	0		0						0		13:30	0		4						4	
01:45	0	0	0	0					0	0	13:45	1	4	6	14					7	18
02:00	0		0						0		14:00	1		3						4	
02:15	0		0						0		14:15	0		2						2	
02:30	0		0						0		14:30	0		2						2	
02:45	1	1	0	0					1	1	14:45	1	2	3	10					4	12
03:00	0		0						0		15:00	1		4						5	
03:15	0		0						0		15:15	3		5						8	
03:30	0		0						0		15:30	2		3						5	
03:45	0	0	0	0					0	0	15:45	0	6	2	14					2	20
04:00	0		0						0		16:00	1		2						3	
04:15	1		0						1		16:15	0		4						4	
04:30	0		0						0		16:30	2		4						6	
04:45	0	1	0	0					0	1	16:45	0	3	7	17					7	20
05:00	0		0						0		17:00	4		2						6	
05:15	0		0						0		17:15	1		0						1	
05:30	1		0						1		17:30	3		2						5	
05:45	0	1	0	0					0	1	17:45	1	9	4	8					5	17
06:00	0		0						0		18:00	1		8						9	
06:15	0		2						2		18:15	2		4						6	
06:30	0		2						2		18:30	0		6						6	
06:45	0	0	2	6					2	6	18:45	2	5	2	20					4	25
07:00	1		2						3		19:00	0		4						4	
07:15	0		6						6		19:15	0		3						3	
07:30	1		2						3		19:30	2		0						2	
07:45	2	4	4	14					6	18	19:45	1	3	4	11					5	14
08:00	1		3						4		20:00	0		2						2	
08:15	0		1						1		20:15	2		1						3	
08:30	0		3						3		20:30	1		3						4	
08:45	0	1	6	13					6	14	20:45	0	3	0	6					0	9
09:00	1		5						6		21:00	2		2						4	
09:15	2		5						7		21:15	2		1						3	
09:30	0		3						3		21:30	0		0						0	
09:45	1	4	3	16					4	20	21:45	0	4	2	5					2	9
10:00	1		6						7		22:00	2		0						2	
10:15	2		2						4		22:15	0		1						1	
10:30	0		1						1		22:30	1		3						4	
10:45	0	3	3	12					3	15	22:45	0	3	1	5					1	8
11:00	0		3						3		23:00	0		0						0	
11:15	0		1						1		23:15	2		2						4	
11:30	3		1						4		23:30	0		1						1	
11:45	2	5	1	6					3	11	23:45	1	3	0	3					1	6
Totals		21		68					89		Totals		46		126					172	
Split %		23.6%		76.4%					34.1%		Split %		26.7%		73.3%					65.9%	

Daily Totals	NB	SB	EB	WB	Total
	67	194	0	0	261

AM Peak Hour	11:00	08:45	08:45	PM Peak Hour	17:00	17:45	17:45
AM Peak Volume	5	19	22	PM Peak Volume	9	22	26
AM Pk Hr Factor	0.417	0.792	0.786	PM Pk Hr Factor	0.563	0.688	0.722

EXHIBIT G-399

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Hollywood Way and Cordova Street north of Oak St

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	89	203	0	0	292

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		0						1		12:00	0		4						4	
00:15	0		0						0		12:15	0		3						3	
00:30	0		0						0		12:30	1		2						3	
00:45	0	1	2	2					2	3	12:45	1	2	4	13					5	15
01:00	0		4						4		13:00	0		0						0	
01:15	0		0						0		13:15	0		2						2	
01:30	0		0						0		13:30	1		6						7	
01:45	0	0	0	4					0	4	13:45	2	3	3	11					5	14
02:00	0		0						0		14:00	0		3						3	
02:15	1		0						1		14:15	2		4						6	
02:30	0		0						0		14:30	3		2						5	
02:45	0	1	0	0					0	1	14:45	0	5	1	10					1	15
03:00	0		0						0		15:00	3		4						7	
03:15	0		1						1		15:15	2		2						4	
03:30	0		0						0		15:30	2		5						7	
03:45	0	0	0	1					0	1	15:45	0	7	2	13					2	20
04:00	1		0						1		16:00	1		2						3	
04:15	0		0						0		16:15	2		5						7	
04:30	0		0						0		16:30	2		4						6	
04:45	0	1	0	0					0	1	16:45	1	6	5	16					6	22
05:00	0		1						1		17:00	0		3						3	
05:15	1		1						2		17:15	3		2						5	
05:30	0		0						0		17:30	0		1						1	
05:45	0	1	0	2					0	3	17:45	3	6	3	9					6	15
06:00	0		1						1		18:00	5		1						6	
06:15	0		0						0		18:15	1		1						2	
06:30	1		2						3		18:30	2		5						7	
06:45	0	1	2	5					2	6	18:45	0	8	4	11					4	19
07:00	1		6						7		19:00	3		8						11	
07:15	1		2						3		19:15	1		1						2	
07:30	2		2						4		19:30	2		5						7	
07:45	3	7	5	15					8	22	19:45	1	7	3	17					4	24
08:00	1		4						5		20:00	0		1						1	
08:15	1		3						4		20:15	1		0						1	
08:30	2		5						7		20:30	2		1						3	
08:45	2	6	7	19					9	25	20:45	2	5	2	4					4	9
09:00	2		2						4		21:00	1		0						1	
09:15	2		3						5		21:15	3		1						4	
09:30	1		5						6		21:30	0		3						3	
09:45	0	5	2	12					2	17	21:45	0	4	1	5					1	9
10:00	1		4						5		22:00	0		2						2	
10:15	3		3						6		22:15	0		1						1	
10:30	1		2						3		22:30	1		2						3	
10:45	0	5	4	13					4	18	22:45	0	1	0	5					0	6
11:00	1		5						6		23:00	1		0						1	
11:15	0		3						3		23:15	1		0						1	
11:30	1		3						4		23:30	0		1						1	
11:45	2	4	3	14					5	18	23:45	1	3	1	2					2	5
Totals		32		87						119	Totals		57		116						173
Split %		26.9%		73.1%						40.8%	Split %		32.9%		67.1%						59.2%

Daily Totals	NB	SB	EB	WB	Total
	89	203	0	0	292

AM Peak Hour	08:30	08:00	11:00	PM Peak Hour	17:45	18:45	19:00
AM Peak Volume	8	19	25	PM Peak Volume	11	18	24
AM Pk Hr Factor	0.667	0.792	0.893	PM Pk Hr Factor	0.688	0.563	0.667

EXHIBIT G-400

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Hollywood Way and Cordova Street north of Oak St

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Daily Totals	NB	SB	EB	WB	Total
	83	202	0	0	285

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		1						1		12:00	1		4						5	
00:15	0		1						1		12:15	1		5						6	
00:30	1		0						1		12:30	0		2						2	
00:45	0	1	0	2					0	3	12:45	1	3	3	14					4	17
01:00	0		0						0		13:00	0		7						7	
01:15	0		0						0		13:15	0		2						2	
01:30	0		0						0		13:30	2		4						6	
01:45	0	0	0	0					0	0	13:45	0	2	3	16					3	18
02:00	0		0						0		14:00	1		6						7	
02:15	0		0						0		14:15	3		4						7	
02:30	0		0						0		14:30	0		4						4	
02:45	0	0	0	0					0	0	14:45	1	5	4	18					5	23
03:00	0		0						0		15:00	4		4						8	
03:15	0		0						0		15:15	0		1						1	
03:30	0		0						0		15:30	0		4						4	
03:45	0	0	0	0					0	0	15:45	2	6	0	9					2	15
04:00	0		0						0		16:00	2		6						8	
04:15	0		0						0		16:15	2		4						6	
04:30	0		0						0		16:30	2		4						6	
04:45	0	0	0	0					0	0	16:45	1	7	3	17					4	24
05:00	0		1						1		17:00	1		5						6	
05:15	0		0						0		17:15	3		4						7	
05:30	0		0						0		17:30	7		3						10	
05:45	0	0	0	1					0	1	17:45	0	11	5	17					5	28
06:00	0		0						0		18:00	2		5						7	
06:15	1		2						3		18:15	0		7						7	
06:30	1		2						3		18:30	0		2						2	
06:45	0	2	1	5					1	7	18:45	3	5	3	17					6	22
07:00	1		6						7		19:00	3		2						5	
07:15	0		4						4		19:15	1		3						4	
07:30	0		5						5		19:30	0		3						3	
07:45	2	3	3	18					5	21	19:45	3	7	1	9					4	16
08:00	1		4						5		20:00	1		2						3	
08:15	0		5						5		20:15	0		2						2	
08:30	0		2						2		20:30	2		1						3	
08:45	0	1	5	16					5	17	20:45	1	4	2	7					3	11
09:00	1		2						3		21:00	2		1						3	
09:15	3		2						5		21:15	0		1						1	
09:30	0		3						3		21:30	0		1						1	
09:45	2	6	4	11					6	17	21:45	0	2	0	3					0	5
10:00	1		1						2		22:00	0		0						0	
10:15	3		1						4		22:15	2		1						3	
10:30	1		2						3		22:30	0		1						1	
10:45	5	10	1	5					6	15	22:45	0	2	0	2					0	4
11:00	2		5						7		23:00	0		1						1	
11:15	1		0						1		23:15	0		1						1	
11:30	0		4						4		23:30	1		0						1	
11:45	2	5	4	13					6	18	23:45	0	1	0	2					0	3
Totals		28		71					99		Totals		55		131					186	
Split %		28.3%		71.7%					34.7%		Split %		29.6%		70.4%					65.3%	

Daily Totals	NB	SB	EB	WB	Total
	83	202	0	0	285

AM Peak Hour	10:15	07:00	11:00	PM Peak Hour	17:15	17:30	17:30
AM Peak Volume	11	18	21	PM Peak Volume	12	20	29
AM Pk Hr Factor	0.917	0.750	0.750	PM Pk Hr Factor	0.750	0.625	0.806

EXHIBIT G-401

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Cordova Street north of Oak Street

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site #: 2

Daily Totals	NB	SB	EB	WB	Total
	228	298	0	0	526

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		0						1		12:00	2		6						8	
00:15	0		0						0		12:15	4		7						11	
00:30	0		0						0		12:30	1		6						7	
00:45	0	1	0	0					0	1	12:45	5	12	4	23					9	35
01:00	0		0						0		13:00	3		6						9	
01:15	0		0						0		13:15	8		5						13	
01:30	0		0						0		13:30	7		4						11	
01:45	1	1	1	1					2	2	13:45	3	21	6	21					9	42
02:00	0		0						0		14:00	6		3						9	
02:15	0		0						0		14:15	1		3						4	
02:30	0		0						0		14:30	2		2						4	
02:45	0	0	0	0					0	0	14:45	2	11	4	12					6	23
03:00	0		0						0		15:00	3		4						7	
03:15	0		0						0		15:15	1		11						12	
03:30	0		0						0		15:30	3		5						8	
03:45	0	0	0	0					0	0	15:45	2	9	4	24					6	33
04:00	0		0						0		16:00	4		6						10	
04:15	0		1						1		16:15	7		3						10	
04:30	0		0						0		16:30	1		1						2	
04:45	0	0	0	1					0	1	16:45	8	20	6	16					14	36
05:00	0		1						1		17:00	3		10						13	
05:15	0		1						1		17:15	1		7						8	
05:30	0		0						0		17:30	7		7						14	
05:45	0	0	2	4					2	4	17:45	6	17	4	28					10	45
06:00	0		0						0		18:00	3		2						5	
06:15	0		1						1		18:15	5		6						11	
06:30	0		3						3		18:30	7		8						15	
06:45	1	1	2	6					3	7	18:45	6	21	4	20					10	41
07:00	1		6						7		19:00	3		4						7	
07:15	4		5						9		19:15	5		3						8	
07:30	3		5						8		19:30	5		9						14	
07:45	9	17	4	20					13	37	19:45	0	13	4	20					4	33
08:00	4		7						11		20:00	1		7						8	
08:15	9		7						16		20:15	1		2						3	
08:30	6		7						13		20:30	1		1						2	
08:45	1	20	5	26					6	46	20:45	2	5	1	11					3	16
09:00	1		8						9		21:00	3		4						7	
09:15	6		1						7		21:15	4		4						8	
09:30	6		2						8		21:30	3		0						3	
09:45	5	18	7	18					12	36	21:45	1	11	0	8					1	19
10:00	1		3						4		22:00	2		0						2	
10:15	6		3						9		22:15	2		2						4	
10:30	3		2						5		22:30	1		2						3	
10:45	1	11	3	11					4	22	22:45	1	6	2	6					3	12
11:00	3		5						8		23:00	1		0						1	
11:15	1		2						3		23:15	1		2						3	
11:30	3		2						5		23:30	1		0						1	
11:45	3	10	11	20					14	30	23:45	0	3	0	2					0	5
Totals		79		107					186		Totals		149		191					340	
Split %		42.5%		57.5%					35.4%		Split %		43.8%		56.2%					64.6%	

Daily Totals	NB	SB	EB	WB	Total
	228	298	0	0	526

AM Peak Hour	07:45	08:15	07:45	PM Peak Hour	13:15	16:45	16:45
AM Peak Volume	28	27	53	PM Peak Volume	24	30	49
AM Pk Hr Factor	0.778	0.844	0.828	PM Pk Hr Factor	0.750	0.750	0.875

EXHIBIT G-402

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Cordova Street north of Oak Street

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site #: 2

Daily Totals	NB	SB	EB	WB	Total
	240	309	0	0	549

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	1		6						7	
00:15	1		0						1		12:15	10		4						14	
00:30	0		0						0		12:30	6		8						14	
00:45	0	1	0	0					0	1	12:45	7	24	4	22					11	46
01:00	0		0						0		13:00	1		5						6	
01:15	0		1						1		13:15	7		4						11	
01:30	0		0						0		13:30	8		6						14	
01:45	0	0	0	1					0	1	13:45	4	20	5	20					9	40
02:00	0		0						0		14:00	3		9						12	
02:15	0		0						0		14:15	7		9						16	
02:30	0		0						0		14:30	3		6						9	
02:45	0	0	0	0					0	0	14:45	3	16	4	28					7	44
03:00	0		0						0		15:00	1		3						4	
03:15	0		0						0		15:15	8		3						11	
03:30	0		0						0		15:30	4		5						9	
03:45	0	0	0	0					0	0	15:45	5	18	8	19					13	37
04:00	0		0						0		16:00	2		4						6	
04:15	0		0						0		16:15	5		3						8	
04:30	0		1						1		16:30	4		6						10	
04:45	0	0	1	2					1	2	16:45	3	14	0	13					3	27
05:00	1		1						2		17:00	7		6						13	
05:15	1		2						3		17:15	3		9						12	
05:30	0		1						1		17:30	7		3						10	
05:45	0	2	2	6					2	8	17:45	8	25	9	27					17	52
06:00	0		1						1		18:00	7		7						14	
06:15	0		4						4		18:15	2		8						10	
06:30	1		2						3		18:30	1		6						7	
06:45	1	2	2	9					3	11	18:45	4	14	5	26					9	40
07:00	1		1						2		19:00	0		4						4	
07:15	4		3						7		19:15	4		2						6	
07:30	7		11						18		19:30	4		1						5	
07:45	9	21	5	20					14	41	19:45	2	10	4	11					6	21
08:00	0		6						6		20:00	0		6						6	
08:15	4		4						8		20:15	3		0						3	
08:30	9		8						17		20:30	5		2						7	
08:45	2	15	9	27					11	42	20:45	2	10	2	10					4	20
09:00	4		9						13		21:00	0		1						1	
09:15	3		3						6		21:15	1		3						4	
09:30	7		3						10		21:30	0		1						1	
09:45	2	16	3	18					5	34	21:45	0	1	1	6					1	7
10:00	1		2						3		22:00	0		0						0	
10:15	2		3						5		22:15	2		4						6	
10:30	8		3						11		22:30	2		2						4	
10:45	5	16	3	11					8	27	22:45	0	4	2	8					2	12
11:00	2		4						6		23:00	1		1						2	
11:15	1		5						6		23:15	2		2						4	
11:30	3		7						10		23:30	1		1						2	
11:45	1	7	4	20					5	27	23:45	0	4	1	5					1	9
Totals		80		114					194		Totals		160		195					355	
Split %		41.2%		58.8%					35.3%		Split %		45.1%		54.9%					64.7%	

Daily Totals	NB	SB	EB	WB	Total
	240	309	0	0	549

AM Peak Hour	07:45	08:15	11:00	PM Peak Hour	17:15	17:45	17:15
AM Peak Volume	22	30	49	PM Peak Volume	25	30	53
AM Pk Hr Factor	0.611	0.938	0.766	PM Pk Hr Factor	0.781	0.750	0.946

EXHIBIT G-403

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Cordova Street north of Oak Street

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site #: 2

Daily Totals	NB	SB	EB	WB	Total
	233	311	0	0	544

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		0						1		12:00	5		7						12	
00:15	0		0						0		12:15	5		3						8	
00:30	0		0						0		12:30	5		10						15	
00:45	0	1	0	0					0	1	12:45	4	19	6	26					10	45
01:00	0		0						0		13:00	4		7						11	
01:15	0		0						0		13:15	5		2						7	
01:30	1		1						2		13:30	7		4						11	
01:45	0	1	0	1					0	2	13:45	0	16	3	16					3	32
02:00	0		0						0		14:00	2		7						9	
02:15	0		0						0		14:15	3		8						11	
02:30	0		1						1		14:30	6		3						9	
02:45	0	0	0	1					0	1	14:45	5	16	5	23					10	39
03:00	0		0						0		15:00	6		4						10	
03:15	0		0						0		15:15	6		4						10	
03:30	0		0						0		15:30	3		5						8	
03:45	0	0	0	0					0	0	15:45	4	19	4	17					8	36
04:00	0		0						0		16:00	6		1						7	
04:15	0		0						0		16:15	2		10						12	
04:30	0		1						1		16:30	3		7						10	
04:45	0	0	0	1					0	1	16:45	2	13	5	23					7	36
05:00	1		1						2		17:00	4		7						11	
05:15	0		0						0		17:15	4		4						8	
05:30	0		1						1		17:30	7		8						15	
05:45	1	2	1	3					2	5	17:45	3	18	5	24					8	42
06:00	0		0						0		18:00	3		5						8	
06:15	0		3						3		18:15	10		10						20	
06:30	0		3						3		18:30	11		11						22	
06:45	1	1	4	10					5	11	18:45	4	28	2	28					6	56
07:00	0		3						3		19:00	3		3						6	
07:15	3		3						6		19:15	3		5						8	
07:30	5		5						10		19:30	2		4						6	
07:45	9	17	5	16					14	33	19:45	3	11	5	17					8	28
08:00	0		4						4		20:00	1		2						3	
08:15	8		4						12		20:15	0		3						3	
08:30	3		8						11		20:30	3		1						4	
08:45	3	14	8	24					11	38	20:45	3	7	2	8					5	15
09:00	0		5						5		21:00	0		5						5	
09:15	3		7						10		21:15	2		1						3	
09:30	2		6						8		21:30	2		1						3	
09:45	0	5	6	24					6	29	21:45	4	8	2	9					6	17
10:00	1		2						3		22:00	5		0						5	
10:15	3		3						6		22:15	0		1						1	
10:30	3		6						9		22:30	3		2						5	
10:45	2	9	2	13					4	22	22:45	0	8	2	5					2	13
11:00	1		2						3		23:00	0		1						1	
11:15	3		5						8		23:15	0		1						1	
11:30	9		7						16		23:30	0		1						1	
11:45	7	20	5	19					12	39	23:45	0	0	0	3					0	3
Totals		70		112						182	Totals		163		199						362
Split %		38.5%		61.5%						33.5%	Split %		45.0%		55.0%						66.5%

Daily Totals	NB	SB	EB	WB	Total
	233	311	0	0	544

AM Peak Hour	07:30	08:30	11:00	PM Peak Hour	18:15	17:45	17:45
AM Peak Volume	22	28	41	PM Peak Volume	28	31	58
AM Pk Hr Factor	0.611	0.875	0.641	PM Pk Hr Factor	0.875	0.775	1.036

EXHIBIT G-404

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Avon Street north of Oak Street

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site #: 3

Daily Totals	NB	SB	EB	WB	Total
	352	272	0	0	624

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		1						1		12:00	3		5						8	
00:15	1		0						1		12:15	5		2						7	
00:30	0		0						0		12:30	6		7						13	
00:45	0	1	0	1					0	2	12:45	7	21	6	20					13	41
01:00	0		0						0		13:00	7		5						12	
01:15	1		1						2		13:15	13		5						18	
01:30	1		0						1		13:30	22		3						25	
01:45	0	2	0	1					0	3	13:45	7	49	5	18					12	67
02:00	0		0						0		14:00	2		5						7	
02:15	0		0						0		14:15	4		6						10	
02:30	2		1						3		14:30	3		6						9	
02:45	0	2	0	1					0	3	14:45	3	12	10	27					13	39
03:00	0		0						0		15:00	6		4						10	
03:15	0		0						0		15:15	6		4						10	
03:30	0		0						0		15:30	7		7						14	
03:45	0	0	0	0					0	0	15:45	7	26	2	17					9	43
04:00	0		0						0		16:00	8		6						14	
04:15	0		0						0		16:15	5		7						12	
04:30	0		0						0		16:30	9		8						17	
04:45	0	0	0	0					0	0	16:45	7	29	3	24					10	53
05:00	0		0						0		17:00	8		5						13	
05:15	0		0						0		17:15	4		8						12	
05:30	0		1						1		17:30	12		10						22	
05:45	0	0	0	1					0	1	17:45	10	34	2	25					12	59
06:00	0		1						1		18:00	5		3						8	
06:15	1		0						1		18:15	7		5						12	
06:30	1		0						1		18:30	4		1						5	
06:45	2	4	1	2					3	6	18:45	2	18	2	11					4	29
07:00	5		5						10		19:00	4		4						8	
07:15	5		8						13		19:15	3		0						3	
07:30	6		7						13		19:30	1		1						2	
07:45	10	26	9	29					19	55	19:45	0	8	2	7					2	15
08:00	26		11						37		20:00	2		2						4	
08:15	34		12						46		20:15	0		2						2	
08:30	5		6						11		20:30	2		1						3	
08:45	2	67	3	32					5	99	20:45	1	5	1	6					2	11
09:00	6		4						10		21:00	2		2						4	
09:15	2		2						4		21:15	1		1						2	
09:30	1		2						3		21:30	0		0						0	
09:45	2	11	4	12					6	23	21:45	0	3	1	4					1	7
10:00	3		0						3		22:00	1		2						3	
10:15	2		5						7		22:15	0		0						0	
10:30	3		5						8		22:30	0		1						1	
10:45	6	14	2	12					8	26	22:45	0	1	1	4					1	5
11:00	4		4						8		23:00	0		0						0	
11:15	7		5						12		23:15	1		1						2	
11:30	3		2						5		23:30	0		0						0	
11:45	4	18	5	16					9	34	23:45	0	1	1	2					1	3
Totals		145		107					252		Totals		207		165					372	
Split %		57.5%		42.5%					40.4%		Split %		55.6%		44.4%					59.6%	

Daily Totals	NB	SB	EB	WB	Total
	352	272	0	0	624

AM Peak Hour	07:30	07:30	07:30	PM Peak Hour	13:00	14:00	12:45
AM Peak Volume	76	39	115	PM Peak Volume	49	27	68
AM Pk Hr Factor	0.559	0.813	0.625	PM Pk Hr Factor	0.557	0.675	0.680

EXHIBIT G-405

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Avon Street north of Oak Street

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site #: 3

Daily Totals	NB	SB	EB	WB	Total
	362	222	0	0	584

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		0						1		12:00	3		3						6	
00:15	0		0						0		12:15	4		3						7	
00:30	0		0						0		12:30	5		4						9	
00:45	1	2	0	0					1	2	12:45	10	22	5	15					15	37
01:00	0		1						1		13:00	3		2						5	
01:15	0		0						0		13:15	12		10						22	
01:30	2		0						2		13:30	19		2						21	
01:45	0	2	0	1					0	3	13:45	10	44	0	14					10	58
02:00	0		0						0		14:00	9		1						10	
02:15	0		0						0		14:15	2		0						2	
02:30	1		0						1		14:30	8		2						10	
02:45	0	1	0	0					0	1	14:45	5	24	6	9					11	33
03:00	0		0						0		15:00	5		6						11	
03:15	0		0						0		15:15	4		3						7	
03:30	0		0						0		15:30	10		6						16	
03:45	0	0	0	0					0	0	15:45	4	23	2	17					6	40
04:00	0		0						0		16:00	4		6						10	
04:15	0		0						0		16:15	6		8						14	
04:30	0		0						0		16:30	6		7						13	
04:45	0	0	0	0					0	0	16:45	10	26	8	29					18	55
05:00	0		1						1		17:00	4		2						6	
05:15	1		1						2		17:15	18		6						24	
05:30	0		0						0		17:30	8		4						12	
05:45	1	2	0	2					1	4	17:45	7	37	5	17					12	54
06:00	0		0						0		18:00	6		1						7	
06:15	1		0						1		18:15	7		1						8	
06:30	2		0						2		18:30	5		1						6	
06:45	2	5	1	1					3	6	18:45	4	22	3	6					7	28
07:00	4		3						7		19:00	3		3						6	
07:15	6		10						16		19:15	4		4						8	
07:30	4		7						11		19:30	2		1						3	
07:45	9	23	7	27					16	50	19:45	2	11	4	12					6	23
08:00	27		7						34		20:00	3		4						7	
08:15	36		12						48		20:15	2		1						3	
08:30	4		3						7		20:30	1		1						2	
08:45	2	69	6	28					8	97	20:45	3	9	0	6					3	15
09:00	4		3						7		21:00	3		0						3	
09:15	4		3						7		21:15	2		1						3	
09:30	3		4						7		21:30	0		1						1	
09:45	1	12	2	12					3	24	21:45	0	5	0	2					0	7
10:00	1		3						4		22:00	1		1						2	
10:15	1		2						3		22:15	1		1						2	
10:30	4		2						6		22:30	0		1						1	
10:45	0	6	2	9					2	15	22:45	0	2	0	3					0	5
11:00	2		0						2		23:00	2		1						3	
11:15	2		2						4		23:15	1		1						2	
11:30	5		2						7		23:30	0		0						0	
11:45	3	12	5	9					8	21	23:45	0	3	1	3					1	6
Totals		134		89						223	Totals		228		133						361
Split %		60.1%		39.9%						38.2%	Split %		63.2%		36.8%						61.8%

Daily Totals	NB	SB	EB	WB	Total
	362	222	0	0	584

AM Peak Hour	07:45	07:30	11:00	PM Peak Hour	13:15	16:00	13:15
AM Peak Volume	76	33	109	PM Peak Volume	50	29	63
AM Pk Hr Factor	0.559	0.688	0.592	PM Pk Hr Factor	0.568	0.725	0.630

EXHIBIT G-406

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Avon Street north of Oak Street

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site #: 3

Daily Totals	NB	SB	EB	WB	Total
	350	242	0	0	592

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	5		2						7	
00:15	1		0						1		12:15	5		2						7	
00:30	0		0						0		12:30	6		5						11	
00:45	0	1	0	0					0	1	12:45	7	23	4	13					11	36
01:00	0		1						1		13:00	0		0						0	
01:15	1		1						2		13:15	8		7						15	
01:30	1		0						1		13:30	17		6						23	
01:45	0	2	0	2					0	4	13:45	6	31	7	20					13	51
02:00	1		0						1		14:00	5		5						10	
02:15	1		0						1		14:15	6		4						10	
02:30	0		0						0		14:30	6		6						12	
02:45	0	2	0	0					0	2	14:45	6	23	7	22					13	45
03:00	0		0						0		15:00	7		0						7	
03:15	0		0						0		15:15	4		4						8	
03:30	0		0						0		15:30	7		4						11	
03:45	0	0	0	0					0	0	15:45	6	24	1	9					7	33
04:00	0		0						0		16:00	6		7						13	
04:15	0		0						0		16:15	5		6						11	
04:30	0		0						0		16:30	7		10						17	
04:45	0	0	0	0					0	0	16:45	8	26	4	27					12	53
05:00	1		1						2		17:00	10		8						18	
05:15	0		0						0		17:15	9		6						15	
05:30	0		0						0		17:30	13		5						18	
05:45	0	1	0	1					0	2	17:45	6	38	5	24					11	62
06:00	1		0						1		18:00	5		3						8	
06:15	2		1						3		18:15	1		4						5	
06:30	2		0						2		18:30	7		4						11	
06:45	1	6	2	3					3	9	18:45	6	19	0	11					6	30
07:00	3		2						5		19:00	1		6						7	
07:15	10		6						16		19:15	4		1						5	
07:30	2		2						4		19:30	1		6						7	
07:45	10	25	3	13					13	38	19:45	3	9	3	16					6	25
08:00	15		5						20		20:00	2		4						6	
08:15	39		4						43		20:15	3		2						5	
08:30	1		2						3		20:30	1		2						3	
08:45	9	64	7	18					16	82	20:45	2	8	1	9					3	17
09:00	4		7						11		21:00	2		2						4	
09:15	3		3						6		21:15	1		1						2	
09:30	3		3						6		21:30	2		4						6	
09:45	3	13	3	16					6	29	21:45	0	5	2	9					2	14
10:00	0		2						2		22:00	1		0						1	
10:15	6		0						6		22:15	0		0						0	
10:30	6		3						9		22:30	0		0						0	
10:45	0	12	4	9					4	21	22:45	1	2	0	0					1	2
11:00	3		7						10		23:00	0		0						0	
11:15	5		3						8		23:15	1		0						1	
11:30	1		5						6		23:30	2		0						2	
11:45	4	13	5	20					9	33	23:45	0	3	0	0					0	3
Totals		139		82					221		Totals		211		160					371	
Split %		62.9%		37.1%					37.3%		Split %		56.9%		43.1%					62.7%	

Daily Totals	NB	SB	EB	WB	Total
	350	242	0	0	592

AM Peak Hour	07:30	11:00	11:00	PM Peak Hour	16:45	16:30	16:45
AM Peak Volume	66	20	82	PM Peak Volume	40	28	63
AM Pk Hr Factor	0.485	0.417	0.446	PM Pk Hr Factor	0.455	0.700	0.630

EXHIBIT G-407

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

California Street north of N Whitnall Hwy

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site #: 4

Daily Totals	NB	SB	EB	WB	Total
	426	513	0	0	939

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		1						1		12:00	5		5						10	
00:15	0		0						0		12:15	4		8						12	
00:30	1		0						1		12:30	9		8						17	
00:45	0	1	1	2					1	3	12:45	5	23	11	32					16	55
01:00	0		0						0		13:00	7		21						28	
01:15	0		1						1		13:15	19		24						43	
01:30	0		0						0		13:30	21		11						32	
01:45	0	0	0	1					0	1	13:45	14	61	5	61					19	122
02:00	0		0						0		14:00	8		5						13	
02:15	0		0						0		14:15	11		5						16	
02:30	0		1						1		14:30	7		7						14	
02:45	0	0	0	1					0	1	14:45	7	33	15	32					22	65
03:00	0		0						0		15:00	8		7						15	
03:15	0		0						0		15:15	8		11						19	
03:30	0		0						0		15:30	8		6						14	
03:45	0	0	0	0					0	0	15:45	5	29	6	30					11	59
04:00	0		0						0		16:00	11		9						20	
04:15	0		1						1		16:15	7		10						17	
04:30	0		0						0		16:30	7		9						16	
04:45	0	0	2	3					2	3	16:45	12	37	5	33					17	70
05:00	0		0						0		17:00	6		9						15	
05:15	0		2						2		17:15	15		5						20	
05:30	0		0						0		17:30	18		7						25	
05:45	1	1	1	3					2	4	17:45	9	48	8	29					17	77
06:00	0		1						1		18:00	11		6						17	
06:15	1		1						2		18:15	13		6						19	
06:30	0		6						6		18:30	6		6						12	
06:45	3	4	4	12					7	16	18:45	6	36	2	20					8	56
07:00	4		5						9		19:00	5		3						8	
07:15	1		3						4		19:15	3		3						6	
07:30	9		5						14		19:30	1		6						7	
07:45	5	19	16	29					21	48	19:45	5	14	5	17					10	31
08:00	5		35						40		20:00	1		5						6	
08:15	15		46						61		20:15	0		4						4	
08:30	17		10						27		20:30	1		2						3	
08:45	5	42	11	102					16	144	20:45	3	5	3	14					6	19
09:00	1		11						12		21:00	0		1						1	
09:15	4		12						16		21:15	2		1						3	
09:30	7		8						15		21:30	2		3						5	
09:45	4	16	8	39					12	55	21:45	1	5	3	8					4	13
10:00	4		2						6		22:00	1		1						2	
10:15	4		5						9		22:15	1		1						2	
10:30	7		7						14		22:30	3		1						4	
10:45	8	23	7	21					15	44	22:45	2	7	1	4					3	11
11:00	5		4						9		23:00	3		0						3	
11:15	1		9						10		23:15	0		0						0	
11:30	10		5						15		23:30	0		0						0	
11:45	2	18	2	20					4	38	23:45	1	4	0	0					1	4
Totals		124		233						357	Totals		302		280						582
Split %		34.7%		65.3%						38.0%	Split %		51.9%		48.1%						62.0%

Daily Totals	NB	SB	EB	WB	Total
	426	513	0	0	939

AM Peak Hour	08:00	07:45	07:45	PM Peak Hour	13:15	12:45	13:00
AM Peak Volume	42	107	149	PM Peak Volume	62	67	122
AM Pk Hr Factor	0.618	0.582	0.611	PM Pk Hr Factor	0.738	0.698	0.709

EXHIBIT G-408

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

California Street north of N Whitnall Hwy

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site #: 4

Daily Totals	NB	SB	EB	WB	Total
	466	546	0	0	1012

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	6		7						13	
00:15	0		1						1		12:15	7		5						12	
00:30	0		0						0		12:30	6		7						13	
00:45	0	0	0	1					0	1	12:45	8	27	16	35					24	62
01:00	0		1						1		13:00	2		20						22	
01:15	0		0						0		13:15	21		27						48	
01:30	0		0						0		13:30	25		19						44	
01:45	0	0	0	1					0	1	13:45	17	65	11	77					28	142
02:00	0		0						0		14:00	8		12						20	
02:15	0		0						0		14:15	10		3						13	
02:30	0		1						1		14:30	4		10						14	
02:45	0	0	0	1					0	1	14:45	10	32	5	30					15	62
03:00	0		0						0		15:00	4		7						11	
03:15	0		1						1		15:15	12		5						17	
03:30	0		0						0		15:30	4		8						12	
03:45	0	0	0	1					0	1	15:45	6	26	12	32					18	58
04:00	0		0						0		16:00	5		7						12	
04:15	0		1						1		16:15	6		6						12	
04:30	0		0						0		16:30	10		3						13	
04:45	1	1	1	2					2	3	16:45	9	30	6	22					15	52
05:00	0		0						0		17:00	17		10						27	
05:15	1		0						1		17:15	13		12						25	
05:30	1		0						1		17:30	15		10						25	
05:45	0	2	0	0					0	2	17:45	11	56	8	40					19	96
06:00	2		2						4		18:00	13		13						26	
06:15	0		1						1		18:15	15		4						19	
06:30	0		4						4		18:30	9		6						15	
06:45	1	3	4	11					5	14	18:45	7	44	5	28					12	72
07:00	3		4						7		19:00	4		6						10	
07:15	1		8						9		19:15	11		6						17	
07:30	5		5						10		19:30	5		5						10	
07:45	5	14	21	38					26	52	19:45	2	22	4	21					6	43
08:00	8		25						33		20:00	4		3						7	
08:15	21		62						83		20:15	6		9						15	
08:30	20		13						33		20:30	2		5						7	
08:45	8	57	7	107					15	164	20:45	4	16	2	19					6	35
09:00	4		9						13		21:00	2		5						7	
09:15	1		3						4		21:15	2		3						5	
09:30	7		9						16		21:30	1		0						1	
09:45	8	20	7	28					15	48	21:45	1	6	1	9					2	15
10:00	4		5						9		22:00	0		3						3	
10:15	5		3						8		22:15	1		1						2	
10:30	9		4						13		22:30	1		0						1	
10:45	0	18	7	19					7	37	22:45	1	3	2	6					3	9
11:00	4		3						7		23:00	3		1						4	
11:15	7		7						14		23:15	0		0						0	
11:30	7		3						10		23:30	0		0						0	
11:45	3	21	4	17					7	38	23:45	0	3	0	1					0	4
Totals		136		226						362	Totals		330		320						650
Split %		37.6%		62.4%						35.8%	Split %		50.8%		49.2%						64.2%

Daily Totals	NB	SB	EB	WB	Total
	466	546	0	0	1012

AM Peak Hour	08:00	07:45	11:00	PM Peak Hour	13:15	12:45	13:00
AM Peak Volume	57	121	175	PM Peak Volume	71	82	142
AM Pk Hr Factor	0.838	0.658	0.717	PM Pk Hr Factor	0.845	0.854	0.826

EXHIBIT G-409

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

California Street north of N Whitnall Hwy

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site #: 4

Daily Totals	NB	SB	EB	WB	Total
	439	499	0	0	938

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		1						1		12:00	1		3						4	
00:15	0		0						0		12:15	6		4						10	
00:30	1		0						1		12:30	5		5						10	
00:45	1	2	0	1					1	3	12:45	4	16	17	29					21	45
01:00	0		0						0		13:00	6		22						28	
01:15	0		0						0		13:15	19		20						39	
01:30	0		0						0		13:30	28		15						43	
01:45	0	0	0	0					0	0	13:45	16	69	8	65					24	134
02:00	0		0						0		14:00	2		8						10	
02:15	1		0						1		14:15	5		8						13	
02:30	0		0						0		14:30	4		3						7	
02:45	0	1	0	0					0	1	14:45	9	20	3	22					12	42
03:00	0		0						0		15:00	3		12						15	
03:15	0		0						0		15:15	11		6						17	
03:30	0		0						0		15:30	5		4						9	
03:45	0	0	0	0					0	0	15:45	4	23	3	25					7	48
04:00	0		0						0		16:00	6		5						11	
04:15	0		0						0		16:15	3		8						11	
04:30	0		1						1		16:30	11		9						20	
04:45	0	0	1	2					1	2	16:45	14	34	2	24					16	58
05:00	1		1						2		17:00	11		6						17	
05:15	1		1						2		17:15	13		9						22	
05:30	0		0						0		17:30	7		8						15	
05:45	1	3	1	3					2	6	17:45	9	40	5	28					14	68
06:00	1		3						4		18:00	12		5						17	
06:15	1		0						1		18:15	15		6						21	
06:30	1		1						2		18:30	8		10						18	
06:45	2	5	4	8					6	13	18:45	6	41	6	27					12	68
07:00	1		3						4		19:00	5		3						8	
07:15	2		4						6		19:15	10		5						15	
07:30	9		12						21		19:30	8		8						16	
07:45	10	22	18	37					28	59	19:45	4	27	2	18					6	45
08:00	5		30						35		20:00	3		2						5	
08:15	21		71						92		20:15	3		2						5	
08:30	20		9						29		20:30	1		0						1	
08:45	6	52	8	118					14	170	20:45	0	7	3	7					3	14
09:00	3		8						11		21:00	4		2						6	
09:15	6		5						11		21:15	0		3						3	
09:30	4		5						9		21:30	4		3						7	
09:45	4	17	4	22					8	39	21:45	2	10	2	10					4	20
10:00	4		4						8		22:00	2		1						3	
10:15	3		7						10		22:15	2		0						2	
10:30	2		3						5		22:30	1		1						2	
10:45	7	16	4	18					11	34	22:45	0	5	1	3					1	8
11:00	5		3						8		23:00	2		1						3	
11:15	9		16						25		23:15	0		0						0	
11:30	11		7						18		23:30	0		1						1	
11:45	2	27	3	29					5	56	23:45	0	2	1	3					1	5
Totals		145		238					383		Totals		294		261					555	
Split %		37.9%		62.1%					40.8%		Split %		53.0%		47.0%					59.2%	

Daily Totals	NB	SB	EB	WB	Total
	439	499	0	0	938

AM Peak Hour	07:45	07:30	11:00	PM Peak Hour	13:00	12:45	13:00
AM Peak Volume	56	131	184	PM Peak Volume	69	74	134
AM Pk Hr Factor	0.824	0.712	0.754	PM Pk Hr Factor	0.821	0.771	0.779

EXHIBIT G-410

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Ontario Street north of Oaks Street

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site #: 5

Daily Totals	NB	SB	EB	WB	Total
	161	183	0	0	344

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	5		2						7	
00:15	1		0						1		12:15	0		2						2	
00:30	0		0						0		12:30	2		3						5	
00:45	0	1	0	0					0	1	12:45	4	11	3	10					7	21
01:00	0		0						0		13:00	1		3						4	
01:15	0		0						0		13:15	6		4						10	
01:30	0		0						0		13:30	1		8						9	
01:45	0	0	1	1					1	1	13:45	2	10	4	19					6	29
02:00	0		0						0		14:00	1		2						3	
02:15	0		0						0		14:15	2		0						2	
02:30	0		0						0		14:30	1		3						4	
02:45	0	0	0	0					0	0	14:45	5	9	1	6					6	15
03:00	0		0						0		15:00	7		4						11	
03:15	0		0						0		15:15	4		1						5	
03:30	0		0						0		15:30	1		2						3	
03:45	0	0	0	0					0	0	15:45	4	16	1	8					5	24
04:00	0		0						0		16:00	3		3						6	
04:15	0		1						1		16:15	3		3						6	
04:30	0		0						0		16:30	7		4						11	
04:45	0	0	0	1					0	1	16:45	2	15	3	13					5	28
05:00	0		1						1		17:00	4		3						7	
05:15	0		0						0		17:15	4		6						10	
05:30	0		0						0		17:30	2		2						4	
05:45	1	1	1	2					2	3	17:45	6	16	4	15					10	31
06:00	1		0						1		18:00	3		3						6	
06:15	0		1						1		18:15	5		1						6	
06:30	1		0						1		18:30	3		1						4	
06:45	1	3	6	7					7	10	18:45	2	13	1	6					3	19
07:00	0		1						1		19:00	0		1						1	
07:15	1		1						2		19:15	3		1						4	
07:30	1		6						7		19:30	2		1						3	
07:45	4	6	3	11					7	17	19:45	3	8	4	7					7	15
08:00	4		12						16		20:00	0		1						1	
08:15	4		9						13		20:15	2		3						5	
08:30	9		5						14		20:30	2		1						3	
08:45	0	17	4	30					4	47	20:45	3	7	1	6					4	13
09:00	1		1						2		21:00	0		0						0	
09:15	3		5						8		21:15	0		2						2	
09:30	1		1						2		21:30	2		1						3	
09:45	0	5	4	11					4	16	21:45	1	3	0	3					1	6
10:00	3		2						5		22:00	0		2						2	
10:15	1		3						4		22:15	1		1						2	
10:30	2		0						2		22:30	0		1						1	
10:45	1	7	2	7					3	14	22:45	1	2	0	4					1	6
11:00	4		3						7		23:00	1		2						3	
11:15	2		3						5		23:15	1		0						1	
11:30	2		4						6		23:30	0		1						1	
11:45	0	8	3	13					3	21	23:45	1	3	0	3					1	6
Totals		48		83						131	Totals		113		100						213
Split %		36.6%		63.4%						38.1%	Split %		53.1%		46.9%						61.9%

Daily Totals	NB	SB	EB	WB	Total
	161	183	0	0	344

AM Peak Hour	07:45	08:00	07:45	PM Peak Hour	17:45	13:00	16:30
AM Peak Volume	21	30	50	PM Peak Volume	17	19	33
AM Pk Hr Factor	0.583	0.625	0.781	PM Pk Hr Factor	0.708	0.594	0.750

EXHIBIT G-411

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Ontario Street north of Oaks Street

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site #: 5

Daily Totals	NB	SB	EB	WB	Total
	179	190	0	0	369

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	1		1						2	
00:15	2		0						2		12:15	0		5						5	
00:30	0		0						0		12:30	0		2						2	
00:45	0	2	0	0					0	2	12:45	3	4	2	10					5	14
01:00	0		0						0		13:00	2		4						6	
01:15	0		0						0		13:15	5		7						12	
01:30	0		0						0		13:30	3		3						6	
01:45	0	0	0	0					0	0	13:45	4	14	5	19					9	33
02:00	0		3						3		14:00	7		5						12	
02:15	0		0						0		14:15	5		3						8	
02:30	0		0						0		14:30	5		5						10	
02:45	0	0	0	3					0	3	14:45	5	22	5	18					10	40
03:00	0		0						0		15:00	5		5						10	
03:15	0		0						0		15:15	3		4						7	
03:30	0		1						1		15:30	2		3						5	
03:45	0	0	1	2					1	2	15:45	2	12	2	14					4	26
04:00	0		0						0		16:00	4		1						5	
04:15	0		0						0		16:15	6		0						6	
04:30	0		0						0		16:30	6		7						13	
04:45	0	0	0	0					0	0	16:45	3	19	3	11					6	30
05:00	0		1						1		17:00	3		3						6	
05:15	0		0						0		17:15	6		5						11	
05:30	0		1						1		17:30	4		6						10	
05:45	1	1	0	2					1	3	17:45	1	14	3	17					4	31
06:00	0		1						1		18:00	5		2						7	
06:15	1		1						2		18:15	2		1						3	
06:30	0		0						0		18:30	4		2						6	
06:45	2	3	5	7					7	10	18:45	7	18	4	9					11	27
07:00	0		5						5		19:00	3		2						5	
07:15	1		0						1		19:15	4		1						5	
07:30	2		5						7		19:30	0		1						1	
07:45	4	7	4	14					8	21	19:45	0	7	1	5					1	12
08:00	4		8						12		20:00	1		1						2	
08:15	2		6						8		20:15	4		1						5	
08:30	2		4						6		20:30	1		2						3	
08:45	1	9	1	19					2	28	20:45	3	9	2	6					5	15
09:00	1		2						3		21:00	2		0						2	
09:15	3		5						8		21:15	0		0						0	
09:30	2		3						5		21:30	0		1						1	
09:45	2	8	2	12					4	20	21:45	2	4	1	2					3	6
10:00	1		3						4		22:00	0		0						0	
10:15	2		3						5		22:15	0		2						2	
10:30	5		2						7		22:30	1		0						1	
10:45	5	13	1	9					6	22	22:45	2	3	0	2					2	5
11:00	2		0						2		23:00	0		1						1	
11:15	1		2						3		23:15	0		1						1	
11:30	3		1						4		23:30	0		0						0	
11:45	3	9	4	7					7	16	23:45	1	1	0	2					1	3
Totals		52		75						127	Totals		127		115						242
Split %		40.9%		59.1%						34.4%	Split %		52.5%		47.5%						65.6%

Daily Totals	NB	SB	EB	WB	Total
	179	190	0	0	369

AM Peak Hour	10:15	07:30	11:00	PM Peak Hour	14:00	13:15	14:00
AM Peak Volume	14	23	35	PM Peak Volume	22	20	40
AM Pk Hr Factor	0.389	0.479	0.547	PM Pk Hr Factor	0.917	0.625	0.909

EXHIBIT G-412

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Ontario Street north of Oaks Street

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site #: 5

Daily Totals	NB	SB	EB	WB	Total
	159	164	0	0	323

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		0						1		12:00	3		2						5	
00:15	1		0						1		12:15	3		2						5	
00:30	1		1						2		12:30	3		2						5	
00:45	0	3	0	1					0	4	12:45	5	14	5	11					10	25
01:00	0		0						0		13:00	5		1						6	
01:15	0		0						0		13:15	8		5						13	
01:30	0		2						2		13:30	9		2						11	
01:45	1	1	0	2					1	3	13:45	1	23	6	14					7	37
02:00	0		1						1		14:00	2		4						6	
02:15	0		0						0		14:15	1		4						5	
02:30	0		0						0		14:30	3		2						5	
02:45	0	0	0	1					0	1	14:45	4	10	1	11					5	21
03:00	0		0						0		15:00	2		3						5	
03:15	0		0						0		15:15	0		1						1	
03:30	0		1						1		15:30	3		3						6	
03:45	1	1	1	2					2	3	15:45	2	7	2	9					4	16
04:00	0		0						0		16:00	4		2						6	
04:15	0		1						1		16:15	7		1						8	
04:30	0		1						1		16:30	2		4						6	
04:45	0	0	0	2					0	2	16:45	2	15	1	8					3	23
05:00	0		1						1		17:00	4		3						7	
05:15	0		0						0		17:15	2		6						8	
05:30	0		1						1		17:30	3		7						10	
05:45	0	0	1	3					1	3	17:45	6	15	2	18					8	33
06:00	1		0						1		18:00	4		2						6	
06:15	0		1						1		18:15	2		1						3	
06:30	1		1						2		18:30	4		2						6	
06:45	0	2	4	6					4	8	18:45	2	12	2	7					4	19
07:00	0		2						2		19:00	4		0						4	
07:15	1		0						1		19:15	1		3						4	
07:30	0		6						6		19:30	2		3						5	
07:45	2	3	4	12					6	15	19:45	1	8	1	7					2	15
08:00	4		1						5		20:00	2		0						2	
08:15	2		7						9		20:15	0		4						4	
08:30	5		3						8		20:30	3		0						3	
08:45	1	12	1	12					2	24	20:45	2	7	1	5					3	12
09:00	1		1						2		21:00	3		1						4	
09:15	2		4						6		21:15	1		3						4	
09:30	1		4						5		21:30	2		1						3	
09:45	1	5	2	11					3	16	21:45	0	6	0	5					0	11
10:00	0		2						2		22:00	0		1						1	
10:15	2		1						3		22:15	0		0						0	
10:30	2		1						3		22:30	0		0						0	
10:45	4	8	1	5					5	13	22:45	0	0	0	1					0	1
11:00	1		3						4		23:00	1		1						2	
11:15	1		3						4		23:15	1		0						1	
11:30	3		4						7		23:30	0		0						0	
11:45	0	5	0	10					0	15	23:45	0	2	0	1					0	3
Totals		40		67						107	Totals		119		97						216
Split %		37.4%		62.6%						33.1%	Split %		55.1%		44.9%						66.9%

Daily Totals	NB	SB	EB	WB	Total
	159	164	0	0	323

AM Peak Hour	07:45	07:30	11:00	PM Peak Hour	12:45	17:00	12:45
AM Peak Volume	13	18	28	PM Peak Volume	27	18	40
AM Pk Hr Factor	0.361	0.375	0.438	PM Pk Hr Factor	1.125	0.563	0.909

EXHIBIT G-413

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Fairview Street north of Oak Street

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site #: 6

Daily Totals	NB	SB	EB	WB	Total
	346	249	0	0	595

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		0						1		12:00	2		2						4	
00:15	1		0						1		12:15	5		2						7	
00:30	0		0						0		12:30	4		2						6	
00:45	0	2	1	1					1	3	12:45	9	20	6	12					15	32
01:00	0		0						0		13:00	5		5						10	
01:15	0		0						0		13:15	6		3						9	
01:30	0		0						0		13:30	7		2						9	
01:45	0	0	1	1					1	1	13:45	12	30	7	17					19	47
02:00	0		0						0		14:00	3		4						7	
02:15	0		0						0		14:15	3		2						5	
02:30	0		0						0		14:30	5		3						8	
02:45	0	0	0	0					0	0	14:45	5	16	3	12					8	28
03:00	0		0						0		15:00	9		9						18	
03:15	1		0						1		15:15	6		5						11	
03:30	0		0						0		15:30	6		2						8	
03:45	0	1	0	0					0	1	15:45	4	25	4	20					8	45
04:00	0		0						0		16:00	6		3						9	
04:15	1		0						1		16:15	3		0						3	
04:30	0		0						0		16:30	5		3						8	
04:45	0	1	0	0					0	1	16:45	10	24	8	14					18	38
05:00	0		0						0		17:00	7		4						11	
05:15	1		1						2		17:15	9		7						16	
05:30	0		3						3		17:30	6		6						12	
05:45	1	2	2	6					3	8	17:45	11	33	3	20					14	53
06:00	2		2						4		18:00	10		4						14	
06:15	0		1						1		18:15	8		3						11	
06:30	1		5						6		18:30	11		1						12	
06:45	2	5	6	14					8	19	18:45	9	38	1	9					10	47
07:00	3		3						6		19:00	10		1						11	
07:15	4		2						6		19:15	3		2						5	
07:30	6		5						11		19:30	3		3						6	
07:45	4	17	8	18					12	35	19:45	4	20	2	8					6	28
08:00	9		8						17		20:00	4		1						5	
08:15	11		9						20		20:15	4		1						5	
08:30	5		4						9		20:30	5		1						6	
08:45	8	33	11	32					19	65	20:45	4	17	1	4					5	21
09:00	3		9						12		21:00	4		0						4	
09:15	6		5						11		21:15	3		1						4	
09:30	3		8						11		21:30	3		2						5	
09:45	2	14	6	28					8	42	21:45	2	12	0	3					2	15
10:00	3		3						6		22:00	1		0						1	
10:15	4		5						9		22:15	1		1						2	
10:30	2		3						5		22:30	3		0						3	
10:45	3	12	3	14					6	26	22:45	2	7	2	3					4	10
11:00	1		2						3		23:00	1		0						1	
11:15	6		3						9		23:15	0		0						0	
11:30	2		4						6		23:30	2		2						4	
11:45	3	12	1	10					4	22	23:45	2	5	1	3					3	8
Totals		99		124					223		Totals		247		125					372	
Split %		44.4%		55.6%					37.5%		Split %		66.4%		33.6%					62.5%	

Daily Totals	NB	SB	EB	WB	Total
	346	249	0	0	595

AM Peak Hour	08:00	08:45	08:00	PM Peak Hour	17:45	16:45	16:45
AM Peak Volume	33	33	65	PM Peak Volume	40	25	57
AM Pk Hr Factor	0.750	0.750	0.813	PM Pk Hr Factor	0.909	0.781	0.792

EXHIBIT G-414

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Fairview Street north of Oak Street

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site #: 6

Daily Totals	NB	SB	EB	WB	Total
	353	283	0	0	636

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	2		3						5		12:00	4		4						8	
00:15	1		0						1		12:15	5		1						6	
00:30	0		0						0		12:30	5		5						10	
00:45	0	3	0	3					0	6	12:45	8	22	1	11					9	33
01:00	2		0						2		13:00	10		8						18	
01:15	0		0						0		13:15	3		5						8	
01:30	0		1						1		13:30	10		5						15	
01:45	0	2	0	1					0	3	13:45	9	32	7	25					16	57
02:00	2		0						2		14:00	8		6						14	
02:15	0		0						0		14:15	6		1						7	
02:30	2		0						2		14:30	4		1						5	
02:45	0	4	0	0					0	4	14:45	9	27	3	11					12	38
03:00	0		0						0		15:00	4		1						5	
03:15	0		0						0		15:15	6		3						9	
03:30	0		0						0		15:30	6		2						8	
03:45	0	0	0	0					0	0	15:45	2	18	1	7					3	25
04:00	0		0						0		16:00	4		9						13	
04:15	0		0						0		16:15	10		5						15	
04:30	0		1						1		16:30	7		3						10	
04:45	0	0	0	1					0	1	16:45	7	28	3	20					10	48
05:00	0		1						1		17:00	9		5						14	
05:15	0		3						3		17:15	11		4						15	
05:30	1		2						3		17:30	10		5						15	
05:45	0	1	1	7					1	8	17:45	9	39	9	23					18	62
06:00	0		3						3		18:00	10		5						15	
06:15	0		2						2		18:15	9		1						10	
06:30	2		11						13		18:30	10		5						15	
06:45	0	2	3	19					3	21	18:45	9	38	1	12					10	50
07:00	1		4						5		19:00	8		2						10	
07:15	3		4						7		19:15	4		2						6	
07:30	3		9						12		19:30	10		1						11	
07:45	6	13	3	20					9	33	19:45	10	32	2	7					12	39
08:00	5		11						16		20:00	4		7						11	
08:15	4		11						15		20:15	4		2						6	
08:30	2		6						8		20:30	2		3						5	
08:45	2	13	12	40					14	53	20:45	2	12	1	13					3	25
09:00	5		9						14		21:00	2		0						2	
09:15	2		8						10		21:15	0		1						1	
09:30	0		4						4		21:30	1		0						1	
09:45	6	13	5	26					11	39	21:45	4	7	1	2					5	9
10:00	4		5						9		22:00	1		2						3	
10:15	3		9						12		22:15	1		1						2	
10:30	4		1						5		22:30	1		1						2	
10:45	3	14	1	16					4	30	22:45	3	6	0	4					3	10
11:00	5		2						7		23:00	2		0						2	
11:15	7		9						16		23:15	1		0						1	
11:30	4		2						6		23:30	1		0						1	
11:45	5	21	2	15					7	36	23:45	2	6	0	0					2	6
Totals		86		148						234	Totals		267		135						402
Split %		36.8%		63.2%						36.8%	Split %		66.4%		33.6%						63.2%

Daily Totals	NB	SB	EB	WB	Total
	353	283	0	0	636

AM Peak Hour	11:00	08:00	11:00	PM Peak Hour	17:15	13:00	17:15
AM Peak Volume	21	40	53	PM Peak Volume	40	25	63
AM Pk Hr Factor	0.477	0.909	0.663	PM Pk Hr Factor	0.909	0.781	0.875

EXHIBIT G-415

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Fairview Street north of Oak Street

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site #: 6

Daily Totals	NB	SB	EB	WB	Total
	342	263	0	0	605

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		0						1		12:00	6		3						9	
00:15	0		0						0		12:15	4		4						8	
00:30	0		0						0		12:30	7		5						12	
00:45	0	1	0	0					0	1	12:45	6	23	2	14					8	37
01:00	0		0						0		13:00	3		7						10	
01:15	0		1						1		13:15	10		5						15	
01:30	0		0						0		13:30	9		2						11	
01:45	0	0	0	1					0	1	13:45	4	26	5	19					9	45
02:00	0		0						0		14:00	8		4						12	
02:15	0		0						0		14:15	2		6						8	
02:30	0		0						0		14:30	5		0						5	
02:45	0	0	0	0					0	0	14:45	5	20	5	15					10	35
03:00	1		0						1		15:00	5		4						9	
03:15	0		0						0		15:15	8		4						12	
03:30	0		0						0		15:30	4		2						6	
03:45	1	2	0	0					1	2	15:45	6	23	2	12					8	35
04:00	0		0						0		16:00	4		3						7	
04:15	0		0						0		16:15	6		2						8	
04:30	0		0						0		16:30	8		2						10	
04:45	0	0	0	0					0	0	16:45	8	26	5	12					13	38
05:00	1		1						2		17:00	10		3						13	
05:15	0		1						1		17:15	3		4						7	
05:30	1		2						3		17:30	5		4						9	
05:45	2	4	2	6					4	10	17:45	7	25	3	14					10	39
06:00	0		1						1		18:00	9		6						15	
06:15	0		5						5		18:15	8		3						11	
06:30	0		6						6		18:30	12		5						17	
06:45	1	1	7	19					8	20	18:45	10	39	2	16					12	55
07:00	4		4						8		19:00	7		2						9	
07:15	5		2						7		19:15	4		3						7	
07:30	2		8						10		19:30	3		1						4	
07:45	8	19	3	17					11	36	19:45	3	17	0	6					3	23
08:00	6		13						19		20:00	2		1						3	
08:15	7		10						17		20:15	3		2						5	
08:30	11		5						16		20:30	5		2						7	
08:45	3	27	9	37					12	64	20:45	6	16	1	6					7	22
09:00	3		9						12		21:00	1		0						1	
09:15	3		5						8		21:15	4		3						7	
09:30	4		4						8		21:30	2		2						4	
09:45	4	14	5	23					9	37	21:45	2	9	2	7					4	16
10:00	4		6						10		22:00	2		0						2	
10:15	6		5						11		22:15	1		1						2	
10:30	4		4						8		22:30	1		0						1	
10:45	5	19	3	18					8	37	22:45	3	7	0	1					3	8
11:00	7		4						11		23:00	1		0						1	
11:15	4		5						9		23:15	2		0						2	
11:30	6		8						14		23:30	0		1						1	
11:45	4	21	1	18					5	39	23:45	0	3	1	2					1	5
Totals		108		139						247	Totals		234		124						358
Split %		43.7%		56.3%						40.8%	Split %		65.4%		34.6%						59.2%

Daily Totals	NB	SB	EB	WB	Total
	342	263	0	0	605

AM Peak Hour	07:45	08:00	11:00	PM Peak Hour	18:00	13:00	18:00
AM Peak Volume	32	37	64	PM Peak Volume	39	19	55
AM Pk Hr Factor	0.727	0.841	0.800	PM Pk Hr Factor	0.886	0.594	0.764

EXHIBIT G-416

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Niagra Street north of Oak Street

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site #: 7

Daily Totals	NB	SB	EB	WB	Total
	300	247	0	0	547

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		0						1		12:00	8		6						14	
00:15	0		1						1		12:15	3		2						5	
00:30	0		0						0		12:30	7		5						12	
00:45	0	1	0	1					0	2	12:45	3	21	2	15					5	36
01:00	1		0						1		13:00	3		8						11	
01:15	0		0						0		13:15	2		6						8	
01:30	0		1						1		13:30	5		4						9	
01:45	0	1	0	1					0	2	13:45	7	17	4	22					11	39
02:00	0		0						0		14:00	4		4						8	
02:15	0		0						0		14:15	10		1						11	
02:30	0		0						0		14:30	8		3						11	
02:45	0	0	0	0					0	0	14:45	6	28	3	11					9	39
03:00	1		0						1		15:00	8		2						10	
03:15	0		0						0		15:15	3		3						6	
03:30	0		0						0		15:30	7		2						9	
03:45	0	1	0	0					0	1	15:45	5	23	3	10					8	33
04:00	0		1						1		16:00	3		1						4	
04:15	0		0						0		16:15	2		4						6	
04:30	0		0						0		16:30	10		5						15	
04:45	1	1	1	2					2	3	16:45	9	24	1	11					10	35
05:00	2		1						3		17:00	5		5						10	
05:15	0		3						3		17:15	9		2						11	
05:30	0		1						1		17:30	10		6						16	
05:45	1	3	1	6					2	9	17:45	9	33	2	15					11	48
06:00	0		0						0		18:00	9		2						11	
06:15	1		0						1		18:15	7		3						10	
06:30	0		2						2		18:30	11		1						12	
06:45	1	2	1	3					2	5	18:45	3	30	5	11					8	41
07:00	2		4						6		19:00	4		0						4	
07:15	1		5						6		19:15	8		3						11	
07:30	4		6						10		19:30	8		2						10	
07:45	3	10	7	22					10	32	19:45	4	24	1	6					5	30
08:00	5		9						14		20:00	4		0						4	
08:15	3		5						8		20:15	2		2						4	
08:30	6		5						11		20:30	1		1						2	
08:45	1	15	8	27					9	42	20:45	3	10	4	7					7	17
09:00	2		6						8		21:00	2		4						6	
09:15	2		6						8		21:15	5		1						6	
09:30	0		5						5		21:30	0		2						2	
09:45	4	8	5	22					9	30	21:45	0	7	2	9					2	16
10:00	7		8						15		22:00	0		1						1	
10:15	2		6						8		22:15	1		0						1	
10:30	4		4						8		22:30	2		0						2	
10:45	4	17	5	23					9	40	22:45	1	4	0	1					1	5
11:00	4		7						11		23:00	1		1						2	
11:15	3		3						6		23:15	2		0						2	
11:30	0		6						6		23:30	2		0						2	
11:45	6	13	5	21					11	34	23:45	2	7	0	1					2	8
Totals		72		128					200		Totals		228		119					347	
Split %		36.0%		64.0%					36.6%		Split %		65.7%		34.3%					63.4%	

Daily Totals	NB	SB	EB	WB	Total
	300	247	0	0	547

AM Peak Hour	10:00	08:00	07:45	PM Peak Hour	17:15	13:00	17:15
AM Peak Volume	17	27	43	PM Peak Volume	37	22	49
AM Pk Hr Factor	0.607	0.750	0.768	PM Pk Hr Factor	0.925	0.688	0.766

EXHIBIT G-417

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Niagra Street north of Oak Street

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site #: 7

Daily Totals	NB	SB	EB	WB	Total
	313	234	0	0	547

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	2		2						4		12:00	5		2						7	
00:15	0		0						0		12:15	3		3						6	
00:30	0		0						0		12:30	10		3						13	
00:45	1	3	0	2					1	5	12:45	7	25	2	10					9	35
01:00	0		0						0		13:00	3		2						5	
01:15	1		0						1		13:15	4		0						4	
01:30	1		0						1		13:30	7		8						15	
01:45	1	3	0	0					1	3	13:45	6	20	6	16					12	36
02:00	0		0						0		14:00	9		4						13	
02:15	1		0						1		14:15	6		3						9	
02:30	0		0						0		14:30	4		4						8	
02:45	0	1	0	0					0	1	14:45	4	23	4	15					8	38
03:00	0		0						0		15:00	3		2						5	
03:15	0		0						0		15:15	2		1						3	
03:30	0		0						0		15:30	3		5						8	
03:45	0	0	0	0					0	0	15:45	5	13	1	9					6	22
04:00	0		0						0		16:00	3		3						6	
04:15	0		0						0		16:15	9		2						11	
04:30	0		1						1		16:30	8		3						11	
04:45	0	0	0	1					0	1	16:45	5	25	5	13					10	38
05:00	0		0						0		17:00	8		1						9	
05:15	2		2						4		17:15	8		2						10	
05:30	0		1						1		17:30	11		4						15	
05:45	1	3	2	5					3	8	17:45	10	37	4	11					14	48
06:00	1		3						4		18:00	11		4						15	
06:15	1		4						5		18:15	6		2						8	
06:30	1		2						3		18:30	9		4						13	
06:45	4	7	3	12					7	19	18:45	10	36	1	11					11	47
07:00	2		6						8		19:00	2		6						8	
07:15	1		8						9		19:15	10		3						13	
07:30	4		7						11		19:30	6		0						6	
07:45	2	9	9	30					11	39	19:45	2	20	2	11					4	31
08:00	5		6						11		20:00	6		2						8	
08:15	4		9						13		20:15	6		2						8	
08:30	4		4						8		20:30	2		0						2	
08:45	6	19	7	26					13	45	20:45	3	17	2	6					5	23
09:00	2		10						12		21:00	2		2						4	
09:15	3		7						10		21:15	1		0						1	
09:30	0		2						2		21:30	0		1						1	
09:45	6	11	3	22					9	33	21:45	2	5	1	4					3	9
10:00	4		4						8		22:00	3		0						3	
10:15	3		4						7		22:15	2		1						3	
10:30	3		3						6		22:30	2		2						4	
10:45	0	10	1	12					1	22	22:45	1	8	0	3					1	11
11:00	4		3						7		23:00	2		0						2	
11:15	2		4						6		23:15	0		1						1	
11:30	2		1						3		23:30	0		2						2	
11:45	6	14	4	12					10	26	23:45	2	4	0	3					2	7
Totals		80		122					202		Totals		233		112					345	
Split %		39.6%		60.4%					36.9%		Split %		67.5%		32.5%					63.1%	

Daily Totals	NB	SB	EB	WB	Total
	313	234	0	0	547

AM Peak Hour	08:00	07:30	11:00	PM Peak Hour	17:15	13:30	17:15
AM Peak Volume	19	31	46	PM Peak Volume	40	21	54
AM Pk Hr Factor	0.679	0.861	0.821	PM Pk Hr Factor	1.000	0.656	0.844

EXHIBIT G-418

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Niagra Street north of Oak Street

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site #: 7

Daily Totals	NB	SB	EB	WB	Total
	303	268	0	0	571

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		1						2		12:00	8		2						10	
00:15	0		0						0		12:15	6		5						11	
00:30	1		0						1		12:30	6		4						10	
00:45	0	2	0	1					0	3	12:45	3	23	4	15					7	38
01:00	0		1						1		13:00	5		3						8	
01:15	0		1						1		13:15	4		5						9	
01:30	0		0						0		13:30	5		3						8	
01:45	0	0	0	2					0	2	13:45	6	20	5	16					11	36
02:00	0		0						0		14:00	5		1						6	
02:15	0		0						0		14:15	4		4						8	
02:30	1		2						3		14:30	3		5						8	
02:45	0	1	0	2					0	3	14:45	3	15	2	12					5	27
03:00	0		1						1		15:00	4		6						10	
03:15	0		0						0		15:15	4		0						4	
03:30	0		1						1		15:30	4		9						13	
03:45	0	0	0	2					0	2	15:45	6	18	3	18					9	36
04:00	1		0						1		16:00	9		3						12	
04:15	0		0						0		16:15	5		5						10	
04:30	0		1						1		16:30	10		4						14	
04:45	0	1	1	2					1	3	16:45	6	30	7	19					13	49
05:00	2		0						2		17:00	7		3						10	
05:15	0		2						2		17:15	5		5						10	
05:30	1		1						2		17:30	5		3						8	
05:45	0	3	3	6					3	9	17:45	8	25	5	16					13	41
06:00	0		2						2		18:00	12		4						16	
06:15	1		2						3		18:15	8		2						10	
06:30	1		4						5		18:30	6		3						9	
06:45	3	5	0	8					3	13	18:45	8	34	3	12					11	46
07:00	1		8						9		19:00	5		0						5	
07:15	1		8						9		19:15	3		4						7	
07:30	5		6						11		19:30	2		3						5	
07:45	4	11	9	31					13	42	19:45	7	17	1	8					8	25
08:00	2		9						11		20:00	5		4						9	
08:15	5		13						18		20:15	6		6						12	
08:30	7		7						14		20:30	6		1						7	
08:45	1	15	7	36					8	51	20:45	2	19	0	11					2	30
09:00	2		5						7		21:00	2		1						3	
09:15	0		9						9		21:15	3		1						4	
09:30	4		2						6		21:30	0		0						0	
09:45	1	7	1	17					2	24	21:45	3	8	2	4					5	12
10:00	6		2						8		22:00	3		1						4	
10:15	0		2						2		22:15	4		1						5	
10:30	5		4						9		22:30	3		1						4	
10:45	2	13	2	10					4	23	22:45	1	11	0	3					1	14
11:00	4		1						5		23:00	4		1						5	
11:15	2		4						6		23:15	1		1						2	
11:30	2		3						5		23:30	0		0						0	
11:45	9	17	6	14					15	31	23:45	3	8	1	3					4	11
Totals		75		131					206		Totals		228		137					365	
Split %		36.4%		63.6%					36.1%		Split %		62.5%		37.5%					63.9%	

Daily Totals	NB	SB	EB	WB	Total
	303	268	0	0	571

AM Peak Hour	07:45	07:45	11:00	PM Peak Hour	18:00	15:30	16:00
AM Peak Volume	18	38	56	PM Peak Volume	34	20	49
AM Pk Hr Factor	0.643	1.056	1.000	PM Pk Hr Factor	0.850	0.625	0.766

EXHIBIT G-419

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Catalina Street north of Oak Street

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site #: 8

Daily Totals	NB	SB	EB	WB	Total
	324	278	0	0	602

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	3		5						8	
00:15	0		1						1		12:15	6		1						7	
00:30	0		1						1		12:30	5		3						8	
00:45	1	1	2	4					3	5	12:45	6	20	4	13					10	33
01:00	0		0						0		13:00	6		9						15	
01:15	1		0						1		13:15	4		9						13	
01:30	0		0						0		13:30	11		7						18	
01:45	0	1	0	0					0	1	13:45	8	29	5	30					13	59
02:00	0		0						0		14:00	3		2						5	
02:15	1		1						2		14:15	4		4						8	
02:30	0		0						0		14:30	8		5						13	
02:45	0	1	0	1					0	2	14:45	2	17	4	15					6	32
03:00	1		0						1		15:00	6		5						11	
03:15	0		0						0		15:15	4		4						8	
03:30	0		0						0		15:30	4		2						6	
03:45	0	1	0	0					0	1	15:45	8	22	3	14					11	36
04:00	0		1						1		16:00	10		6						16	
04:15	0		0						0		16:15	6		6						12	
04:30	0		0						0		16:30	2		1						3	
04:45	0	0	0	1					0	1	16:45	8	26	3	16					11	42
05:00	0		0						0		17:00	10		6						16	
05:15	0		1						1		17:15	3		5						8	
05:30	0		0						0		17:30	8		1						9	
05:45	1	1	1	2					2	3	17:45	11	32	5	17					16	49
06:00	0		3						3		18:00	12		5						17	
06:15	0		2						2		18:15	13		2						15	
06:30	2		1						3		18:30	11		2						13	
06:45	0	2	1	7					1	9	18:45	5	41	3	12					8	53
07:00	3		3						6		19:00	7		4						11	
07:15	2		3						5		19:15	9		3						12	
07:30	3		4						7		19:30	5		3						8	
07:45	4	12	13	23					17	35	19:45	4	25	1	11					5	36
08:00	5		13						18		20:00	2		3						5	
08:15	3		11						14		20:15	4		1						5	
08:30	9		5						14		20:30	3		2						5	
08:45	3	20	8	37					11	57	20:45	0	9	2	8					2	17
09:00	3		8						11		21:00	1		0						1	
09:15	4		10						14		21:15	2		0						2	
09:30	1		6						7		21:30	1		1						2	
09:45	2	10	6	30					8	40	21:45	3	7	1	2					4	9
10:00	5		3						8		22:00	3		1						4	
10:15	4		3						7		22:15	2		0						2	
10:30	0		6						6		22:30	3		1						4	
10:45	5	14	5	17					10	31	22:45	2	10	0	2					2	12
11:00	3		4						7		23:00	3		1						4	
11:15	4		4						8		23:15	0		0						0	
11:30	8		2						10		23:30	0		1						1	
11:45	5	20	4	14					9	34	23:45	0	3	0	2					0	5
Totals		83		136					219		Totals		241		142					383	
Split %		37.9%		62.1%					36.4%		Split %		62.9%		37.1%					63.6%	

Daily Totals	NB	SB	EB	WB	Total
	324	278	0	0	602

AM Peak Hour	07:45	07:45	07:45	PM Peak Hour	17:45	13:00	17:45
AM Peak Volume	21	42	63	PM Peak Volume	47	30	61
AM Pk Hr Factor	0.583	0.808	0.875	PM Pk Hr Factor	0.904	0.833	0.897

EXHIBIT G-420

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Catalina Street north of Oak Street

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site #: 8

Daily Totals	NB	SB	EB	WB	Total
	319	230	0	0	549

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	3		0						3	
00:15	1		1						2		12:15	5		4						9	
00:30	0		1						1		12:30	9		3						12	
00:45	1	2	0	2					1	4	12:45	2	19	2	9					4	28
01:00	0		0						0		13:00	6		8						14	
01:15	0		0						0		13:15	7		6						13	
01:30	1		0						1		13:30	8		6						14	
01:45	0	1	0	0					0	1	13:45	5	26	3	23					8	49
02:00	0		0						0		14:00	7		7						14	
02:15	0		0						0		14:15	5		6						11	
02:30	0		0						0		14:30	4		0						4	
02:45	0	0	0	0					0	0	14:45	0	16	4	17					4	33
03:00	0		0						0		15:00	7		5						12	
03:15	0		0						0		15:15	7		3						10	
03:30	0		0						0		15:30	5		4						9	
03:45	0	0	0	0					0	0	15:45	6	25	6	18					12	43
04:00	0		0						0		16:00	5		3						8	
04:15	0		0						0		16:15	7		4						11	
04:30	0		0						0		16:30	5		3						8	
04:45	0	0	0	0					0	0	16:45	4	21	2	12					6	33
05:00	1		0						1		17:00	5		4						9	
05:15	0		1						1		17:15	7		1						8	
05:30	1		3						4		17:30	10		1						11	
05:45	1	3	1	5					2	8	17:45	17	39	3	9					20	48
06:00	0		1						1		18:00	9		0						9	
06:15	1		1						2		18:15	13		1						14	
06:30	1		0						1		18:30	5		0						5	
06:45	1	3	2	4					3	7	18:45	8	35	5	6					13	41
07:00	0		4						4		19:00	11		1						12	
07:15	3		3						6		19:15	7		0						7	
07:30	6		6						12		19:30	6		0						6	
07:45	4	13	9	22					13	35	19:45	8	32	2	3					10	35
08:00	5		8						13		20:00	5		2						7	
08:15	4		5						9		20:15	1		3						4	
08:30	5		6						11		20:30	1		1						2	
08:45	5	19	8	27					13	46	20:45	2	9	5	11					7	20
09:00	5		10						15		21:00	0		2						2	
09:15	3		5						8		21:15	3		2						5	
09:30	2		1						3		21:30	2		2						4	
09:45	5	15	7	23					12	38	21:45	3	8	0	6					3	14
10:00	3		4						7		22:00	4		1						5	
10:15	2		4						6		22:15	2		1						3	
10:30	4		5						9		22:30	1		0						1	
10:45	3	12	4	17					7	29	22:45	0	7	0	2					0	9
11:00	2		2						4		23:00	2		0						2	
11:15	3		4						7		23:15	1		1						2	
11:30	3		4						7		23:30	0		0						0	
11:45	3	11	3	13					6	24	23:45	0	3	0	1					0	4
Totals		79		113					192		Totals		240		117					357	
Split %		41.1%		58.9%					35.0%		Split %		67.2%		32.8%					65.0%	

Daily Totals	NB	SB	EB	WB	Total
	319	230	0	0	549

AM Peak Hour	08:15	08:30	11:00	PM Peak Hour	17:30	13:00	17:30
AM Peak Volume	19	29	48	PM Peak Volume	49	23	54
AM Pk Hr Factor	0.528	0.558	0.667	PM Pk Hr Factor	0.942	0.639	0.794

EXHIBIT G-421

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Catalina Street north of Oak Street

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site #: 8

Daily Totals	NB	SB	EB	WB	Total
	342	245	0	0	587

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		0						1		12:00	3		2						5	
00:15	0		1						1		12:15	4		2						6	
00:30	0		0						0		12:30	6		5						11	
00:45	0	1	0	1					0	2	12:45	3	16	3	12					6	28
01:00	0		0						0		13:00	3		8						11	
01:15	1		0						1		13:15	11		5						16	
01:30	0		0						0		13:30	12		2						14	
01:45	0	1	0	0					0	1	13:45	8	34	2	17					10	51
02:00	0		0						0		14:00	7		12						19	
02:15	0		0						0		14:15	4		1						5	
02:30	0		0						0		14:30	3		3						6	
02:45	0	0	0	0					0	0	14:45	7	21	4	20					11	41
03:00	0		0						0		15:00	4		4						8	
03:15	0		0						0		15:15	13		3						16	
03:30	0		0						0		15:30	3		4						7	
03:45	0	0	0	0					0	0	15:45	4	24	2	13					6	37
04:00	0		0						0		16:00	0		3						3	
04:15	0		0						0		16:15	4		2						6	
04:30	0		0						0		16:30	8		5						13	
04:45	0	0	0	0					0	0	16:45	8	20	3	13					11	33
05:00	1		1						2		17:00	12		1						13	
05:15	0		1						1		17:15	10		4						14	
05:30	2		1						3		17:30	12		3						15	
05:45	1	4	1	4					2	8	17:45	11	45	5	13					16	58
06:00	0		2						2		18:00	12		5						17	
06:15	2		0						2		18:15	13		3						16	
06:30	1		1						2		18:30	8		1						9	
06:45	1	4	2	5					3	9	18:45	5	38	4	13					9	51
07:00	1		4						5		19:00	7		3						10	
07:15	2		3						5		19:15	9		1						10	
07:30	4		7						11		19:30	7		3						10	
07:45	4	11	10	24					14	35	19:45	4	27	3	10					7	37
08:00	5		11						16		20:00	5		4						9	
08:15	4		5						9		20:15	2		2						4	
08:30	3		10						13		20:30	4		1						5	
08:45	4	16	10	36					14	52	20:45	2	13	0	7					2	20
09:00	1		7						8		21:00	1		2						3	
09:15	3		3						6		21:15	1		0						1	
09:30	5		6						11		21:30	1		0						1	
09:45	9	18	4	20					13	38	21:45	4	7	1	3					5	10
10:00	2		3						5		22:00	3		2						5	
10:15	6		1						7		22:15	1		0						1	
10:30	4		4						8		22:30	3		0						3	
10:45	2	14	5	13					7	27	22:45	0	7	1	3					1	10
11:00	6		3						9		23:00	1		0						1	
11:15	3		5						8		23:15	2		1						3	
11:30	3		2						5		23:30	1		1						2	
11:45	5	17	5	15					10	32	23:45	0	4	1	3					1	7
Totals		86		118						204	Totals		256		127						383
Split %		42.2%		57.8%						34.8%	Split %		66.8%		33.2%						65.2%

Daily Totals	NB	SB	EB	WB	Total
	342	245	0	0	587

AM Peak Hour	09:30	08:00	11:00	PM Peak Hour	17:30	13:15	17:30
AM Peak Volume	22	36	52	PM Peak Volume	48	21	64
AM Pk Hr Factor	0.611	0.692	0.722	PM Pk Hr Factor	0.923	0.583	0.941

EXHIBIT G-422

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Florence Street north of Oak Street

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site #: 9

Daily Totals	NB	SB	EB	WB	Total
	252	248	0	0	500

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		1						1		12:00	9		3						12	
00:15	0		0						0		12:15	5		1						6	
00:30	1		0						1		12:30	4		2						6	
00:45	1	2	2	3					3	5	12:45	5	23	4	10					9	33
01:00	0		0						0		13:00	4		3						7	
01:15	1		0						1		13:15	6		5						11	
01:30	1		0						1		13:30	7		6						13	
01:45	0	2	0	0					0	2	13:45	3	20	2	16					5	36
02:00	0		0						0		14:00	2		2						4	
02:15	0		0						0		14:15	3		3						6	
02:30	0		0						0		14:30	7		3						10	
02:45	0	0	0	0					0	0	14:45	3	15	3	11					6	26
03:00	0		0						0		15:00	4		9						13	
03:15	0		1						1		15:15	4		2						6	
03:30	0		0						0		15:30	4		4						8	
03:45	0	0	0	1					0	1	15:45	3	15	2	17					5	32
04:00	0		0						0		16:00	5		3						8	
04:15	0		0						0		16:15	6		7						13	
04:30	0		0						0		16:30	2		1						3	
04:45	0	0	0	0					0	0	16:45	5	18	5	16					10	34
05:00	0		0						0		17:00	6		4						10	
05:15	1		0						1		17:15	6		1						7	
05:30	0		5						5		17:30	7		5						12	
05:45	0	1	1	6					1	7	17:45	4	23	7	17					11	40
06:00	1		0						1		18:00	5		5						10	
06:15	1		6						7		18:15	5		2						7	
06:30	3		4						7		18:30	3		3						6	
06:45	2	7	8	18					10	25	18:45	10	23	1	11					11	34
07:00	0		8						8		19:00	8		1						9	
07:15	3		3						6		19:15	5		4						9	
07:30	2		4						6		19:30	1		0						1	
07:45	4	9	5	20					9	29	19:45	2	16	3	8					5	24
08:00	2		5						7		20:00	4		0						4	
08:15	1		5						6		20:15	3		1						4	
08:30	4		8						12		20:30	4		2						6	
08:45	3	10	9	27					12	37	20:45	1	12	1	4					2	16
09:00	7		17						24		21:00	1		2						3	
09:15	1		8						9		21:15	2		2						4	
09:30	2		4						6		21:30	4		0						4	
09:45	3	13	6	35					9	48	21:45	4	11	3	7					7	18
10:00	3		0						3		22:00	0		2						2	
10:15	2		2						4		22:15	2		0						2	
10:30	8		1						9		22:30	1		2						3	
10:45	0	13	3	6					3	19	22:45	1	4	1	5					2	9
11:00	1		2						3		23:00	2		3						5	
11:15	2		3						5		23:15	0		1						1	
11:30	2		0						2		23:30	0		0						0	
11:45	5	10	1	6					6	16	23:45	3	5	0	4					3	9
Totals		67		122					189		Totals		185		126					311	
Split %		35.4%		64.6%					37.8%		Split %		59.5%		40.5%					62.2%	

Daily Totals	NB	SB	EB	WB	Total
	252	248	0	0	500

AM Peak Hour	09:45	08:30	08:30	PM Peak Hour	18:30	17:30	17:30
AM Peak Volume	16	42	57	PM Peak Volume	26	19	40
AM Pk Hr Factor	0.500	0.618	0.594	PM Pk Hr Factor	0.650	0.679	0.833

EXHIBIT G-423

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Florence Street north of Oak Street

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site #: 9

Daily Totals	NB	SB	EB	WB	Total
	294	290	0	0	584

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		1						2		12:00	8		2						10	
00:15	0		0						0		12:15	6		1						7	
00:30	0		0						0		12:30	5		2						7	
00:45	2	3	0	1					2	4	12:45	3	22	1	6					4	28
01:00	0		0						0		13:00	2		6						8	
01:15	1		0						1		13:15	10		6						16	
01:30	0		4						4		13:30	6		4						10	
01:45	1	2	1	5					2	7	13:45	5	23	10	26					15	49
02:00	0		1						1		14:00	5		3						8	
02:15	0		0						0		14:15	0		4						4	
02:30	0		0						0		14:30	4		6						10	
02:45	2	2	0	1					2	3	14:45	3	12	8	21					11	33
03:00	0		1						1		15:00	11		4						15	
03:15	0		0						0		15:15	5		6						11	
03:30	0		0						0		15:30	4		3						7	
03:45	0	0	0	1					0	1	15:45	7	27	3	16					10	43
04:00	0		0						0		16:00	4		4						8	
04:15	1		0						1		16:15	4		6						10	
04:30	0		0						0		16:30	8		5						13	
04:45	0	1	0	0					0	1	16:45	10	26	3	18					13	44
05:00	0		0						0		17:00	5		2						7	
05:15	1		4						5		17:15	4		3						7	
05:30	1		6						7		17:30	7		5						12	
05:45	3	5	2	12					5	17	17:45	8	24	2	12					10	36
06:00	1		2						3		18:00	5		2						7	
06:15	3		7						10		18:15	4		8						12	
06:30	1		7						8		18:30	9		3						12	
06:45	4	9	5	21					9	30	18:45	5	23	5	18					10	41
07:00	3		5						8		19:00	4		1						5	
07:15	2		5						7		19:15	4		4						8	
07:30	2		13						15		19:30	8		2						10	
07:45	4	11	13	36					17	47	19:45	5	21	5	12					10	33
08:00	2		4						6		20:00	3		1						4	
08:15	4		5						9		20:15	1		2						3	
08:30	4		7						11		20:30	4		0						4	
08:45	2	12	4	20					6	32	20:45	4	12	2	5					6	17
09:00	1		8						9		21:00	4		5						9	
09:15	3		4						7		21:15	1		2						3	
09:30	0		2						2		21:30	6		1						7	
09:45	5	9	6	20					11	29	21:45	3	14	1	9					4	23
10:00	3		5						8		22:00	1		2						3	
10:15	3		4						7		22:15	1		1						2	
10:30	2		1						3		22:30	2		1						3	
10:45	4	12	7	17					11	29	22:45	1	5	0	4					1	9
11:00	4		1						5		23:00	1		0						1	
11:15	0		1						1		23:15	2		0						2	
11:30	5		3						8		23:30	1		2						3	
11:45	4	13	1	6					5	19	23:45	2	6	1	3					3	9
Totals		79		140					219		Totals		215		150					365	
Split %		36.1%		63.9%					37.5%		Split %		58.9%		41.1%					62.5%	

Daily Totals	NB	SB	EB	WB	Total
	294	290	0	0	584

AM Peak Hour	07:45	07:00	11:00	PM Peak Hour	16:30	13:00	13:15
AM Peak Volume	14	36	47	PM Peak Volume	27	26	49
AM Pk Hr Factor	0.438	0.529	0.490	PM Pk Hr Factor	0.675	0.929	1.021

EXHIBIT G-424

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Florence Street north of Oak Street

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site #: 9

Daily Totals	NB	SB	EB	WB	Total
	261	260	0	0	521

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		1						1		12:00	4		2						6	
00:15	0		0						0		12:15	5		7						12	
00:30	1		0						1		12:30	3		4						7	
00:45	2	3	0	1					2	4	12:45	3	15	1	14					4	29
01:00	1		1						2		13:00	7		3						10	
01:15	0		0						0		13:15	0		6						6	
01:30	0		1						1		13:30	5		1						6	
01:45	0	1	0	2					0	3	13:45	4	16	4	14					8	30
02:00	1		1						2		14:00	6		3						9	
02:15	1		0						1		14:15	5		10						15	
02:30	0		0						0		14:30	2		4						6	
02:45	0	2	0	1					0	3	14:45	4	17	3	20					7	37
03:00	0		0						0		15:00	8		1						9	
03:15	0		1						1		15:15	5		0						5	
03:30	1		0						1		15:30	5		2						7	
03:45	0	1	0	1					0	2	15:45	2	20	4	7					6	27
04:00	0		0						0		16:00	1		5						6	
04:15	0		0						0		16:15	8		3						11	
04:30	0		0						0		16:30	4		8						12	
04:45	1	1	2	2					3	3	16:45	6	19	6	22					12	41
05:00	1		0						1		17:00	11		4						15	
05:15	2		1						3		17:15	6		4						10	
05:30	0		7						7		17:30	6		7						13	
05:45	0	3	0	8					0	11	17:45	5	28	2	17					7	45
06:00	1		3						4		18:00	12		1						13	
06:15	0		4						4		18:15	3		4						7	
06:30	2		5						7		18:30	10		2						12	
06:45	1	4	3	15					4	19	18:45	3	28	2	9					5	37
07:00	3		7						10		19:00	10		2						12	
07:15	3		2						5		19:15	3		3						6	
07:30	3		4						7		19:30	3		2						5	
07:45	6	15	8	21					14	36	19:45	5	21	2	9					7	30
08:00	6		8						14		20:00	1		2						3	
08:15	2		8						10		20:15	1		3						4	
08:30	2		6						8		20:30	5		6						11	
08:45	3	13	4	26					7	39	20:45	2	9	2	13					4	22
09:00	1		10						11		21:00	3		4						7	
09:15	0		2						2		21:15	3		0						3	
09:30	1		4						5		21:30	1		1						2	
09:45	3	5	3	19					6	24	21:45	2	9	1	6					3	15
10:00	2		4						6		22:00	4		3						7	
10:15	5		2						7		22:15	1		0						1	
10:30	4		3						7		22:30	1		2						3	
10:45	1	12	4	13					5	25	22:45	3	9	3	8					6	17
11:00	2		2						4		23:00	1		1						2	
11:15	2		2						4		23:15	0		1						1	
11:30	4		3						7		23:30	0		0						0	
11:45	0	8	3	10					3	18	23:45	1	2	0	2					1	4
Totals		68		119						187	Totals		193		141						334
Split %		36.4%		63.6%						35.9%	Split %		57.8%		42.2%						64.1%

Daily Totals	NB	SB	EB	WB	Total
	261	260	0	0	521

AM Peak Hour	07:15	07:45	11:00	PM Peak Hour	17:45	16:30	16:45
AM Peak Volume	18	30	46	PM Peak Volume	30	22	50
AM Pk Hr Factor	0.563	0.441	0.479	PM Pk Hr Factor	0.750	0.786	1.042

EXHIBIT G-425

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Naomi Street north of Oak Street

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site #: 10

Daily Totals	NB	SB	EB	WB	Total
	387	354	0	0	741

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	8		5						13	
00:15	0		1						1		12:15	2		1						3	
00:30	0		1						1		12:30	0		0						0	
00:45	0	0	0	2					0	2	12:45	4	14	0	6					4	20
01:00	1		0						1		13:00	12		4						16	
01:15	0		0						0		13:15	7		5						12	
01:30	1		0						1		13:30	3		4						7	
01:45	0	2	1	1					1	3	13:45	11	33	3	16					14	49
02:00	2		0						2		14:00	7		7						14	
02:15	0		1						1		14:15	7		5						12	
02:30	0		1						1		14:30	9		6						15	
02:45	0	2	0	2					0	4	14:45	3	26	4	22					7	48
03:00	0		0						0		15:00	7		9						16	
03:15	0		0						0		15:15	9		5						14	
03:30	0		0						0		15:30	6		8						14	
03:45	0	0	0	0					0	0	15:45	5	27	7	29					12	56
04:00	0		0						0		16:00	6		4						10	
04:15	1		0						1		16:15	10		5						15	
04:30	0		1						1		16:30	6		4						10	
04:45	1	2	1	2					2	4	16:45	6	28	2	15					8	43
05:00	0		1						1		17:00	9		7						16	
05:15	2		0						2		17:15	6		5						11	
05:30	0		0						0		17:30	8		7						15	
05:45	1	3	3	4					4	7	17:45	10	33	10	29					20	62
06:00	1		2						3		18:00	14		7						21	
06:15	1		1						2		18:15	12		3						15	
06:30	0		3						3		18:30	9		2						11	
06:45	0	2	2	8					2	10	18:45	14	49	5	17					19	66
07:00	1		6						7		19:00	7		3						10	
07:15	2		3						5		19:15	5		7						12	
07:30	1		4						5		19:30	13		2						15	
07:45	6	10	5	18					11	28	19:45	9	34	6	18					15	52
08:00	3		9						12		20:00	3		3						6	
08:15	4		11						15		20:15	4		2						6	
08:30	2		10						12		20:30	5		7						12	
08:45	3	12	8	38					11	50	20:45	6	18	3	15					9	33
09:00	2		11						13		21:00	5		3						8	
09:15	5		13						18		21:15	4		4						8	
09:30	1		12						13		21:30	3		2						5	
09:45	7	15	15	51					22	66	21:45	3	15	2	11					5	26
10:00	8		6						14		22:00	1		2						3	
10:15	3		1						4		22:15	3		4						7	
10:30	4		6						10		22:30	5		5						10	
10:45	7	22	7	20					14	42	22:45	0	9	3	14					3	23
11:00	5		4						9		23:00	5		0						5	
11:15	5		3						8		23:15	1		0						1	
11:30	3		4						7		23:30	2		2						4	
11:45	7	20	3	14					10	34	23:45	3	11	0	2					3	13
Totals		90		160					250		Totals		297		194					491	
Split %		36.0%		64.0%					33.7%		Split %		60.5%		39.5%					66.3%	

Daily Totals	NB	SB	EB	WB	Total
	387	354	0	0	741

AM Peak Hour	10:00	09:00	09:15	PM Peak Hour	18:00	17:15	17:30
AM Peak Volume	22	51	67	PM Peak Volume	49	29	71
AM Pk Hr Factor	0.688	0.850	0.761	PM Pk Hr Factor	0.875	0.725	0.845

EXHIBIT G-426

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Naomi Street north of Oak Street

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site #: 10

Daily Totals	NB	SB	EB	WB	Total
	337	277	0	0	614

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		1						1		12:00	4		2						6	
00:15	0		1						1		12:15	7		5						12	
00:30	2		0						2		12:30	14		5						19	
00:45	3	5	0	2					3	7	12:45	6	31	1	13					7	44
01:00	0		1						1		13:00	9		6						15	
01:15	1		0						1		13:15	10		6						16	
01:30	0		0						0		13:30	6		4						10	
01:45	0	1	0	1					0	2	13:45	7	32	6	22					13	54
02:00	0		0						0		14:00	5		6						11	
02:15	0		1						1		14:15	4		3						7	
02:30	0		0						0		14:30	4		3						7	
02:45	0	0	0	1					0	1	14:45	4	17	4	16					8	33
03:00	0		0						0		15:00	9		4						13	
03:15	0		0						0		15:15	10		3						13	
03:30	0		0						0		15:30	3		4						7	
03:45	0	0	1	1					1	1	15:45	8	30	9	20					17	50
04:00	0		0						0		16:00	9		4						13	
04:15	1		0						1		16:15	12		5						17	
04:30	1		0						1		16:30	6		2						8	
04:45	0	2	0	0					0	2	16:45	7	34	1	12					8	46
05:00	0		1						1		17:00	7		2						9	
05:15	3		1						4		17:15	7		1						8	
05:30	0		2						2		17:30	8		1						9	
05:45	0	3	4	8					4	11	17:45	9	31	4	8					13	39
06:00	0		1						1		18:00	10		7						17	
06:15	0		1						1		18:15	5		4						9	
06:30	0		2						2		18:30	12		8						20	
06:45	1	1	4	8					5	9	18:45	8	35	2	21					10	56
07:00	3		7						10		19:00	0		0						0	
07:15	3		4						7		19:15	0		0						0	
07:30	3		7						10		19:30	0		0						0	
07:45	11	20	11	29					22	49	19:45	0	0	0	0					0	0
08:00	6		12						18		20:00	0		0						0	
08:15	5		17						22		20:15	0		0						0	
08:30	2		7						9		20:30	0		0						0	
08:45	1	14	5	41					6	55	20:45	0	0	0	0					0	0
09:00	4		9						13		21:00	0		0						0	
09:15	3		6						9		21:15	0		0						0	
09:30	2		9						11		21:30	5		0						5	
09:45	4	13	3	27					7	40	21:45	5	10	5	5					10	15
10:00	3		4						7		22:00	3		1						4	
10:15	3		4						7		22:15	2		1						3	
10:30	7		6						13		22:30	2		2						4	
10:45	7	20	1	15					8	35	22:45	2	9	0	4					2	13
11:00	1		3						4		23:00	2		1						3	
11:15	5		5						10		23:15	2		1						3	
11:30	6		7						13		23:30	1		1						2	
11:45	9	21	5	20					14	41	23:45	3	8	0	3					3	11
Totals		100		153					253		Totals		237		124					361	
Split %		39.5%		60.5%					41.2%		Split %		65.7%		34.3%					58.8%	

Daily Totals	NB	SB	EB	WB	Total
	337	277	0	0	614

AM Peak Hour	07:30	07:45	11:00	PM Peak Hour	12:30	17:45	17:45
AM Peak Volume	25	47	72	PM Peak Volume	39	23	59
AM Pk Hr Factor	0.781	0.783	0.818	PM Pk Hr Factor	0.696	0.575	0.702

EXHIBIT G-427

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Naomi Street north of Oak Street

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site #: 10

Daily Totals	NB	SB	EB	WB	Total
	357	306	0	0	663

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	5		2						7	
00:15	0		0						0		12:15	11		2						13	
00:30	0		1						1		12:30	3		4						7	
00:45	0	0	0	1					0	1	12:45	3	22	1	9					4	31
01:00	2		0						2		13:00	3		4						7	
01:15	0		0						0		13:15	7		0						7	
01:30	2		0						2		13:30	7		4						11	
01:45	1	5	2	2					3	7	13:45	9	26	1	9					10	35
02:00	0		1						1		14:00	4		5						9	
02:15	0		1						1		14:15	8		5						13	
02:30	0		0						0		14:30	4		7						11	
02:45	0	0	0	2					0	2	14:45	7	23	8	25					15	48
03:00	0		0						0		15:00	8		7						15	
03:15	0		0						0		15:15	7		2						9	
03:30	0		0						0		15:30	4		2						6	
03:45	0	0	0	0					0	0	15:45	5	24	10	21					15	45
04:00	0		0						0		16:00	7		1						8	
04:15	0		0						0		16:15	8		6						14	
04:30	2		2						4		16:30	10		8						18	
04:45	0	2	0	2					0	4	16:45	3	28	2	17					5	45
05:00	1		1						2		17:00	10		6						16	
05:15	0		0						0		17:15	6		6						12	
05:30	1		1						2		17:30	7		6						13	
05:45	0	2	4	6					4	8	17:45	7	30	4	22					11	52
06:00	1		3						4		18:00	14		4						18	
06:15	0		1						1		18:15	10		3						13	
06:30	0		3						3		18:30	11		1						12	
06:45	1	2	6	13					7	15	18:45	9	44	4	12					13	56
07:00	2		9						11		19:00	8		8						16	
07:15	1		2						3		19:15	9		2						11	
07:30	5		6						11		19:30	7		4						11	
07:45	11	19	9	26					20	45	19:45	1	25	1	15					2	40
08:00	6		9						15		20:00	8		5						13	
08:15	3		11						14		20:15	1		2						3	
08:30	3		9						12		20:30	1		2						3	
08:45	3	15	9	38					12	53	20:45	2	12	2	11					4	23
09:00	4		9						13		21:00	6		3						9	
09:15	4		6						10		21:15	6		2						8	
09:30	4		8						12		21:30	6		4						10	
09:45	5	17	1	24					6	41	21:45	3	21	0	9					3	30
10:00	5		6						11		22:00	1		1						2	
10:15	1		4						5		22:15	0		0						0	
10:30	5		3						8		22:30	3		1						4	
10:45	4	15	2	15					6	30	22:45	3	7	3	5					6	12
11:00	2		6						8		23:00	1		2						3	
11:15	4		2						6		23:15	1		0						1	
11:30	3		7						10		23:30	1		1						2	
11:45	5	14	4	19					9	33	23:45	1	4	0	3					1	7
Totals		91		148						239	Totals		266		158						424
Split %		38.1%		61.9%						36.0%	Split %		62.7%		37.3%						64.0%

Daily Totals	NB	SB	EB	WB	Total
	357	306	0	0	663

AM Peak Hour	07:30	08:15	11:00	PM Peak Hour	18:00	14:15	18:00
AM Peak Volume	25	38	61	PM Peak Volume	44	27	56
AM Pk Hr Factor	0.781	0.633	0.693	PM Pk Hr Factor	0.786	0.675	0.667

EXHIBIT G-428

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Frederick Street north of Oak Street

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site #: 11

Daily Totals	NB	SB	EB	WB	Total
	403	315	0	0	718

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		0						1		12:00	12		4						16	
00:15	0		0						0		12:15	9		4						13	
00:30	1		0						1		12:30	11		3						14	
00:45	2	4	0	0					2	4	12:45	11	43	3	14					14	57
01:00	0		0						0		13:00	5		4						9	
01:15	1		0						1		13:15	3		2						5	
01:30	0		0						0		13:30	10		5						15	
01:45	0	1	0	0					0	1	13:45	6	24	3	14					9	38
02:00	0		0						0		14:00	5		1						6	
02:15	0		0						0		14:15	8		4						12	
02:30	0		0						0		14:30	8		9						17	
02:45	0	0	0	0					0	0	14:45	6	27	4	18					10	45
03:00	0		0						0		15:00	6		1						7	
03:15	0		0						0		15:15	10		3						13	
03:30	0		0						0		15:30	13		7						20	
03:45	0	0	1	1					1	1	15:45	7	36	1	12					8	48
04:00	0		0						0		16:00	6		5						11	
04:15	0		0						0		16:15	6		4						10	
04:30	0		0						0		16:30	8		1						9	
04:45	1	1	0	0					1	1	16:45	4	24	2	12					6	36
05:00	0		3						3		17:00	17		4						21	
05:15	0		0						0		17:15	12		2						14	
05:30	0		1						1		17:30	10		4						14	
05:45	1	1	3	7					4	8	17:45	16	55	4	14					20	69
06:00	0		0						0		18:00	7		6						13	
06:15	2		1						3		18:15	11		3						14	
06:30	2		2						4		18:30	9		3						12	
06:45	3	7	4	7					7	14	18:45	8	35	1	13					9	48
07:00	5		3						8		19:00	8		0						8	
07:15	4		6						10		19:15	9		1						10	
07:30	2		4						6		19:30	2		3						5	
07:45	3	14	6	19					9	33	19:45	5	24	0	4					5	28
08:00	1		11						12		20:00	3		0						3	
08:15	4		12						16		20:15	2		3						5	
08:30	2		16						18		20:30	10		2						12	
08:45	1	8	18	57					19	65	20:45	0	15	0	5					0	20
09:00	1		26						27		21:00	1		0						1	
09:15	3		22						25		21:15	2		0						2	
09:30	2		13						15		21:30	0		3						3	
09:45	9	15	15	76					24	91	21:45	0	3	0	3					0	6
10:00	6		6						12		22:00	1		0						1	
10:15	8		10						18		22:15	1		0						1	
10:30	9		3						12		22:30	1		0						1	
10:45	5	28	2	21					7	49	22:45	2	5	1	1					3	6
11:00	3		3						6		23:00	2		0						2	
11:15	6		3						9		23:15	1		0						1	
11:30	8		6						14		23:30	1		1						2	
11:45	12	29	4	16					16	45	23:45	0	4	0	1					0	5
Totals		108		204					312		Totals		295		111					406	
Split %		34.6%		65.4%					43.5%		Split %		72.7%		27.3%					56.5%	

Daily Totals	NB	SB	EB	WB	Total
	403	315	0	0	718

AM Peak Hour	09:45	08:30	09:00	PM Peak Hour	17:00	14:15	17:00
AM Peak Volume	32	82	91	PM Peak Volume	55	18	69
AM Pk Hr Factor	0.889	0.788	0.843	PM Pk Hr Factor	0.809	0.500	0.821

EXHIBIT G-429

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Frederick Street north of Oak Street

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site #: 11

Daily Totals	NB	SB	EB	WB	Total
	383	210	0	0	593

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	2		0						2		12:00	8		1						9	
00:15	1		0						1		12:15	12		4						16	
00:30	0		0						0		12:30	4		1						5	
00:45	1	4	0	0					1	4	12:45	8	32	2	8					10	40
01:00	1		0						1		13:00	4		3						7	
01:15	0		0						0		13:15	3		5						8	
01:30	0		0						0		13:30	5		6						11	
01:45	0	1	0	0					0	1	13:45	9	21	3	17					12	38
02:00	0		0						0		14:00	4		1						5	
02:15	0		0						0		14:15	5		2						7	
02:30	0		0						0		14:30	6		2						8	
02:45	0	0	0	0					0	0	14:45	11	26	4	9					15	35
03:00	0		1						1		15:00	9		5						14	
03:15	0		0						0		15:15	9		2						11	
03:30	0		0						0		15:30	8		3						11	
03:45	0	0	0	1					0	1	15:45	7	33	6	16					13	49
04:00	0		0						0		16:00	11		2						13	
04:15	0		0						0		16:15	15		5						20	
04:30	0		0						0		16:30	13		2						15	
04:45	0	0	1	1					1	1	16:45	9	48	1	10					10	58
05:00	0		1						1		17:00	8		2						10	
05:15	0		0						0		17:15	6		3						9	
05:30	3		1						4		17:30	7		2						9	
05:45	2	5	1	3					3	8	17:45	4	25	1	8					5	33
06:00	1		0						1		18:00	6		0						6	
06:15	0		1						1		18:15	8		2						10	
06:30	0		5						5		18:30	6		1						7	
06:45	0	1	6	12					6	13	18:45	4	24	1	4					5	28
07:00	2		2						4		19:00	8		3						11	
07:15	3		8						11		19:15	7		2						9	
07:30	2		5						7		19:30	5		1						6	
07:45	5	12	8	23					13	35	19:45	3	23	4	10					7	33
08:00	2		2						4		20:00	2		1						3	
08:15	6		9						15		20:15	7		1						8	
08:30	3		7						10		20:30	7		2						9	
08:45	2	13	8	26					10	39	20:45	5	21	1	5					6	26
09:00	2		9						11		21:00	3		1						4	
09:15	4		7						11		21:15	5		0						5	
09:30	7		4						11		21:30	3		1						4	
09:45	6	19	2	22					8	41	21:45	3	14	0	2					3	16
10:00	5		5						10		22:00	2		1						3	
10:15	9		6						15		22:15	0		0						0	
10:30	4		2						6		22:30	1		1						2	
10:45	5	23	3	16					8	39	22:45	2	5	1	3					3	8
11:00	6		4						10		23:00	1		1						2	
11:15	5		4						9		23:15	1		0						1	
11:30	9		2						11		23:30	0		0						0	
11:45	11	31	2	12					13	43	23:45	0	2	1	2					1	4
Totals		109		116					225		Totals		274		94					368	
Split %		48.4%		51.6%					37.9%		Split %		74.5%		25.5%					62.1%	

Daily Totals	NB	SB	EB	WB	Total
	383	210	0	0	593

AM Peak Hour	11:00	08:15	11:00	PM Peak Hour	16:00	13:00	15:45
AM Peak Volume	31	33	46	PM Peak Volume	48	17	61
AM Pk Hr Factor	0.861	0.317	0.426	PM Pk Hr Factor	0.706	0.472	0.726

EXHIBIT G-430

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Frederick Street north of Oak Street

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site #: 11

Daily Totals	NB	SB	EB	WB	Total
	390	225	0	0	615

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	10		1						11	
00:15	2		0						2		12:15	8		5						13	
00:30	0		0						0		12:30	3		3						6	
00:45	2	4	0	0					2	4	12:45	12	33	4	13					16	46
01:00	0		0						0		13:00	4		7						11	
01:15	0		0						0		13:15	3		3						6	
01:30	0		1						1		13:30	8		1						9	
01:45	0	0	0	1					0	1	13:45	6	21	4	15					10	36
02:00	0		0						0		14:00	5		7						12	
02:15	0		0						0		14:15	9		3						12	
02:30	0		0						0		14:30	6		2						8	
02:45	0	0	0	0					0	0	14:45	12	32	5	17					17	49
03:00	0		0						0		15:00	8		2						10	
03:15	0		0						0		15:15	10		2						12	
03:30	0		0						0		15:30	7		4						11	
03:45	0	0	0	0					0	0	15:45	7	32	3	11					10	43
04:00	0		0						0		16:00	11		2						13	
04:15	0		0						0		16:15	16		4						20	
04:30	0		0						0		16:30	12		4						16	
04:45	0	0	0	0					0	0	16:45	6	45	3	13					9	58
05:00	0		0						0		17:00	7		2						9	
05:15	1		3						4		17:15	6		1						7	
05:30	1		1						2		17:30	9		1						10	
05:45	0	2	3	7					3	9	17:45	6	28	2	6					8	34
06:00	1		1						2		18:00	9		2						11	
06:15	4		3						7		18:15	9		2						11	
06:30	2		1						3		18:30	7		5						12	
06:45	4	11	4	9					8	20	18:45	6	31	1	10					7	41
07:00	5		4						9		19:00	9		6						15	
07:15	3		2						5		19:15	5		3						8	
07:30	1		6						7		19:30	3		2						5	
07:45	1	10	6	18					7	28	19:45	3	20	0	11					3	31
08:00	5		9						14		20:00	3		1						4	
08:15	5		13						18		20:15	4		0						4	
08:30	4		6						10		20:30	5		0						5	
08:45	2	16	5	33					7	49	20:45	3	15	3	4					6	19
09:00	1		7						8		21:00	1		5						6	
09:15	6		3						9		21:15	1		0						1	
09:30	8		4						12		21:30	0		0						0	
09:45	8	23	4	18					12	41	21:45	3	5	2	7					5	12
10:00	8		6						14		22:00	3		2						5	
10:15	5		4						9		22:15	1		1						2	
10:30	6		4						10		22:30	4		0						4	
10:45	5	24	3	17					8	41	22:45	0	8	0	3					0	11
11:00	2		2						4		23:00	0		0						0	
11:15	7		1						8		23:15	0		0						0	
11:30	10		5						15		23:30	1		0						1	
11:45	8	27	3	11					11	38	23:45	2	3	1	1					3	4
Totals		117		114					231		Totals		273		111					384	
Split %		50.6%		49.4%					37.6%		Split %		71.1%		28.9%					62.4%	

Daily Totals	NB	SB	EB	WB	Total
	390	225	0	0	615

AM Peak Hour	09:15	07:45	11:00	PM Peak Hour	15:45	12:15	15:45
AM Peak Volume	30	34	49	PM Peak Volume	46	19	59
AM Pk Hr Factor	0.833	0.327	0.454	PM Pk Hr Factor	0.676	0.528	0.702

EXHIBIT G-431

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oak Street east of Hollywood Way

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site # 12

Daily Totals	NB	SB	EB	WB	Total
	0	0	1536	1594	3130

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			9		0		9		12:00			17		24		41	
00:15			3		2		5		12:15			23		22		45	
00:30			4		2		6		12:30			23		21		44	
00:45			1	17	0	4	1	21	12:45			33	96	24	91	57	187
01:00			5		0		5		13:00			42		17		59	
01:15			0		1		1		13:15			48		35		83	
01:30			0		0		0		13:30			29		34		63	
01:45			2	7	0	1	2	8	13:45			25	144	28	114	53	258
02:00			1		1		2		14:00			24		24		48	
02:15			0		1		1		14:15			23		21		44	
02:30			0		0		0		14:30			29		31		60	
02:45			1	2	0	2	1	4	14:45			22	98	34	110	56	208
03:00			2		1		3		15:00			33		32		65	
03:15			0		0		0		15:15			22		29		51	
03:30			0		1		1		15:30			26		18		44	
03:45			1	3	1	3	2	6	15:45			18	99	32	111	50	210
04:00			0		0		0		16:00			24		30		54	
04:15			1		1		2		16:15			22		21		43	
04:30			1		3		4		16:30			25		27		52	
04:45			0	2	1	5	1	7	16:45			34	105	24	102	58	207
05:00			0		2		2		17:00			37		34		71	
05:15			2		4		6		17:15			28		40		68	
05:30			1		5		6		17:30			37		33		70	
05:45			5	8	11	22	16	30	17:45			50	152	24	131	74	283
06:00			2		8		10		18:00			34		27		61	
06:15			2		8		10		18:15			28		29		57	
06:30			5		8		13		18:30			26		20		46	
06:45			8	17	24	48	32	65	18:45			24	112	28	104	52	216
07:00			5		21		26		19:00			25		17		42	
07:15			16		24		40		19:15			20		15		35	
07:30			15		29		44		19:30			27		18		45	
07:45			24	60	28	102	52	162	19:45			18	90	27	77	45	167
08:00			25		36		61		20:00			19		10		29	
08:15			38		48		86		20:15			9		12		21	
08:30			13		55		68		20:30			17		12		29	
08:45			14	90	34	173	48	263	20:45			30	75	9	43	39	118
09:00			29		33		62		21:00			11		12		23	
09:15			27		23		50		21:15			20		8		28	
09:30			18		20		38		21:30			17		10		27	
09:45			17	91	33	109	50	200	21:45			8	56	4	34	12	90
10:00			17		16		33		22:00			11		10		21	
10:15			10		18		28		22:15			16		7		23	
10:30			14		16		30		22:30			8		11		19	
10:45			13	54	22	72	35	126	22:45			6	41	2	30	8	71
11:00			23		17		40		23:00			10		5		15	
11:15			22		23		45		23:15			7		3		10	
11:30			22		18		40		23:30			11		3		14	
11:45			17	84	34	92	51	176	23:45			5	33	3	14	8	47
Totals				435		633	1068		Totals				1101		961	2062	
Split %				40.7%		59.3%	34.1%		Split %				53.4%		46.6%	65.9%	

Daily Totals	NB	SB	EB	WB	Total
	0	0	1536	1594	3130

AM Peak Hour	07:30	08:00	07:45	PM Peak Hour	17:00	17:00	17:00
AM Peak Hr Volume	102	173	267	PM Peak Hr Volume	152	131	283
AM Pk Hr Factor	0.671	0.786	0.776	PM Pk Hr Factor	0.760	0.819	0.956

EXHIBIT G-432

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oak Street east of Hollywood Way

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site # 12

Daily Totals	NB	SB	EB	WB	Total
	0	0	1526	1580	3106

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			5		3		8		12:00			19		28		47	
00:15			1		2		3		12:15			23		20		43	
00:30			1		0		1		12:30			24		20		44	
00:45			2	9	1	6	3	15	12:45			34	100	28	96	62	196
01:00			2		1		3		13:00			46		15		61	
01:15			3		1		4		13:15			46		38		84	
01:30			4		2		6		13:30			30		43		73	
01:45			1	10	1	5	2	15	13:45			31	153	25	121	56	274
02:00			1		1		2		14:00			28		27		55	
02:15			0		1		1		14:15			25		32		57	
02:30			2		0		2		14:30			28		30		58	
02:45			1	4	0	2	1	6	14:45			15	96	24	113	39	209
03:00			0		1		1		15:00			20		22		42	
03:15			0		0		0		15:15			25		24		49	
03:30			0		1		1		15:30			17		31		48	
03:45			1	1	1	3	2	4	15:45			22	84	24	101	46	185
04:00			0		1		1		16:00			24		25		49	
04:15			1		1		2		16:15			31		25		56	
04:30			0		5		5		16:30			37		16		53	
04:45			0	1	1	8	1	9	16:45			31	123	26	92	57	215
05:00			1		5		6		17:00			27		26		53	
05:15			3		4		7		17:15			44		25		69	
05:30			1		6		7		17:30			24		24		48	
05:45			1	6	4	19	5	25	17:45			33	128	39	114	72	242
06:00			3		8		11		18:00			40		20		60	
06:15			4		11		15		18:15			28		26		54	
06:30			4		10		14		18:30			31		21		52	
06:45			6	17	17	46	23	63	18:45			32	131	23	90	55	221
07:00			6		25		31		19:00			17		26		43	
07:15			13		24		37		19:15			39		17		56	
07:30			24		29		53		19:30			21		13		34	
07:45			28	71	34	112	62	183	19:45			18	95	17	73	35	168
08:00			30		36		66		20:00			24		16		40	
08:15			34		59		93		20:15			20		18		38	
08:30			18		45		63		20:30			13		13		26	
08:45			13	95	36	176	49	271	20:45			13	70	12	59	25	129
09:00			15		33		48		21:00			14		11		25	
09:15			10		22		32		21:15			13		4		17	
09:30			24		24		48		21:30			18		7		25	
09:45			18	67	19	98	37	165	21:45			12	57	12	34	24	91
10:00			15		26		41		22:00			17		8		25	
10:15			24		21		45		22:15			12		7		19	
10:30			20		24		44		22:30			8		7		15	
10:45			17	76	16	87	33	163	22:45			3	40	3	25	6	65
11:00			11		12		23		23:00			10		8		18	
11:15			13		20		33		23:15			5		2		7	
11:30			22		25		47		23:30			5		2		7	
11:45			19	65	28	85	47	150	23:45			7	27	3	15	10	42
Totals				422		647		1069	Totals				1104		933		2037
Split %				39.5%		60.5%		34.4%	Split %				54.2%		45.8%		65.6%

Daily Totals	NB	SB	EB	WB	Total
	0	0	1526	1580	3106

AM Peak Hour	07:30	08:00	07:45	PM Peak Hour	12:45	13:15	12:45
AM Peak Hr Volume	116	176	284	PM Peak Hr Volume	156	133	280
AM Pk Hr Factor	0.763	0.800	0.826	PM Pk Hr Factor	0.780	0.831	0.946

EXHIBIT G-433

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oak Street east of Hollywood Way

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site # 12

Daily Totals	NB	SB	EB	WB	Total
	0	0	1536	1639	3175

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			8		3		11		12:00			25		18		43	
00:15			7		1		8		12:15			21		23		44	
00:30			3		1		4		12:30			28		27		55	
00:45			2	20	0	5	2	25	12:45			29	103	28	96	57	199
01:00			3		2		5		13:00			48		29		77	
01:15			3		1		4		13:15			45		44		89	
01:30			1		3		4		13:30			25		46		71	
01:45			2	9	0	6	2	15	13:45			21	139	28	147	49	286
02:00			1		0		1		14:00			25		35		60	
02:15			2		1		3		14:15			20		30		50	
02:30			2		2		4		14:30			24		19		43	
02:45			0	5	0	3	0	8	14:45			22	91	21	105	43	196
03:00			0		0		0		15:00			23		23		46	
03:15			1		0		1		15:15			26		29		55	
03:30			0		1		1		15:30			32		33		65	
03:45			1	2	0	1	1	3	15:45			26	107	27	112	53	219
04:00			0		2		2		16:00			22		20		42	
04:15			1		2		3		16:15			27		29		56	
04:30			0		6		6		16:30			26		31		57	
04:45			2	3	4	14	6	17	16:45			44	119	22	102	66	221
05:00			3		2		5		17:00			22		38		60	
05:15			2		3		5		17:15			26		24		50	
05:30			2		4		6		17:30			24		28		52	
05:45			1	8	9	18	10	26	17:45			39	111	26	116	65	227
06:00			2		4		6		18:00			34		22		56	
06:15			2		12		14		18:15			29		36		65	
06:30			6		8		14		18:30			35		31		66	
06:45			9	19	24	48	33	67	18:45			27	125	28	117	55	242
07:00			9		21		30		19:00			16		20		36	
07:15			22		24		46		19:15			22		24		46	
07:30			13		30		43		19:30			22		23		45	
07:45			32	76	27	102	59	178	19:45			32	92	21	88	53	180
08:00			18		42		60		20:00			18		18		36	
08:15			42		43		85		20:15			21		13		34	
08:30			19		40		59		20:30			25		13		38	
08:45			12	91	29	154	41	245	20:45			13	77	20	64	33	141
09:00			16		24		40		21:00			17		11		28	
09:15			18		27		45		21:15			22		14		36	
09:30			10		21		31		21:30			14		6		20	
09:45			16	60	21	93	37	153	21:45			16	69	7	38	23	107
10:00			12		15		27		22:00			16		7		23	
10:15			14		28		42		22:15			9		12		21	
10:30			17		21		38		22:30			14		7		21	
10:45			18	61	17	81	35	142	22:45			9	48	9	35	18	83
11:00			11		15		26		23:00			13		7		20	
11:15			19		21		40		23:15			6		2		8	
11:30			20		24		44		23:30			6		2		8	
11:45			21	71	20	80	41	151	23:45			5	30	3	14	8	44
Totals				425		605		1030	Totals				1111		1034		2145
Split %				41.3%		58.7%		32.4%	Split %				51.8%		48.2%		67.6%

Daily Totals	NB	SB	EB	WB	Total
	0	0	1536	1639	3175

AM Peak Hour	07:45	08:00	07:45	PM Peak Hour	12:30	13:15	12:45
AM Peak Hr Volume	111	154	263	PM Peak Hr Volume	150	153	294
AM Pk Hr Factor	0.73	0.700	0.765	PM Pk Hr Factor	0.750	0.956	0.993

EXHIBIT G-434

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oaks St east of Cordova Street

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site # 13

Daily Totals	NB	SB	EB	WB	Total
	0	0	1317	1394	2711

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			5		0		5		12:00			20		23		43	
00:15			2		2		4		12:15			20		19		39	
00:30			1		1		2		12:30			20		17		37	
00:45			1	9	0	3	1	12	12:45			24	84	14	73	38	157
01:00			4		0		4		13:00			42		20		62	
01:15			0		1		1		13:15			42		40		82	
01:30			0		0		0		13:30			29		35		64	
01:45			2	6	0	1	2	7	13:45			26	139	25	120	51	259
02:00			0		0		0		14:00			23		25		48	
02:15			0		1		1		14:15			28		21		49	
02:30			0		0		0		14:30			23		31		54	
02:45			1	1	0	1	1	2	14:45			17	91	26	103	43	194
03:00			2		1		3		15:00			29		27		56	
03:15			0		0		0		15:15			17		19		36	
03:30			0		1		1		15:30			26		17		43	
03:45			0	2	1	3	1	5	15:45			13	85	25	88	38	173
04:00			1		0		1		16:00			21		29		50	
04:15			0		0		0		16:15			18		25		43	
04:30			1		2		3		16:30			19		25		44	
04:45			0	2	1	3	1	5	16:45			28	86	12	91	40	177
05:00			0		0		0		17:00			28		32		60	
05:15			2		3		5		17:15			22		37		59	
05:30			1		5		6		17:30			32		34		66	
05:45			5	8	10	18	15	26	17:45			44	126	23	126	67	252
06:00			2		7		9		18:00			24		19		43	
06:15			2		6		8		18:15			20		30		50	
06:30			5		4		9		18:30			29		21		50	
06:45			5	14	17	34	22	48	18:45			20	93	31	101	51	194
07:00			6		16		22		19:00			22		14		36	
07:15			14		17		31		19:15			18		18		36	
07:30			18		17		35		19:30			21		16		37	
07:45			28	66	27	77	55	143	19:45			11	72	19	67	30	139
08:00			26		44		70		20:00			13		6		19	
08:15			43		61		104		20:15			9		10		19	
08:30			10		41		51		20:30			11		11		22	
08:45			14	93	23	169	37	262	20:45			23	56	9	36	32	92
09:00			25		25		50		21:00			10		8		18	
09:15			27		24		51		21:15			16		7		23	
09:30			13		15		28		21:30			11		9		20	
09:45			11	76	28	92	39	168	21:45			6	43	2	26	8	69
10:00			15		11		26		22:00			5		8		13	
10:15			8		14		22		22:15			11		4		15	
10:30			13		13		26		22:30			4		8		12	
10:45			10	46	16	54	26	100	22:45			6	26	2	22	8	48
11:00			22		15		37		23:00			7		5		12	
11:15			20		21		41		23:15			3		1		4	
11:30			17		18		35		23:30			7		3		10	
11:45			14	73	21	75	35	148	23:45			3	20	2	11	5	31
Totals				396		530		926	Totals				921		864		1785
Split %				42.8%		57.2%		34.2%	Split %				51.6%		48.4%		65.8%

Daily Totals	NB	SB	EB	WB	Total
	0	0	1317	1394	2711

AM Peak Hour	07:30	07:45	07:45	PM Peak Hour	13:00	17:00	13:00
AM Peak Hr Volume	115	173	280	PM Peak Hr Volume	139	126	259
AM Pk Hr Factor	0.669	0.709	0.673	PM Pk Hr Factor	0.827	0.851	0.790

EXHIBIT G-435

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oaks St east of Cordova Street

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site # 13

Daily Totals	NB	SB	EB	WB	Total
	0	0	1301	1392	2693

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			4		2		6		12:00			15		23		38	
00:15			0		2		2		12:15			16		17		33	
00:30			1		0		1		12:30			24		14		38	
00:45			0	5	1	5	1	10	12:45			32	87	21	75	53	162
01:00			2		1		3		13:00			42		11		53	
01:15			2		0		2		13:15			38		36		74	
01:30			4		1		5		13:30			24		51		75	
01:45			1	9	1	3	2	12	13:45			31	135	19	117	50	252
02:00			1		1		2		14:00			29		24		53	
02:15			0		1		1		14:15			22		25		47	
02:30			1		0		1		14:30			24		23		47	
02:45			1	3	0	2	1	5	14:45			16	91	22	94	38	185
03:00			0		1		1		15:00			15		21		36	
03:15			0		0		0		15:15			25		25		50	
03:30			0		1		1		15:30			10		30		40	
03:45			1	1	1	3	2	4	15:45			20	70	24	100	44	170
04:00			0		1		1		16:00			20		20		40	
04:15			0		1		1		16:15			24		26		50	
04:30			0		3		3		16:30			34		21		55	
04:45			0	0	1	6	1	6	16:45			27	105	29	96	56	201
05:00			0		3		3		17:00			28		21		49	
05:15			3		4		7		17:15			32		18		50	
05:30			2		4		6		17:30			19		26		45	
05:45			1	6	3	14	4	20	17:45			22	101	37	102	59	203
06:00			3		5		8		18:00			42		25		67	
06:15			3		6		9		18:15			22		26		48	
06:30			5		8		13		18:30			29		17		46	
06:45			5	16	13	32	18	48	18:45			30	123	19	87	49	210
07:00			7		18		25		19:00			14		26		40	
07:15			11		20		31		19:15			26		16		42	
07:30			24		23		47		19:30			14		11		25	
07:45			30	72	26	87	56	159	19:45			15	69	15	68	30	137
08:00			28		37		65		20:00			17		11		28	
08:15			40		62		102		20:15			15		18		33	
08:30			15		51		66		20:30			11		15		26	
08:45			11	94	22	172	33	266	20:45			11	54	8	52	19	106
09:00			15		22		37		21:00			10		8		18	
09:15			8		21		29		21:15			11		4		15	
09:30			19		17		36		21:30			13		7		20	
09:45			17	59	16	76	33	135	21:45			9	43	10	29	19	72
10:00			13		20		33		22:00			14		7		21	
10:15			21		17		38		22:15			10		6		16	
10:30			12		23		35		22:30			4		5		9	
10:45			14	60	13	73	27	133	22:45			4	32	3	21	7	53
11:00			5		6		11		23:00			8		6		14	
11:15			12		19		31		23:15			3		2		5	
11:30			19		19		38		23:30			2		1		3	
11:45			13	49	22	66	35	115	23:45			4	17	3	12	7	29
Totals				374		539		913	Totals				927		853		1780
Split %				41.0%		59.0%		33.9%	Split %				52.1%		47.9%		66.1%

Daily Totals	NB	SB	EB	WB	Total
	0	0	1301	1392	2693

AM Peak Hour	07:30	07:45	07:45	PM Peak Hour	12:45	13:15	12:45
AM Peak Hr Volume	122	176	289	PM Peak Hr Volume	136	130	255
AM Pk Hr Factor	0.709	0.721	0.695	PM Pk Hr Factor	0.810	0.878	0.777

EXHIBIT G-436

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oaks St east of Cordova Street

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site # 13

Daily Totals	NB	SB	EB	WB	Total
	0	0	1277	1422	2699

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			5		2		7		12:00			18		16		34	
00:15			4		1		5		12:15			18		17		35	
00:30			4		1		5		12:30			20		17		37	
00:45			2	15	0	4	2	19	12:45			29	85	20	70	49	155
01:00			2		2		4		13:00			38		21		59	
01:15			2		0		2		13:15			42		48		90	
01:30			1		4		5		13:30			23		41		64	
01:45			2	7	0	6	2	13	13:45			14	117	20	130	34	247
02:00			1		0		1		14:00			18		34		52	
02:15			2		1		3		14:15			16		25		41	
02:30			1		1		2		14:30			19		13		32	
02:45			0	4	0	2	0	6	14:45			19	72	17	89	36	161
03:00			0		0		0		15:00			19		19		38	
03:15			1		0		1		15:15			18		26		44	
03:30			0		1		1		15:30			28		33		61	
03:45			1	2	0	1	1	3	15:45			27	92	21	99	48	191
04:00			0		1		1		16:00			21		29		50	
04:15			1		1		2		16:15			22		28		50	
04:30			0		4		4		16:30			21		28		49	
04:45			0	1	4	10	4	11	16:45			35	99	24	109	59	208
05:00			4		2		6		17:00			25		34		59	
05:15			1		2		3		17:15			18		26		44	
05:30			3		2		5		17:30			21		29		50	
05:45			1	9	6	12	7	21	17:45			23	87	20	109	43	196
06:00			2		3		5		18:00			32		24		56	
06:15			3		10		13		18:15			26		31		57	
06:30			5		6		11		18:30			29		23		52	
06:45			6	16	19	38	25	54	18:45			20	107	24	102	44	209
07:00			8		19		27		19:00			11		20		31	
07:15			22		18		40		19:15			18		19		37	
07:30			18		26		44		19:30			17		19		36	
07:45			30	78	22	85	52	163	19:45			24	70	15	73	39	143
08:00			21		40		61		20:00			13		19		32	
08:15			42		54		96		20:15			14		8		22	
08:30			21		50		71		20:30			22		14		36	
08:45			12	96	21	165	33	261	20:45			10	59	19	60	29	119
09:00			16		21		37		21:00			14		8		22	
09:15			12		15		27		21:15			13		11		24	
09:30			12		13		25		21:30			12		2		14	
09:45			17	57	16	65	33	122	21:45			12	51	3	24	15	75
10:00			14		13		27		22:00			8		6		14	
10:15			7		21		28		22:15			8		6		14	
10:30			12		18		30		22:30			9		5		14	
10:45			12	45	14	66	26	111	22:45			5	30	9	26	14	56
11:00			11		17		28		23:00			8		4		12	
11:15			17		18		35		23:15			7		1		8	
11:30			14		18		32		23:30			3		2		5	
11:45			16	58	15	68	31	126	23:45			2	20	2	9	4	29
Totals				388		522		910	Totals				889		900		1789
Split %				42.6%		57.4%		33.7%	Split %				49.7%		50.3%		66.3%

Daily Totals	NB	SB	EB	WB	Total
	0	0	1277	1422	2699

AM Peak Hour	07:45	07:45	07:45	PM Peak Hour	12:45	13:15	12:45
AM Peak Hr Volume	114	166	280	PM Peak Hr Volume	132	143	262
AM Pk Hr Factor	0.66	0.680	0.673	PM Pk Hr Factor	0.786	0.966	0.799

EXHIBIT G-437

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oak Street east of California Street

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site # 14

Daily Totals	NB	SB	EB	WB	Total
	0	0	1198	1091	2289

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			3		0		3		12:00			20		17		37	
00:15			2		2		4		12:15			13		19		32	
00:30			1		1		2		12:30			14		17		31	
00:45			2	8	2	5	4	13	12:45			17	64	25	78	42	142
01:00			2		0		2		13:00			19		35		54	
01:15			0		0		0		13:15			41		32		73	
01:30			0		0		0		13:30			47		25		72	
01:45			1	3	0	0	1	3	13:45			27	134	15	107	42	241
02:00			1		0		1		14:00			19		11		30	
02:15			0		0		0		14:15			25		16		41	
02:30			0		0		0		14:30			15		13		28	
02:45			0	1	0	0	0	1	14:45			19	78	15	55	34	133
03:00			2		2		4		15:00			32		10		42	
03:15			0		0		0		15:15			18		14		32	
03:30			0		0		0		15:30			10		20		30	
03:45			0	2	0	2	0	4	15:45			9	69	19	63	28	132
04:00			0		0		0		16:00			18		19		37	
04:15			0		0		0		16:15			20		26		46	
04:30			3		0		3		16:30			20		20		40	
04:45			0	3	0	0	0	3	16:45			23	81	20	85	43	166
05:00			1		0		1		17:00			23		32		55	
05:15			2		1		3		17:15			19		36		55	
05:30			1		1		2		17:30			29		32		61	
05:45			6	10	2	4	8	14	17:45			29	100	27	127	56	227
06:00			7		4		11		18:00			26		18		44	
06:15			3		2		5		18:15			18		25		43	
06:30			4		4		8		18:30			28		20		48	
06:45			6	20	8	18	14	38	18:45			14	86	22	85	36	171
07:00			11		11		22		19:00			20		15		35	
07:15			13		7		20		19:15			21		11		32	
07:30			21		11		32		19:30			16		13		29	
07:45			32	77	41	70	73	147	19:45			6	63	16	55	22	118
08:00			30		42		72		20:00			7		4		11	
08:15			42		60		102		20:15			8		12		20	
08:30			40		10		50		20:30			5		10		15	
08:45			32	144	8	120	40	264	20:45			6	26	8	34	14	60
09:00			25		14		39		21:00			6		5		11	
09:15			30		11		41		21:15			7		5		12	
09:30			10		11		21		21:30			4		8		12	
09:45			15	80	12	48	27	128	21:45			1	18	4	22	5	40
10:00			12		12		24		22:00			4		9		13	
10:15			7		10		17		22:15			6		1		7	
10:30			11		12		23		22:30			0		5		5	
10:45			14	44	9	43	23	87	22:45			3	13	1	16	4	29
11:00			10		9		19		23:00			5		5		10	
11:15			23		11		34		23:15			4		0		4	
11:30			12		16		28		23:30			7		0		7	
11:45			12	57	12	48	24	105	23:45			1	17	1	6	2	23
Totals				449		358		807	Totals				749		733		1482
Split %				55.6%		44.4%		35.3%	Split %				50.5%		49.5%		64.7%

Daily Totals	NB	SB	EB	WB	Total
	0	0	1198	1091	2289

AM Peak Hour	08:00	07:30	07:45	PM Peak Hour	13:15	17:00	13:00
AM Peak Hr Volume	144	154	297	PM Peak Hr Volume	134	127	241
AM Pk Hr Factor	0.857	0.642	0.728	PM Pk Hr Factor	0.713	0.882	0.825

EXHIBIT G-438

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oak Street east of California Street

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site # 14

Daily Totals	NB	SB	EB	WB	Total
	0	0	1151	1053	2204

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			1		4		5		12:00			12		9		21	
00:15			0		1		1		12:15			13		8		21	
00:30			0		0		0		12:30			11		14		25	
00:45			0	1	0	5	0	6	12:45			18	54	21	52	39	106
01:00			1		0		1		13:00			22		26		48	
01:15			2		0		2		13:15			38		31		69	
01:30			2		2		4		13:30			67		15		82	
01:45			1	6	1	3	2	9	13:45			19	146	15	87	34	233
02:00			3		0		3		14:00			26		16		42	
02:15			0		0		0		14:15			18		33		51	
02:30			0		0		0		14:30			15		19		34	
02:45			1	4	0	0	1	4	14:45			12	71	16	84	28	155
03:00			1		0		1		15:00			16		11		27	
03:15			0		0		0		15:15			16		22		38	
03:30			0		1		1		15:30			6		20		26	
03:45			1	2	1	2	2	4	15:45			18	56	11	64	29	120
04:00			0		0		0		16:00			19		17		36	
04:15			0		1		1		16:15			13		24		37	
04:30			1		0		1		16:30			21		14		35	
04:45			1	2	1	2	2	4	16:45			20	73	25	80	45	153
05:00			1		0		1		17:00			20		24		44	
05:15			1		1		2		17:15			21		23		44	
05:30			1		1		2		17:30			18		23		41	
05:45			2	5	1	3	3	8	17:45			17	76	34	104	51	180
06:00			9		2		11		18:00			33		24		57	
06:15			4		3		7		18:15			18		24		42	
06:30			5		5		10		18:30			26		19		45	
06:45			11	29	0	10	11	39	18:45			20	97	17	84	37	181
07:00			7		12		19		19:00			17		20		37	
07:15			16		10		26		19:15			15		19		34	
07:30			21		9		30		19:30			7		10		17	
07:45			35	79	29	60	64	139	19:45			7	46	13	62	20	108
08:00			17		47		64		20:00			8		6		14	
08:15			46		53		99		20:15			10		16		26	
08:30			48		10		58		20:30			8		6		14	
08:45			18	129	11	121	29	250	20:45			6	32	8	36	14	68
09:00			19		5		24		21:00			6		10		16	
09:15			18		17		35		21:15			4		4		8	
09:30			20		13		33		21:30			8		5		13	
09:45			21	78	9	44	30	122	21:45			5	23	3	22	8	45
10:00			12		14		26		22:00			6		3		9	
10:15			18		11		29		22:15			4		4		8	
10:30			19		19		38		22:30			1		6		7	
10:45			18	67	5	49	23	116	22:45			2	13	6	19	8	32
11:00			10		4		14		23:00			10		2		12	
11:15			10		17		27		23:15			2		2		4	
11:30			15		15		30		23:30			3		1		4	
11:45			11	46	15	51	26	97	23:45			1	16	4	9	5	25
Totals				448		350		798	Totals				703		703		1406
Split %				56.1%		43.9%		36.2%	Split %				50.0%		50.0%		63.8%

Daily Totals	NB	SB	EB	WB	Total
	0	0	1151	1053	2204

AM Peak Hour	07:45	07:45	07:45	PM Peak Hour	13:15	17:30	12:45
AM Peak Hr Volume	146	139	285	PM Peak Hr Volume	150	105	238
AM Pk Hr Factor	0.869	0.579	0.699	PM Pk Hr Factor	0.798	0.729	0.815

EXHIBIT G-439

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oak Street east of California Street

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site # 14

Daily Totals	NB	SB	EB	WB	Total
	0	0	1133	1130	2263

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			2		1		3		12:00			15		13		28	
00:15			0		0		0		12:15			12		16		28	
00:30			1		1		2		12:30			11		15		26	
00:45			1	4	0	2	1	6	12:45			19	57	26	70	45	127
01:00			0		1		1		13:00			18		33		51	
01:15			1		0		1		13:15			39		30		69	
01:30			0		3		3		13:30			44		23		67	
01:45			2	3	0	4	2	7	13:45			21	122	12	98	33	220
02:00			0		1		1		14:00			30		17		47	
02:15			0		1		1		14:15			22		14		36	
02:30			0		0		0		14:30			15		13		28	
02:45			0	0	0	2	0	2	14:45			19	86	15	59	34	145
03:00			0		0		0		15:00			28		8		36	
03:15			1		0		1		15:15			20		17		37	
03:30			1		0		1		15:30			16		31		47	
03:45			0	2	0	0	0	2	15:45			14	78	28	84	42	162
04:00			0		1		1		16:00			19		20		39	
04:15			2		0		2		16:15			13		17		30	
04:30			0		4		4		16:30			19		20		39	
04:45			2	4	1	6	3	10	16:45			21	72	27	84	48	156
05:00			3		1		4		17:00			18		29		47	
05:15			0		3		3		17:15			15		22		37	
05:30			1		2		3		17:30			17		32		49	
05:45			5	9	2	8	7	17	17:45			14	64	21	104	35	168
06:00			0		5		5		18:00			28		19		47	
06:15			6		2		8		18:15			16		33		49	
06:30			7		5		12		18:30			27		27		54	
06:45			15	28	6	18	21	46	18:45			13	84	17	96	30	180
07:00			9		10		19		19:00			12		15		27	
07:15			13		5		18		19:15			13		21		34	
07:30			27		8		35		19:30			14		20		34	
07:45			31	80	23	46	54	126	19:45			14	53	10	66	24	119
08:00			18		48		66		20:00			15		18		33	
08:15			46		60		106		20:15			7		9		16	
08:30			53		11		64		20:30			13		10		23	
08:45			21	138	13	132	34	270	20:45			11	46	10	47	21	93
09:00			19		17		36		21:00			6		8		14	
09:15			15		10		25		21:15			6		6		12	
09:30			16		7		23		21:30			4		6		10	
09:45			14	64	10	44	24	108	21:45			8	24	2	22	10	46
10:00			12		8		20		22:00			5		4		9	
10:15			13		14		27		22:15			3		6		9	
10:30			10		12		22		22:30			6		6		12	
10:45			5	40	9	43	14	83	22:45			2	16	9	25	11	41
11:00			9		16		25		23:00			3		3		6	
11:15			13		10		23		23:15			3		3		6	
11:30			11		16		27		23:30			3		3		6	
11:45			14	47	16	58	30	105	23:45			3	12	3	12	6	24
Totals				419		363		782	Totals				714		767		1481
Split %				53.6%		46.4%		34.6%	Split %				48.2%		51.8%		65.4%

Daily Totals	NB	SB	EB	WB	Total
	0	0	1133	1130	2263

AM Peak Hour	07:45	07:45	07:45	PM Peak Hour	13:15	12:45	12:45
AM Peak Hr Volume	148	142	290	PM Peak Hr Volume	134	112	232
AM Pk Hr Factor	0.88	0.592	0.711	PM Pk Hr Factor	0.713	0.778	0.795

EXHIBIT G-440

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oaks St east of Fairview Street

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site # 15

Daily Totals	NB	SB	EB	WB	Total
	0	0	961	917	1878

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			2		0		2		12:00			12		13		25	
00:15			3		4		7		12:15			10		15		25	
00:30			1		1		2		12:30			9		13		22	
00:45			1	7	1	6	2	13	12:45			15	46	13	54	28	100
01:00			1		0		1		13:00			12		33		45	
01:15			0		0		0		13:15			21		25		46	
01:30			0		0		0		13:30			41		16		57	
01:45			0	1	0	0	0	1	13:45			21	95	17	91	38	186
02:00			0		0		0		14:00			22		14		36	
02:15			1		0		1		14:15			16		11		27	
02:30			0		0		0		14:30			17		8		25	
02:45			0	1	0	0	0	1	14:45			14	69	13	46	27	115
03:00			1		1		2		15:00			19		20		39	
03:15			0		0		0		15:15			12		34		46	
03:30			0		0		0		15:30			15		17		32	
03:45			0	1	0	1	0	2	15:45			17	63	11	82	28	145
04:00			0		0		0		16:00			15		23		38	
04:15			0		0		0		16:15			20		15		35	
04:30			3		0		3		16:30			17		23		40	
04:45			2	5	0	0	2	5	16:45			21	73	18	79	39	152
05:00			3		1		4		17:00			17		24		41	
05:15			2		1		3		17:15			17		31		48	
05:30			1		1		2		17:30			23		26		49	
05:45			5	11	2	5	7	16	17:45			25	82	24	105	49	187
06:00			3		2		5		18:00			23		16		39	
06:15			5		3		8		18:15			15		21		36	
06:30			3		3		6		18:30			23		17		40	
06:45			4	15	5	13	9	28	18:45			15	76	24	78	39	154
07:00			10		10		20		19:00			18		14		32	
07:15			12		6		18		19:15			14		7		21	
07:30			20		11		31		19:30			12		10		22	
07:45			21	63	27	54	48	117	19:45			5	49	14	45	19	94
08:00			22		31		53		20:00			6		4		10	
08:15			29		42		71		20:15			7		10		17	
08:30			35		9		44		20:30			4		8		12	
08:45			28	114	7	89	35	203	20:45			5	22	6	28	11	50
09:00			16		9		25		21:00			4		3		7	
09:15			21		8		29		21:15			4		3		7	
09:30			5		6		11		21:30			4		7		11	
09:45			11	53	9	32	20	85	21:45			2	14	5	18	7	32
10:00			10		10		20		22:00			3		6		9	
10:15			7		9		16		22:15			5		1		6	
10:30			8		9		17		22:30			0		2		2	
10:45			16	41	10	38	26	79	22:45			4	12	2	11	6	23
11:00			7		6		13		23:00			3		3		6	
11:15			12		16		28		23:15			2		0		2	
11:30			7		8		15		23:30			8		0		8	
11:45			8	34	8	38	16	72	23:45			1	14	1	4	2	18
Totals				346		276		622	Totals				615		641		1256
Split %				55.6%		44.4%		33.1%	Split %				49.0%		51.0%		66.9%

Daily Totals	NB	SB	EB	WB	Total
	0	0	961	917	1878

AM Peak Hour	08:00	07:30	07:45	PM Peak Hour	13:15	17:00	17:00
AM Peak Hr Volume	114	111	216	PM Peak Hr Volume	105	105	187
AM Pk Hr Factor	0.814	0.661	0.761	PM Pk Hr Factor	0.640	0.847	0.954

EXHIBIT G-441

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oaks St east of Fairview Street

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site # 15

Daily Totals	NB	SB	EB	WB	Total
	0	0	959	873	1832

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			1		3		4		12:00			10		8		18	
00:15			0		3		3		12:15			15		9		24	
00:30			0		0		0		12:30			12		15		27	
00:45			0	1	0	6	0	7	12:45			16	53	18	50	34	103
01:00			1		0		1		13:00			18		21		39	
01:15			1		0		1		13:15			36		29		65	
01:30			2		2		4		13:30			52		12		64	
01:45			1	5	1	3	2	8	13:45			21	127	16	78	37	205
02:00			1		0		1		14:00			21		13		34	
02:15			0		0		0		14:15			11		20		31	
02:30			0		0		0		14:30			14		18		32	
02:45			1	2	0	0	1	2	14:45			14	60	18	69	32	129
03:00			1		0		1		15:00			18		13		31	
03:15			0		0		0		15:15			12		17		29	
03:30			0		1		1		15:30			5		17		22	
03:45			1	2	1	2	2	4	15:45			15	50	9	56	24	106
04:00			0		0		0		16:00			15		14		29	
04:15			0		1		1		16:15			12		21		33	
04:30			2		0		2		16:30			14		9		23	
04:45			2	4	1	2	3	6	16:45			14	55	17	61	31	116
05:00			2		1		3		17:00			13		15		28	
05:15			3		2		5		17:15			16		18		34	
05:30			2		1		3		17:30			12		15		27	
05:45			2	9	1	5	3	14	17:45			13	54	27	75	40	129
06:00			4		1		5		18:00			26		19		45	
06:15			3		2		5		18:15			19		25		44	
06:30			3		3		6		18:30			21		16		37	
06:45			8	18	0	6	8	24	18:45			19	85	16	76	35	161
07:00			6		10		16		19:00			15		18		33	
07:15			11		7		18		19:15			12		15		27	
07:30			22		9		31		19:30			7		11		18	
07:45			23	62	19	45	42	107	19:45			7	41	12	56	19	97
08:00			12		33		45		20:00			5		4		9	
08:15			37		43		80		20:15			8		12		20	
08:30			45		9		54		20:30			6		5		11	
08:45			16	110	10	95	26	205	20:45			6	25	7	28	13	53
09:00			14		4		18		21:00			6		10		16	
09:15			12		11		23		21:15			2		2		4	
09:30			12		8		20		21:30			7		5		12	
09:45			15	53	6	29	21	82	21:45			6	21	4	21	10	42
10:00			11		12		23		22:00			8		4		12	
10:15			15		9		24		22:15			3		3		6	
10:30			13		13		26		22:30			1		4		5	
10:45			16	55	5	39	21	94	22:45			2	14	5	16	7	30
11:00			11		4		15		23:00			5		1		6	
11:15			10		18		28		23:15			2		2		4	
11:30			11		11		22		23:30			2		1		3	
11:45			11	43	15	48	26	91	23:45			1	10	3	7	4	17
Totals				364		280		644	Totals				595		593		1188
Split %				56.5%		43.5%		35.2%	Split %				50.1%		49.9%		64.8%

Daily Totals	NB	SB	EB	WB	Total
	0	0	959	873	1832

AM Peak Hour	07:45	07:45	07:45	PM Peak Hour	13:15	17:45	13:00
AM Peak Hr Volume	117	104	221	PM Peak Hr Volume	130	87	205
AM Pk Hr Factor	0.836	0.619	0.778	PM Pk Hr Factor	0.793	0.702	1.046

EXHIBIT G-442

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oaks St east of Fairview Street

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site # 15

Daily Totals	NB	SB	EB	WB	Total
	0	0	931	922	1853

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			2		1		3		12:00			13		11		24	
00:15			0		1		1		12:15			13		18		31	
00:30			1		1		2		12:30			11		14		25	
00:45			0	3	0	3	0	6	12:45			17	54	24	67	41	121
01:00			0		1		1		13:00			14		26		40	
01:15			1		0		1		13:15			27		21		48	
01:30			0		0		0		13:30			41		22		63	
01:45			0	1	0	1	0	2	13:45			16	98	9	78	25	176
02:00			0		0		0		14:00			27		15		42	
02:15			0		1		1		14:15			12		8		20	
02:30			0		1		1		14:30			11		9		20	
02:45			0	0	0	2	0	2	14:45			16	66	12	44	28	110
03:00			0		0		0		15:00			23		7		30	
03:15			1		0		1		15:15			22		18		40	
03:30			0		0		0		15:30			15		28		43	
03:45			1	2	1	1	2	3	15:45			11	71	22	75	33	146
04:00			0		2		2		16:00			16		17		33	
04:15			1		0		1		16:15			14		19		33	
04:30			0		1		1		16:30			18		19		37	
04:45			4	5	3	6	7	11	16:45			17	65	21	76	38	141
05:00			4		1		5		17:00			12		20		32	
05:15			0		1		1		17:15			13		20		33	
05:30			3		4		7		17:30			12		23		35	
05:45			5	12	2	8	7	20	17:45			12	49	17	80	29	129
06:00			0		2		2		18:00			23		16		39	
06:15			7		2		9		18:15			12		25		37	
06:30			6		5		11		18:30			21		21		42	
06:45			10	23	4	13	14	36	18:45			13	69	17	79	30	148
07:00			8		9		17		19:00			11		14		25	
07:15			13		5		18		19:15			10		16		26	
07:30			22		7		29		19:30			9		13		22	
07:45			22	65	16	37	38	102	19:45			12	42	9	52	21	94
08:00			13		36		49		20:00			8		10		18	
08:15			35		45		80		20:15			7		8		15	
08:30			38		8		46		20:30			11		9		20	
08:45			17	103	11	100	28	203	20:45			6	32	5	32	11	64
09:00			14		12		26		21:00			4		5		9	
09:15			10		7		17		21:15			8		9		17	
09:30			15		6		21		21:30			3		5		8	
09:45			12	51	9	34	21	85	21:45			5	20	1	20	6	40
10:00			11		8		19		22:00			6		4		10	
10:15			13		15		28		22:15			2		4		6	
10:30			7		8		15		22:30			4		4		8	
10:45			4	35	8	39	12	74	22:45			1	13	5	17	6	30
11:00			8		14		22		23:00			3		3		6	
11:15			10		8		18		23:15			4		0		4	
11:30			12		17		29		23:30			0		1		1	
11:45			13	43	14	53	27	96	23:45			2	9	1	5	3	14
Totals				343		297		640	Totals				588		625		1213
Split %				53.6%		46.4%		34.5%	Split %				48.5%		51.5%		65.5%

Daily Totals	NB	SB	EB	WB	Total
	0	0	931	922	1853

AM Peak Hour	07:45	07:45	07:45	PM Peak Hour	13:15	12:45	12:45
AM Peak Hr Volume	108	105	213	PM Peak Hr Volume	111	93	192
AM Pk Hr Factor	0.77	0.625	0.750	PM Pk Hr Factor	0.677	0.750	0.980

EXHIBIT G-443

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oaks St east of Catalina Street

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site # 16

Daily Totals	NB	SB	EB	WB	Total
	0	0	870	749	1619

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			2		0		2		12:00			15		10		25	
00:15			3		5		8		12:15			12		11		23	
00:30			1		1		2		12:30			12		12		24	
00:45			0	6	2	8	2	14	12:45			11	50	23	56	34	106
01:00			1		0		1		13:00			11		20		31	
01:15			0		1		1		13:15			18		22		40	
01:30			0		0		0		13:30			39		15		54	
01:45			0	1	0	1	0	2	13:45			26	94	7	64	33	158
02:00			0		0		0		14:00			21		6		27	
02:15			1		0		1		14:15			18		9		27	
02:30			0		0		0		14:30			10		12		22	
02:45			0	1	2	2	2	3	14:45			14	63	11	38	25	101
03:00			0		0		0		15:00			21		14		35	
03:15			0		0		0		15:15			10		11		21	
03:30			0		0		0		15:30			20		10		30	
03:45			0	0	0	0	0	0	15:45			8	59	19	54	27	113
04:00			1		0		1		16:00			12		19		31	
04:15			0		0		0		16:15			14		13		27	
04:30			1		0		1		16:30			14		12		26	
04:45			3	5	0	0	3	5	16:45			15	55	15	59	30	114
05:00			5		2		7		17:00			16		26		42	
05:15			2		0		2		17:15			18		20		38	
05:30			1		0		1		17:30			18		18		36	
05:45			4	12	1	3	5	15	17:45			26	78	18	82	44	160
06:00			5		1		6		18:00			18		13		31	
06:15			5		2		7		18:15			14		15		29	
06:30			1		6		7		18:30			18		17		35	
06:45			5	16	4	13	9	29	18:45			13	63	17	62	30	125
07:00			7		7		14		19:00			20		15		35	
07:15			10		4		14		19:15			12		8		20	
07:30			13		11		24		19:30			11		10		21	
07:45			18	48	19	41	37	89	19:45			5	48	15	48	20	96
08:00			12		11		23		20:00			7		4		11	
08:15			22		27		49		20:15			7		10		17	
08:30			29		9		38		20:30			3		8		11	
08:45			25	88	7	54	32	142	20:45			2	19	6	28	8	47
09:00			13		7		20		21:00			6		2		8	
09:15			14		7		21		21:15			3		6		9	
09:30			7		8		15		21:30			3		7		10	
09:45			14	48	8	30	22	78	21:45			1	13	5	20	6	33
10:00			8		7		15		22:00			3		6		9	
10:15			7		10		17		22:15			5		1		6	
10:30			8		4		12		22:30			0		4		4	
10:45			10	33	9	30	19	63	22:45			4	12	3	14	7	26
11:00			10		6		16		23:00			1		7		8	
11:15			15		7		22		23:15			1		1		2	
11:30			15		10		25		23:30			7		1		8	
11:45			8	48	9	32	17	80	23:45			1	10	1	10	2	20
Totals				306		214		520	Totals				564		535		1099
Split %				58.8%		41.2%		32.1%	Split %				51.3%		48.7%		67.9%

Daily Totals	NB	SB	EB	WB	Total
	0	0	870	749	1619

AM Peak Hour	08:15	07:30	07:45	PM Peak Hour	13:30	17:00	17:00
AM Peak Hr Volume	89	68	147	PM Peak Hr Volume	104	82	160
AM Pk Hr Factor	0.767	0.630	0.750	PM Pk Hr Factor	0.667	0.788	0.909

EXHIBIT G-444

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oaks St east of Catalina Street

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site # 16

Daily Totals	NB	SB	EB	WB	Total
	0	0	862	763	1625

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			0		3		3		12:00			8		9		17	
00:15			0		3		3		12:15			12		8		20	
00:30			0		0		0		12:30			14		13		27	
00:45			0	0	0	6	0	6	12:45			14	48	12	42	26	90
01:00			0		0		0		13:00			20		22		42	
01:15			1		0		1		13:15			22		22		44	
01:30			1		2		3		13:30			48		5		53	
01:45			1	3	1	3	2	6	13:45			21	111	17	66	38	177
02:00			0		0		0		14:00			18		12		30	
02:15			0		1		1		14:15			10		17		27	
02:30			0		0		0		14:30			16		18		34	
02:45			1	1	0	1	1	2	14:45			12	56	14	61	26	117
03:00			1		1		2		15:00			19		13		32	
03:15			0		0		0		15:15			12		16		28	
03:30			0		1		1		15:30			11		14		25	
03:45			1	2	1	3	2	5	15:45			18	60	13	56	31	116
04:00			0		0		0		16:00			17		11		28	
04:15			0		1		1		16:15			14		19		33	
04:30			1		0		1		16:30			10		11		21	
04:45			2	3	1	2	3	5	16:45			15	56	11	52	26	108
05:00			2		1		3		17:00			10		10		20	
05:15			2		0		2		17:15			14		14		28	
05:30			2		2		4		17:30			9		14		23	
05:45			6	12	2	5	8	17	17:45			12	45	20	58	32	103
06:00			3		0		3		18:00			22		14		36	
06:15			7		1		8		18:15			19		24		43	
06:30			1		5		6		18:30			18		13		31	
06:45			6	17	3	9	9	26	18:45			14	73	18	69	32	142
07:00			5		5		10		19:00			14		14		28	
07:15			9		5		14		19:15			9		14		23	
07:30			20		7		27		19:30			8		11		19	
07:45			20	54	19	36	39	90	19:45			5	36	10	49	15	85
08:00			13		23		36		20:00			4		8		12	
08:15			30		30		60		20:15			7		13		20	
08:30			35		11		46		20:30			4		5		9	
08:45			11	89	10	74	21	163	20:45			8	23	6	32	14	55
09:00			12		7		19		21:00			5		9		14	
09:15			11		6		17		21:15			4		5		9	
09:30			13		7		20		21:30			5		5		10	
09:45			11	47	9	29	20	76	21:45			2	16	5	24	7	40
10:00			9		9		18		22:00			6		5		11	
10:15			8		9		17		22:15			4		2		6	
10:30			15		10		25		22:30			0		3		3	
10:45			15	47	5	33	20	80	22:45			3	13	3	13	6	26
11:00			11		4		15		23:00			3		1		4	
11:15			7		7		14		23:15			2		3		5	
11:30			10		10		20		23:30			2		0		2	
11:45			14	42	12	33	26	75	23:45			1	8	3	7	4	15
Totals				317		234		551	Totals				545		529		1074
Split %				57.5%		42.5%		33.9%	Split %				50.7%		49.3%		66.1%

Daily Totals	NB	SB	EB	WB	Total
	0	0	862	763	1625

AM Peak Hour	07:45	07:45	07:45	PM Peak Hour	13:00	17:30	13:00
AM Peak Hr Volume	98	83	181	PM Peak Hr Volume	111	72	177
AM Pk Hr Factor	0.845	0.769	0.923	PM Pk Hr Factor	0.712	0.692	1.006

EXHIBIT G-445

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oaks St east of Catalina Street

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site # 16

Daily Totals	NB	SB	EB	WB	Total
	0	0	848	793	1641

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			1		1		2		12:00			15		9		24	
00:15			0		1		1		12:15			12		15		27	
00:30			1		2		3		12:30			15		16		31	
00:45			0	2	0	4	0	6	12:45			13	55	22	62	35	117
01:00			0		1		1		13:00			15		22		37	
01:15			0		0		0		13:15			18		20		38	
01:30			1		2		3		13:30			31		16		47	
01:45			0	1	1	4	1	5	13:45			20	84	8	66	28	150
02:00			0		0		0		14:00			21		9		30	
02:15			0		1		1		14:15			11		9		20	
02:30			0		0		0		14:30			15		6		21	
02:45			0	0	0	1	0	1	14:45			13	60	10	34	23	94
03:00			0		0		0		15:00			22		9		31	
03:15			1		1		2		15:15			14		14		28	
03:30			0		0		0		15:30			13		15		28	
03:45			0	1	1	2	1	3	15:45			10	59	19	57	29	116
04:00			0		1		1		16:00			13		13		26	
04:15			1		0		1		16:15			14		16		30	
04:30			0		1		1		16:30			15		13		28	
04:45			1	2	1	3	2	5	16:45			15	57	16	58	31	115
05:00			2		1		3		17:00			12		18		30	
05:15			0		0		0		17:15			12		17		29	
05:30			2		1		3		17:30			14		23		37	
05:45			7	11	1	3	8	14	17:45			11	49	14	72	25	121
06:00			3		1		4		18:00			28		11		39	
06:15			6		3		9		18:15			16		24		40	
06:30			10		4		14		18:30			17		12		29	
06:45			8	27	6	14	14	41	18:45			14	75	17	64	31	139
07:00			6		7		13		19:00			11		15		26	
07:15			12		2		14		19:15			7		15		22	
07:30			15		9		24		19:30			9		11		20	
07:45			19	52	12	30	31	82	19:45			9	36	11	52	20	88
08:00			13		22		35		20:00			9		13		22	
08:15			26		34		60		20:15			8		5		13	
08:30			29		10		39		20:30			10		11		21	
08:45			12	80	11	77	23	157	20:45			6	33	5	34	11	67
09:00			11		9		20		21:00			3		4		7	
09:15			14		7		21		21:15			6		8		14	
09:30			11		7		18		21:30			4		3		7	
09:45			11	47	7	30	18	77	21:45			4	17	4	19	8	36
10:00			11		3		14		22:00			6		11		17	
10:15			11		12		23		22:15			2		5		7	
10:30			11		10		21		22:30			1		6		7	
10:45			6	39	14	39	20	78	22:45			2	11	4	26	6	37
11:00			8		9		17		23:00			5		6		11	
11:15			12		3		15		23:15			1		1		2	
11:30			12		16		28		23:30			1		0		1	
11:45			11	43	7	35	18	78	23:45			0	7	0	7	0	14
Totals				305		242		547	Totals				543		551		1094
Split %				55.8%		44.2%		33.3%	Split %				49.6%		50.4%		66.7%

Daily Totals	NB	SB	EB	WB	Total
	0	0	848	793	1641

AM Peak Hour	07:45	07:45	07:45	PM Peak Hour	13:15	12:45	12:45
AM Peak Hr Volume	87	78	165	PM Peak Hr Volume	90	80	157
AM Pk Hr Factor	0.75	0.722	0.842	PM Pk Hr Factor	0.577	0.769	0.892

EXHIBIT G-446

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oaks St east of Frederick Street

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site # 17

Daily Totals	NB	SB	EB	WB	Total
	0	0	933	594	1527

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			4		3		7		12:00			18		10		28	
00:15			1		2		3		12:15			17		11		28	
00:30			0		2		2		12:30			14		13		27	
00:45			1	6	2	9	3	15	12:45			11	60	14	48	25	108
01:00			1		1		2		13:00			19		15		34	
01:15			0		0		0		13:15			34		10		44	
01:30			0		0		0		13:30			22		11		33	
01:45			0	1	0	1	0	2	13:45			24	99	8	44	32	143
02:00			1		0		1		14:00			17		11		28	
02:15			0		0		0		14:15			13		10		23	
02:30			0		1		1		14:30			14		8		22	
02:45			0	1	1	2	1	3	14:45			20	64	6	35	26	99
03:00			0		0		0		15:00			14		12		26	
03:15			0		0		0		15:15			15		9		24	
03:30			0		0		0		15:30			10		16		26	
03:45			2	2	0	0	2	2	15:45			10	49	15	52	25	101
04:00			1		0		1		16:00			17		9		26	
04:15			0		1		1		16:15			19		13		32	
04:30			3		0		3		16:30			19		14		33	
04:45			6	10	1	2	7	12	16:45			17	72	14	50	31	122
05:00			4		0		4		17:00			21		18		39	
05:15			5		1		6		17:15			20		11		31	
05:30			5		0		5		17:30			23		15		38	
05:45			5	19	1	2	6	21	17:45			23	87	11	55	34	142
06:00			8		3		11		18:00			19		8		27	
06:15			2		5		7		18:15			20		7		27	
06:30			9		6		15		18:30			14		14		28	
06:45			8	27	5	19	13	46	18:45			15	68	8	37	23	105
07:00			9		6		15		19:00			10		6		16	
07:15			9		7		16		19:15			9		6		15	
07:30			19		11		30		19:30			7		13		20	
07:45			10	47	6	30	16	77	19:45			6	32	7	32	13	64
08:00			19		14		33		20:00			6		3		9	
08:15			18		8		26		20:15			5		13		18	
08:30			24		5		29		20:30			6		4		10	
08:45			21	82	2	29	23	111	20:45			3	20	5	25	8	45
09:00			17		5		22		21:00			4		8		12	
09:15			10		4		14		21:15			1		5		6	
09:30			15		5		20		21:30			3		5		8	
09:45			9	51	13	27	22	78	21:45			4	12	5	23	9	35
10:00			8		7		15		22:00			4		2		6	
10:15			19		7		26		22:15			7		3		10	
10:30			10		7		17		22:30			3		3		6	
10:45			13	50	3	24	16	74	22:45			0	14	2	10	2	24
11:00			15		5		20		23:00			1		1		2	
11:15			16		8		24		23:15			7		0		7	
11:30			8		5		13		23:30			4		2		6	
11:45			9	48	13	31	22	79	23:45			0	12	4	7	4	19
Totals				344		176		520	Totals				589		418		1007
Split %				66.2%		33.8%		34.1%	Split %				58.5%		41.5%		65.9%

Daily Totals	NB	SB	EB	WB	Total
	0	0	933	594	1527

AM Peak Hour	08:00	07:30	08:00	PM Peak Hour	13:00	16:15	13:00
AM Peak Hr Volume	82	39	111	PM Peak Hr Volume	99	59	143
AM Pk Hr Factor	0.854	0.696	0.841	PM Pk Hr Factor	0.728	0.819	0.813

EXHIBIT G-447

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oaks St east of Frederick Street

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site # 17

Daily Totals	NB	SB	EB	WB	Total
	0	0	927	626	1553

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			1		4		5		12:00			16		6		22	
00:15			0		0		0		12:15			10		10		20	
00:30			2		1		3		12:30			10		11		21	
00:45			1	4	0	5	1	9	12:45			19	55	12	39	31	94
01:00			1		1		2		13:00			18		15		33	
01:15			1		0		1		13:15			34		6		40	
01:30			0		1		1		13:30			24		11		35	
01:45			1	3	0	2	1	5	13:45			12	88	11	43	23	131
02:00			0		0		0		14:00			11		7		18	
02:15			0		0		0		14:15			12		11		23	
02:30			0		1		1		14:30			20		10		30	
02:45			0	0	0	1	0	1	14:45			14	57	16	44	30	101
03:00			1		0		1		15:00			15		12		27	
03:15			0		0		0		15:15			12		11		23	
03:30			1		0		1		15:30			19		12		31	
03:45			0	2	0	0	0	2	15:45			18	64	8	43	26	107
04:00			0		1		1		16:00			13		8		21	
04:15			1		0		1		16:15			13		14		27	
04:30			1		1		2		16:30			17		13		30	
04:45			5	7	1	3	6	10	16:45			12	55	6	41	18	96
05:00			2		1		3		17:00			15		16		31	
05:15			4		0		4		17:15			8		12		20	
05:30			6		2		8		17:30			16		15		31	
05:45			5	17	1	4	6	21	17:45			21	60	12	55	33	115
06:00			10		0		10		18:00			16		15		31	
06:15			6		4		10		18:15			24		13		37	
06:30			9		4		13		18:30			23		7		30	
06:45			10	35	9	17	19	52	18:45			11	74	10	45	21	119
07:00			12		6		18		19:00			6		9		15	
07:15			13		4		17		19:15			12		11		23	
07:30			22		10		32		19:30			12		8		20	
07:45			16	63	16	36	32	99	19:45			9	39	8	36	17	75
08:00			20		15		35		20:00			11		8		19	
08:15			33		11		44		20:15			3		7		10	
08:30			10		8		18		20:30			8		8		16	
08:45			13	76	9	43	22	119	20:45			6	28	6	29	12	57
09:00			16		6		22		21:00			10		8		18	
09:15			12		9		21		21:15			5		4		9	
09:30			21		7		28		21:30			4		5		9	
09:45			11	60	5	27	16	87	21:45			4	23	8	25	12	48
10:00			9		11		20		22:00			4		1		5	
10:15			14		12		26		22:15			4		5		9	
10:30			16		9		25		22:30			2		1		3	
10:45			12	51	9	41	21	92	22:45			2	12	1	8	3	20
11:00			13		9		22		23:00			2		1		3	
11:15			14		9		23		23:15			2		2		4	
11:30			12		9		21		23:30			0		1		1	
11:45			10	49	7	34	17	83	23:45			1	5	1	5	2	10
Totals				367		213		580	Totals				560		413		973
Split %				63.3%		36.7%		37.3%	Split %				57.6%		42.4%		62.7%

Daily Totals	NB	SB	EB	WB	Total
	0	0	927	626	1553

AM Peak Hour	07:30	07:30	07:30	PM Peak Hour	12:45	17:30	12:45
AM Peak Hr Volume	91	52	143	PM Peak Hr Volume	95	55	139
AM Pk Hr Factor	0.948	0.929	1.083	PM Pk Hr Factor	0.699	0.764	0.790

EXHIBIT G-448

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Oaks St east of Frederick Street

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site # 17

Daily Totals	NB	SB	EB	WB	Total
	0	0	944	640	1584

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			1		2		3		12:00			15		11		26	
00:15			1		2		3		12:15			14		8		22	
00:30			0		2		2		12:30			17		14		31	
00:45			0	2	2	8	2	10	12:45			21	67	13	46	34	113
01:00			0		1		1		13:00			14		13		27	
01:15			0		1		1		13:15			30		10		40	
01:30			0		1		1		13:30			24		10		34	
01:45			1	1	0	3	1	4	13:45			21	89	13	46	34	135
02:00			0		1		1		14:00			13		9		22	
02:15			0		0		0		14:15			16		6		22	
02:30			0		0		0		14:30			12		8		20	
02:45			0	0	0	1	0	1	14:45			24	65	9	32	33	97
03:00			1		0		1		15:00			16		17		33	
03:15			0		0		0		15:15			13		10		23	
03:30			0		1		1		15:30			16		10		26	
03:45			0	1	1	2	1	3	15:45			15	60	13	50	28	110
04:00			1		0		1		16:00			21		16		37	
04:15			1		0		1		16:15			17		6		23	
04:30			2		1		3		16:30			17		10		27	
04:45			2	6	1	2	3	8	16:45			17	72	6	38	23	110
05:00			3		0		3		17:00			15		14		29	
05:15			5		1		6		17:15			12		11		23	
05:30			9		0		9		17:30			19		14		33	
05:45			8	25	2	3	10	28	17:45			21	67	13	52	34	119
06:00			9		2		11		18:00			14		20		34	
06:15			8		2		10		18:15			20		11		31	
06:30			10		5		15		18:30			17		9		26	
06:45			12	39	5	14	17	53	18:45			13	64	12	52	25	116
07:00			12		2		14		19:00			11		9		20	
07:15			15		6		21		19:15			15		7		22	
07:30			14		9		23		19:30			7		5		12	
07:45			17	58	13	30	30	88	19:45			11	44	13	34	24	78
08:00			18		16		34		20:00			8		1		9	
08:15			25		10		35		20:15			7		9		16	
08:30			7		12		19		20:30			5		5		10	
08:45			17	67	6	44	23	111	20:45			11	31	7	22	18	53
09:00			12		10		22		21:00			5		6		11	
09:15			18		8		26		21:15			6		6		12	
09:30			12		13		25		21:30			3		5		8	
09:45			11	53	10	41	21	94	21:45			5	19	10	27	15	46
10:00			9		7		16		22:00			7		4		11	
10:15			11		11		22		22:15			4		6		10	
10:30			7		7		14		22:30			2		2		4	
10:45			14	41	6	31	20	72	22:45			2	15	4	16	6	31
11:00			14		8		22		23:00			2		1		3	
11:15			12		9		21		23:15			2		1		3	
11:30			13		12		25		23:30			2		0		2	
11:45			13	52	12	41	25	93	23:45			0	6	3	5	3	11
Totals				345		220		565	Totals				599		420		1019
Split %				61.1%		38.9%		35.7%	Split %				58.8%		41.2%		64.3%

Daily Totals	NB	SB	EB	WB	Total
	0	0	944	640	1584

AM Peak Hour	07:30	07:45	07:30	PM Peak Hour	13:00	17:30	13:00
AM Peak Hr Volume	74	51	122	PM Peak Hr Volume	89	58	135
AM Pk Hr Factor	0.77	0.911	0.924	PM Pk Hr Factor	0.654	0.806	0.767

EXHIBIT G-449

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Hollywood Way and Cordova Street south of Oak St

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site #: 18

Daily Totals	NB	SB	EB	WB	Total
	138	184	0	0	322

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	3		1						4	
00:15	0		0						0		12:15	5		1						6	
00:30	0		0						0		12:30	1		2						3	
00:45	0	0	0	0					0	0	12:45	1	10	5	9					6	19
01:00	0		0						0		13:00	3		5						8	
01:15	1		0						1		13:15	3		5						8	
01:30	0		1						1		13:30	0		1						1	
01:45	0	1	0	1					0	2	13:45	4	10	4	15					8	25
02:00	0		0						0		14:00	3		0						3	
02:15	0		0						0		14:15	3		4						7	
02:30	0		0						0		14:30	2		1						3	
02:45	0	0	0	0					0	0	14:45	2	10	5	10					7	20
03:00	0		0						0		15:00	2		4						6	
03:15	0		0						0		15:15	2		4						6	
03:30	0		1						1		15:30	2		2						4	
03:45	1	1	0	1					1	2	15:45	1	7	1	11					2	18
04:00	0		0						0		16:00	1		2						3	
04:15	0		0						0		16:15	2		1						3	
04:30	0		0						0		16:30	2		3						5	
04:45	0	0	0	0					0	0	16:45	3	8	4	10					7	18
05:00	0		0						0		17:00	2		4						6	
05:15	1		0						1		17:15	4		2						6	
05:30	0		0						0		17:30	2		4						6	
05:45	0	1	0	0					0	1	17:45	3	11	4	14					7	25
06:00	0		0						0		18:00	2		2						4	
06:15	1		0						1		18:15	3		4						7	
06:30	2		1						3		18:30	6		4						10	
06:45	0	3	2	3					2	6	18:45	4	15	4	14					8	29
07:00	1		1						2		19:00	0		3						3	
07:15	0		2						2		19:15	1		0						1	
07:30	0		1						1		19:30	1		4						5	
07:45	11	12	1	5					12	17	19:45	2	4	3	10					5	14
08:00	3		3						6		20:00	0		3						3	
08:15	4		3						7		20:15	2		4						6	
08:30	0		3						3		20:30	1		3						4	
08:45	6	13	1	10					7	23	20:45	0	3	1	11					1	14
09:00	2		4						6		21:00	2		5						7	
09:15	3		6						9		21:15	1		3						4	
09:30	0		2						2		21:30	0		1						1	
09:45	2	7	3	15					5	22	21:45	0	3	1	10					1	13
10:00	2		2						4		22:00	1		3						4	
10:15	1		1						2		22:15	2		1						3	
10:30	1		4						5		22:30	0		0						0	
10:45	1	5	4	11					5	16	22:45	0	3	0	4					0	7
11:00	3		1						4		23:00	1		0						1	
11:15	2		6						8		23:15	0		1						1	
11:30	0		4						4		23:30	1		0						1	
11:45	4	9	4	15					8	24	23:45	0	2	4	5					4	7
Totals		52		61					113		Totals		86		123					209	
Split %		46.0%		54.0%					35.1%		Split %		41.1%		58.9%					64.9%	

Daily Totals	NB	SB	EB	WB	Total
	138	184	0	0	322

AM Peak Hour	07:45	11:00	07:45	PM Peak Hour	18:00	12:30	18:00
AM Peak Volume	18	15	28	PM Peak Volume	15	17	29
AM Pk Hr Factor	0.409	0.625	0.583	PM Pk Hr Factor	0.625	0.850	0.725

EXHIBIT G-450

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Hollywood Way and Cordova Street south of Oak St

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site #: 18

Daily Totals	NB	SB	EB	WB	Total
	152	185	0	0	337

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		2						2		12:00	2		3						5	
00:15	0		0						0		12:15	3		8						11	
00:30	0		0						0		12:30	4		2						6	
00:45	0	0	0	2					0	2	12:45	2	11	2	15					4	26
01:00	1		2						3		13:00	2		2						4	
01:15	1		1						2		13:15	1		2						3	
01:30	1		0						1		13:30	3		2						5	
01:45	0	3	0	3					0	6	13:45	1	7	1	7					2	14
02:00	0		0						0		14:00	1		2						3	
02:15	0		0						0		14:15	1		5						6	
02:30	0		0						0		14:30	4		3						7	
02:45	0	0	0	0					0	0	14:45	2	8	3	13					5	21
03:00	0		0						0		15:00	1		2						3	
03:15	0		0						0		15:15	4		2						6	
03:30	0		0						0		15:30	4		2						6	
03:45	0	0	0	0					0	0	15:45	0	9	4	10					4	19
04:00	1		0						1		16:00	2		2						4	
04:15	0		0						0		16:15	5		1						6	
04:30	1		0						1		16:30	1		1						2	
04:45	0	2	1	1					1	3	16:45	0	8	1	5					1	13
05:00	0		0						0		17:00	4		4						8	
05:15	0		0						0		17:15	4		3						7	
05:30	0		1						1		17:30	3		6						9	
05:45	0	0	0	1					0	1	17:45	1	12	5	18					6	30
06:00	1		0						1		18:00	5		4						9	
06:15	2		0						2		18:15	3		3						6	
06:30	0		0						0		18:30	3		3						6	
06:45	0	3	0	0					0	3	18:45	3	14	4	14					7	28
07:00	0		3						3		19:00	4		3						7	
07:15	0		1						1		19:15	2		2						4	
07:30	6		4						10		19:30	0		4						4	
07:45	7	13	2	10					9	23	19:45	1	7	4	13					5	20
08:00	3		3						6		20:00	0		7						7	
08:15	5		4						9		20:15	2		3						5	
08:30	1		4						5		20:30	3		1						4	
08:45	4	13	4	15					8	28	20:45	0	5	2	13					2	18
09:00	3		5						8		21:00	1		3						4	
09:15	6		3						9		21:15	2		1						3	
09:30	0		4						4		21:30	0		2						2	
09:45	2	11	1	13					3	24	21:45	0	3	1	7					1	10
10:00	1		3						4		22:00	3		1						4	
10:15	3		1						4		22:15	0		4						4	
10:30	1		1						2		22:30	0		1						1	
10:45	1	6	3	8					4	14	22:45	1	4	1	7					2	11
11:00	2		2						4		23:00	1		0						1	
11:15	2		1						3		23:15	1		0						1	
11:30	2		2						4		23:30	3		1						4	
11:45	2	8	3	8					5	16	23:45	0	5	1	2					1	7
Totals		59		61						120	Totals		93		124						217
Split %		49.2%		50.8%						35.6%	Split %		42.9%		57.1%						64.4%

Daily Totals	NB	SB	EB	WB	Total
	152	185	0	0	337

AM Peak Hour	07:30	08:15	11:00	PM Peak Hour	18:00	19:30	17:15
AM Peak Volume	21	17	34	PM Peak Volume	14	18	31
AM Pk Hr Factor	0.477	0.708	0.708	PM Pk Hr Factor	0.583	0.900	0.775

EXHIBIT G-451

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Hollywood Way and Cordova Street south of Oak St

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site #: 18

Daily Totals	NB	SB	EB	WB	Total
	166	189	0	0	355

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	2		6						8	
00:15	0		0						0		12:15	3		2						5	
00:30	0		0						0		12:30	4		1						5	
00:45	0	0	1	1					1	1	12:45	2	11	3	12					5	23
01:00	1		0						1		13:00	0		5						5	
01:15	0		0						0		13:15	5		0						5	
01:30	0		0						0		13:30	4		3						7	
01:45	0	1	0	0					0	1	13:45	1	10	3	11					4	21
02:00	0		0						0		14:00	1		1						2	
02:15	0		0						0		14:15	3		4						7	
02:30	0		0						0		14:30	7		1						8	
02:45	0	0	0	0					0	0	14:45	2	13	1	7					3	20
03:00	0		0						0		15:00	5		4						9	
03:15	2		0						2		15:15	3		2						5	
03:30	0		0						0		15:30	2		1						3	
03:45	0	2	0	0					0	2	15:45	4	14	0	7					4	21
04:00	0		0						0		16:00	4		2						6	
04:15	1		0						1		16:15	2		3						5	
04:30	0		0						0		16:30	3		2						5	
04:45	0	1	0	0					0	1	16:45	2	11	3	10					5	21
05:00	0		0						0		17:00	0		2						2	
05:15	0		0						0		17:15	2		6						8	
05:30	1		1						2		17:30	5		7						12	
05:45	2	3	0	1					2	4	17:45	4	11	3	18					7	29
06:00	2		0						2		18:00	1		1						2	
06:15	0		1						1		18:15	3		6						9	
06:30	1		0						1		18:30	4		5						9	
06:45	3	6	2	3					5	9	18:45	3	11	5	17					8	28
07:00	0		4						4		19:00	3		2						5	
07:15	0		4						4		19:15	2		3						5	
07:30	1		2						3		19:30	1		3						4	
07:45	10	11	4	14					14	25	19:45	0	6	0	8					0	14
08:00	0		3						3		20:00	1		2						3	
08:15	6		4						10		20:15	0		2						2	
08:30	3		5						8		20:30	1		3						4	
08:45	0	9	4	16					4	25	20:45	2	4	3	10					5	14
09:00	5		6						11		21:00	1		4						5	
09:15	5		2						7		21:15	4		2						6	
09:30	3		2						5		21:30	1		3						4	
09:45	0	13	4	14					4	27	21:45	0	6	1	10					1	16
10:00	4		3						7		22:00	1		2						3	
10:15	5		3						8		22:15	0		1						1	
10:30	1		2						3		22:30	0		2						2	
10:45	3	13	0	8					3	21	22:45	2	3	2	7					4	10
11:00	0		4						4		23:00	0		1						1	
11:15	1		4						5		23:15	0		1						1	
11:30	1		4						5		23:30	0		0						0	
11:45	5	7	0	12					5	19	23:45	0	0	1	3					1	3
Totals		66		69					135		Totals		100		120					220	
Split %		48.9%		51.1%					38.0%		Split %		45.5%		54.5%					62.0%	

Daily Totals	NB	SB	EB	WB	Total
	166	189	0	0	355

AM Peak Hour	07:45	08:15	11:00	PM Peak Hour	14:30	18:15	18:15
AM Peak Volume	19	19	35	PM Peak Volume	17	18	31
AM Pk Hr Factor	0.432	0.792	0.729	PM Pk Hr Factor	0.708	0.900	0.775

EXHIBIT G-452

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Cordova south of Oak Street

Day: Tuesday, March 3, 2015 **City:** Burbank, CA

Site # 19

Daily Totals	NB	SB	EB	WB	Total
	325	361	0	0	686

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	13		3						16	
00:15	0		0						0		12:15	5		5						10	
00:30	0		0						0		12:30	4		4						8	
00:45	2	2	0	0					2	2	12:45	4	26	2	14					6	40
01:00	0		1						1		13:00	7		4						11	
01:15	0		0						0		13:15	4		8						12	
01:30	0		1						1		13:30	2		1						3	
01:45	0	0	0	2					0	2	13:45	3	16	6	19					9	35
02:00	0		0						0		14:00	7		5						12	
02:15	0		0						0		14:15	3		7						10	
02:30	0		0						0		14:30	6		8						14	
02:45	0	0	0	0					0	0	14:45	6	22	6	26					12	48
03:00	0		0						0		15:00	7		5						12	
03:15	0		0						0		15:15	5		4						9	
03:30	0		0						0		15:30	3		12						15	
03:45	0	0	0	0					0	0	15:45	5	20	5	26					10	46
04:00	0		0						0		16:00	5		5						10	
04:15	0		0						0		16:15	5		5						10	
04:30	0		0						0		16:30	4		7						11	
04:45	2	2	0	0					2	2	16:45	3	17	5	22					8	39
05:00	0		1						1		17:00	6		9						15	
05:15	4		0						4		17:15	5		14						19	
05:30	1		2						3		17:30	5		9						14	
05:45	1	6	2	5					3	11	17:45	3	19	7	39					10	58
06:00	3		0						3		18:00	7		12						19	
06:15	0		0						0		18:15	6		10						16	
06:30	2		0						2		18:30	8		4						12	
06:45	11	16	2	2					13	18	18:45	5	26	9	35					14	61
07:00	5		1						6		19:00	2		5						7	
07:15	5		2						7		19:15	3		6						9	
07:30	13		1						14		19:30	2		7						9	
07:45	7	30	7	11					14	41	19:45	3	10	9	27					12	37
08:00	6		6						12		20:00	4		8						12	
08:15	3		5						8		20:15	2		7						9	
08:30	4		3						7		20:30	3		3						6	
08:45	4	17	5	19					9	36	20:45	9	18	5	23					14	41
09:00	9		0						9		21:00	3		6						9	
09:15	3		4						7		21:15	3		8						11	
09:30	3		3						6		21:30	0		5						5	
09:45	8	23	2	9					10	32	21:45	1	7	2	21					3	28
10:00	5		8						13		22:00	3		3						6	
10:15	3		3						6		22:15	0		7						7	
10:30	8		2						10		22:30	0		5						5	
10:45	7	23	7	20					14	43	22:45	0	3	2	17					2	20
11:00	7		5						12		23:00	1		1						2	
11:15	4		4						8		23:15	2		1						3	
11:30	3		2						5		23:30	0		3						3	
11:45	4	18	5	16					9	34	23:45	1	4	3	8					4	12
Totals		137		84						221	Totals		188		277						465
Split %		62.0%		38.0%						32.2%	Split %		40.4%		59.6%						67.8%

Daily Totals	NB	SB	EB	WB	Total
	325	361	0	0	686

AM Peak Hour	06:45	07:45	07:30	PM Peak Hour	18:00	17:15	17:15
AM Peak Volume	34	21	48	PM Peak Volume	26	42	62
AM Pk Hr Factor	0.654	0.750	0.857	PM Pk Hr Factor	0.542	0.750	0.816

EXHIBIT G-453

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Cordova south of Oak Street

Day: Wednesday, March 4, 2015 **City:** Burbank, CA

Site # 19

Daily Totals	NB	SB	EB	WB	Total
	316	348	0	0	664

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	2		0						2		12:00	6		4						10	
00:15	2		0						2		12:15	5		3						8	
00:30	2		2						4		12:30	4		6						10	
00:45	0	6	0	2					0	8	12:45	3	18	3	16					6	34
01:00	0		2						2		13:00	2		4						6	
01:15	0		0						0		13:15	4		6						10	
01:30	0		0						0		13:30	2		8						10	
01:45	0	0	0	2					0	2	13:45	5	13	4	22					9	35
02:00	0		1						1		14:00	7		4						11	
02:15	1		0						1		14:15	1		8						9	
02:30	0		0						0		14:30	11		4						15	
02:45	0	1	0	1					0	2	14:45	2	21	6	22					8	43
03:00	0		0						0		15:00	8		3						11	
03:15	0		0						0		15:15	5		13						18	
03:30	0		0						0		15:30	5		3						8	
03:45	0	0	1	1					1	1	15:45	7	25	3	22					10	47
04:00	0		0						0		16:00	6		12						18	
04:15	0		0						0		16:15	9		5						14	
04:30	1		0						1		16:30	4		9						13	
04:45	0	1	0	0					0	1	16:45	4	23	9	35					13	58
05:00	0		2						2		17:00	5		3						8	
05:15	0		0						0		17:15	4		9						13	
05:30	0		0						0		17:30	7		4						11	
05:45	2	2	0	2					2	4	17:45	3	19	11	27					14	46
06:00	3		0						3		18:00	5		6						11	
06:15	1		1						2		18:15	9		4						13	
06:30	2		0						2		18:30	3		9						12	
06:45	2	8	2	3					4	11	18:45	3	20	3	22					6	42
07:00	4		4						8		19:00	1		3						4	
07:15	4		0						4		19:15	9		3						12	
07:30	7		1						8		19:30	4		8						12	
07:45	13	28	8	13					21	41	19:45	6	20	8	22					14	42
08:00	6		1						7		20:00	2		2						4	
08:15	4		3						7		20:15	2		10						12	
08:30	5		6						11		20:30	3		12						15	
08:45	5	20	0	10					5	30	20:45	3	10	5	29					8	39
09:00	4		2						6		21:00	2		2						4	
09:15	3		5						8		21:15	7		1						8	
09:30	3		9						12		21:30	2		5						7	
09:45	5	15	2	18					7	33	21:45	0	11	4	12					4	23
10:00	0		13						13		22:00	2		0						2	
10:15	6		3						9		22:15	9		0						9	
10:30	4		6						10		22:30	0		6						6	
10:45	7	17	2	24					9	41	22:45	0	11	6	12					6	23
11:00	4		7						11		23:00	0		2						2	
11:15	5		2						7		23:15	0		5						5	
11:30	5		5						10		23:30	1		1						2	
11:45	9	23	6	20					15	43	23:45	3	4	3	11					6	15
Totals		121		96					217		Totals		195		252					447	
Split %		55.8%		44.2%					32.7%		Split %		43.6%		56.4%					67.3%	

Daily Totals	NB	SB	EB	WB	Total
	316	348	0	0	664

AM Peak Hour	07:30	09:15	11:00	PM Peak Hour	15:30	16:00	16:00
AM Peak Volume	30	29	46	PM Peak Volume	27	35	58
AM Pk Hr Factor	0.577	1.036	0.821	PM Pk Hr Factor	0.563	0.625	0.763

EXHIBIT G-454

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Cordova south of Oak Street

Day: Thursday, March 5, 2015 **City:** Burbank, CA

Site # 19

Daily Totals	NB	SB	EB	WB	Total
	333	353	0	0	686

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		1						2		12:00	5		5						10	
00:15	0		1						1		12:15	1		11						12	
00:30	2		1						3		12:30	7		9						16	
00:45	0	3	2	5					2	8	12:45	2	15	3	28					5	43
01:00	0		1						1		13:00	4		5						9	
01:15	0		1						1		13:15	8		9						17	
01:30	1		0						1		13:30	4		8						12	
01:45	0	1	0	2					0	3	13:45	7	23	7	29					14	52
02:00	0		0						0		14:00	6		4						10	
02:15	0		0						0		14:15	5		5						10	
02:30	0		0						0		14:30	2		12						14	
02:45	0	0	0	0					0	0	14:45	5	18	9	30					14	48
03:00	0		0						0		15:00	5		2						7	
03:15	1		1						2		15:15	3		8						11	
03:30	0		0						0		15:30	3		8						11	
03:45	0	1	0	1					0	2	15:45	4	15	3	21					7	36
04:00	1		0						1		16:00	4		4						8	
04:15	0		0						0		16:15	5		9						14	
04:30	0		0						0		16:30	8		7						15	
04:45	1	2	0	0					1	2	16:45	9	26	3	23					12	49
05:00	1		0						1		17:00	6		8						14	
05:15	3		0						3		17:15	12		8						20	
05:30	2		0						2		17:30	5		6						11	
05:45	0	6	1	1					1	7	17:45	7	30	7	29					14	59
06:00	2		1						3		18:00	5		5						10	
06:15	1		0						1		18:15	5		7						12	
06:30	3		0						3		18:30	9		10						19	
06:45	0	6	1	2					1	8	18:45	8	27	8	30					16	57
07:00	6		3						9		19:00	4		5						9	
07:15	3		3						6		19:15	2		6						8	
07:30	10		1						11		19:30	9		9						18	
07:45	13	32	3	10					16	42	19:45	4	19	8	28					12	47
08:00	5		5						10		20:00	1		3						4	
08:15	5		2						7		20:15	1		4						5	
08:30	3		4						7		20:30	2		6						8	
08:45	5	18	4	15					9	33	20:45	3	7	5	18					8	25
09:00	3		3						6		21:00	5		5						10	
09:15	5		2						7		21:15	2		5						7	
09:30	1		4						5		21:30	2		7						9	
09:45	5	14	2	11					7	25	21:45	1	10	1	18					2	28
10:00	2		6						8		22:00	7		0						7	
10:15	9		2						11		22:15	0		6						6	
10:30	5		4						9		22:30	2		5						7	
10:45	7	23	3	15					10	38	22:45	1	10	1	12					2	22
11:00	2		4						6		23:00	2		3						5	
11:15	8		2						10		23:15	10		0						10	
11:30	1		7						8		23:30	0		1						1	
11:45	3	14	8	21					11	35	23:45	1	13	0	4					1	17
Totals		120		83					203		Totals		213		270					483	
Split %		59.1%		40.9%					29.6%		Split %		44.1%		55.9%					70.4%	

Daily Totals	NB	SB	EB	WB	Total
	333	353	0	0	686

AM Peak Hour	07:30	11:00	11:00	PM Peak Hour	16:30	14:30	16:30
AM Peak Volume	33	21	44	PM Peak Volume	35	31	61
AM Pk Hr Factor	0.635	0.750	0.786	PM Pk Hr Factor	0.729	0.554	0.803

EXHIBIT G-455

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Avon Street south of Oak Street

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site #: 20

Daily Totals	NB	SB	EB	WB	Total
	241	213	0	0	454

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		0						1		12:00	3		2						5	
00:15	1		0						1		12:15	6		4						10	
00:30	1		1						2		12:30	3		4						7	
00:45	0	3	0	1					0	4	12:45	4	16	4	14					8	30
01:00	0		1						1		13:00	5		11						16	
01:15	0		0						0		13:15	5		7						12	
01:30	0		0						0		13:30	3		5						8	
01:45	0	0	0	1					0	1	13:45	5	18	0	23					5	41
02:00	0		0						0		14:00	7		4						11	
02:15	0		0						0		14:15	1		8						9	
02:30	0		0						0		14:30	8		3						11	
02:45	0	0	0	0					0	0	14:45	2	18	5	20					7	38
03:00	0		0						0		15:00	9		4						13	
03:15	0		0						0		15:15	3		8						11	
03:30	0		0						0		15:30	2		0						2	
03:45	0	0	0	0					0	0	15:45	8	22	3	15					11	37
04:00	0		0						0		16:00	2		5						7	
04:15	0		0						0		16:15	6		3						9	
04:30	0		0						0		16:30	5		3						8	
04:45	0	0	0	0					0	0	16:45	1	14	3	14					4	28
05:00	0		0						0		17:00	4		2						6	
05:15	0		0						0		17:15	3		2						5	
05:30	0		0						0		17:30	8		5						13	
05:45	2	2	0	0					2	2	17:45	1	16	4	13					5	29
06:00	2		0						2		18:00	4		5						9	
06:15	2		2						4		18:15	4		2						6	
06:30	2		0						2		18:30	1		3						4	
06:45	1	7	1	3					2	10	18:45	2	11	2	12					4	23
07:00	1		1						2		19:00	2		6						8	
07:15	3		0						3		19:15	6		2						8	
07:30	7		1						8		19:30	1		2						3	
07:45	7	18	4	6					11	24	19:45	2	11	3	13					5	24
08:00	6		1						7		20:00	2		2						4	
08:15	5		4						9		20:15	0		2						2	
08:30	7		8						15		20:30	0		4						4	
08:45	3	21	0	13					3	34	20:45	1	3	2	10					3	13
09:00	11		4						15		21:00	3		2						5	
09:15	5		9						14		21:15	5		1						6	
09:30	1		3						4		21:30	2		5						7	
09:45	7	24	2	18					9	42	21:45	0	10	1	9					1	19
10:00	0		3						3		22:00	2		0						2	
10:15	5		2						7		22:15	1		0						1	
10:30	3		4						7		22:30	0		1						1	
10:45	3	11	1	10					4	21	22:45	0	3	3	4					3	7
11:00	3		5						8		23:00	0		2						2	
11:15	4		2						6		23:15	0		1						1	
11:30	1		1						2		23:30	0		0						0	
11:45	5	13	3	11					8	24	23:45	0	0	0	3					0	3
Totals		99		63					162		Totals		142		150					292	
Split %		61.1%		38.9%					35.7%		Split %		48.6%		51.4%					64.3%	

Daily Totals	NB	SB	EB	WB	Total
	241	213	0	0	454

AM Peak Hour	08:30	08:30	08:30	PM Peak Hour	15:00	12:45	12:45
AM Peak Volume	26	21	47	PM Peak Volume	22	27	44
AM Pk Hr Factor	0.591	0.583	0.783	PM Pk Hr Factor	0.611	0.614	0.688

EXHIBIT G-456

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Avon Street south of Oak Street

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site #: 20

Daily Totals	NB	SB	EB	WB	Total
	234	216	0	0	450

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	4		1						5	
00:15	0		0						0		12:15	5		5						10	
00:30	0		0						0		12:30	3		3						6	
00:45	1	1	0	0					1	1	12:45	5	17	3	12					8	29
01:00	0		2						2		13:00	3		2						5	
01:15	0		0						0		13:15	3		6						9	
01:30	0		1						1		13:30	9		2						11	
01:45	0	0	0	3					0	3	13:45	2	17	5	15					7	32
02:00	0		0						0		14:00	5		4						9	
02:15	0		0						0		14:15	2		4						6	
02:30	0		0						0		14:30	5		3						8	
02:45	0	0	0	0					0	0	14:45	4	16	4	15					8	31
03:00	0		0						0		15:00	5		4						9	
03:15	0		0						0		15:15	7		5						12	
03:30	0		0						0		15:30	3		9						12	
03:45	0	0	0	0					0	0	15:45	4	19	2	20					6	39
04:00	0		0						0		16:00	5		5						10	
04:15	0		0						0		16:15	4		4						8	
04:30	0		0						0		16:30	3		6						9	
04:45	1	1	0	0					1	1	16:45	4	16	6	21					10	37
05:00	0		0						0		17:00	2		3						5	
05:15	1		0						1		17:15	2		6						8	
05:30	0		0						0		17:30	3		5						8	
05:45	0	1	0	0					0	1	17:45	8	15	0	14					8	29
06:00	1		0						1		18:00	3		5						8	
06:15	0		0						0		18:15	2		3						5	
06:30	3		0						3		18:30	3		0						3	
06:45	2	6	0	0					2	6	18:45	1	9	2	10					3	19
07:00	3		0						3		19:00	3		2						5	
07:15	3		1						4		19:15	3		2						5	
07:30	10		1						11		19:30	1		2						3	
07:45	5	21	5	7					10	28	19:45	4	11	3	9					7	20
08:00	4		4						8		20:00	2		3						5	
08:15	7		10						17		20:15	3		4						7	
08:30	8		6						14		20:30	4		2						6	
08:45	3	22	4	24					7	46	20:45	2	11	0	9					2	20
09:00	2		0						2		21:00	4		5						9	
09:15	3		5						8		21:15	1		2						3	
09:30	4		4						8		21:30	0		4						4	
09:45	5	14	1	10					6	24	21:45	0	5	0	11					0	16
10:00	3		5						8		22:00	1		1						2	
10:15	5		5						10		22:15	0		3						3	
10:30	4		1						5		22:30	0		1						1	
10:45	2	14	2	13					4	27	22:45	0	1	1	6					1	7
11:00	3		2						5		23:00	2		1						3	
11:15	3		3						6		23:15	0		0						0	
11:30	4		3						7		23:30	0		1						1	
11:45	4	14	5	13					9	27	23:45	1	3	2	4					3	7
Totals		94		70						164	Totals		140		146						286
Split %		57.3%		42.7%						36.4%	Split %		49.0%		51.0%						63.6%

Daily Totals	NB	SB	EB	WB	Total
	234	216	0	0	450

AM Peak Hour	07:30	07:45	11:00	PM Peak Hour	14:30	14:45	14:45
AM Peak Volume	26	25	49	PM Peak Volume	21	22	41
AM Pk Hr Factor	0.591	0.694	0.817	PM Pk Hr Factor	0.583	0.500	0.641

EXHIBIT G-457

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Avon Street south of Oak Street

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site #: 20

Daily Totals	NB	SB	EB	WB	Total
	237	225	0	0	462

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		1						2		12:00	6		6						12	
00:15	0		0						0		12:15	1		5						6	
00:30	0		0						0		12:30	6		3						9	
00:45	0	1	1	2					1	3	12:45	4	17	6	20					10	37
01:00	0		0						0		13:00	3		4						7	
01:15	0		1						1		13:15	7		5						12	
01:30	2		0						2		13:30	5		5						10	
01:45	0	2	0	1					0	3	13:45	2	17	1	15					3	32
02:00	0		0						0		14:00	9		6						15	
02:15	1		1						2		14:15	3		3						6	
02:30	0		0						0		14:30	2		6						8	
02:45	0	1	0	1					0	2	14:45	6	20	4	19					10	39
03:00	0		0						0		15:00	5		2						7	
03:15	0		0						0		15:15	6		6						12	
03:30	0		0						0		15:30	2		5						7	
03:45	0	0	0	0					0	0	15:45	5	18	4	17					9	35
04:00	0		0						0		16:00	4		4						8	
04:15	0		0						0		16:15	3		3						6	
04:30	0		0						0		16:30	3		2						5	
04:45	0	0	0	0					0	0	16:45	6	16	2	11					8	27
05:00	1		0						1		17:00	3		4						7	
05:15	1		0						1		17:15	5		0						5	
05:30	1		0						1		17:30	3		4						7	
05:45	0	3	0	0					0	3	17:45	5	16	5	13					10	29
06:00	0		0						0		18:00	6		5						11	
06:15	1		0						1		18:15	4		5						9	
06:30	2		0						2		18:30	6		2						8	
06:45	0	3	1	1					1	4	18:45	1	17	1	13					2	30
07:00	2		1						3		19:00	4		0						4	
07:15	4		3						7		19:15	2		6						8	
07:30	9		1						10		19:30	1		1						2	
07:45	5	20	1	6					6	26	19:45	2	9	4	11					6	20
08:00	3		3						6		20:00	1		3						4	
08:15	9		4						13		20:15	1		4						5	
08:30	3		5						8		20:30	1		4						5	
08:45	7	22	5	17					12	39	20:45	2	5	4	15					6	20
09:00	3		4						7		21:00	1		1						2	
09:15	5		2						7		21:15	1		3						4	
09:30	1		3						4		21:30	1		4						5	
09:45	3	12	1	10					4	22	21:45	2	5	4	12					6	17
10:00	2		8						10		22:00	1		0						1	
10:15	4		1						5		22:15	0		2						2	
10:30	6		4						10		22:30	0		0						0	
10:45	5	17	2	15					7	32	22:45	1	2	1	3					2	5
11:00	1		2						3		23:00	1		2						3	
11:15	5		1						6		23:15	1		0						1	
11:30	1		8						9		23:30	0		1						1	
11:45	4	11	9	20					13	31	23:45	1	3	0	3					1	6
Totals		92		73					165		Totals		145		152					297	
Split %		55.8%		44.2%					35.7%		Split %		48.8%		51.2%					64.3%	

Daily Totals	NB	SB	EB	WB	Total
	237	225	0	0	462

AM Peak Hour	07:30	11:00	11:00	PM Peak Hour	13:15	12:45	13:15
AM Peak Volume	26	20	40	PM Peak Volume	23	20	40
AM Pk Hr Factor	0.591	0.556	0.667	PM Pk Hr Factor	0.639	0.455	0.625

EXHIBIT G-458

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Lima south of Oak

Day: Tuesday, March 3, 2015 **City:** Burbank, CA

Site # 21

Daily Totals	NB	SB	EB	WB	Total
	323	305	0	0	628

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		1						2		12:00	5		3						8	
00:15	0		0						0		12:15	7		2						9	
00:30	1		0						1		12:30	3		4						7	
00:45	0	2	0	1					0	3	12:45	3	18	6	15					9	33
01:00	0		0						0		13:00	3		2						5	
01:15	0		1						1		13:15	2		3						5	
01:30	0		1						1		13:30	4		7						11	
01:45	0	0	0	2					0	2	13:45	10	19	12	24					22	43
02:00	0		0						0		14:00	11		20						31	
02:15	0		0						0		14:15	8		4						12	
02:30	1		0						1		14:30	9		6						15	
02:45	0	1	0	0					0	1	14:45	3	31	9	39					12	70
03:00	0		0						0		15:00	6		7						13	
03:15	0		0						0		15:15	8		3						11	
03:30	0		0						0		15:30	8		3						11	
03:45	0	0	0	0					0	0	15:45	5	27	10	23					15	50
04:00	0		0						0		16:00	11		7						18	
04:15	1		0						1		16:15	4		1						5	
04:30	0		0						0		16:30	5		7						12	
04:45	1	2	0	0					1	2	16:45	7	27	6	21					13	48
05:00	0		0						0		17:00	2		4						6	
05:15	3		1						4		17:15	5		5						10	
05:30	2		0						2		17:30	2		9						11	
05:45	2	7	0	1					2	8	17:45	7	16	10	28					17	44
06:00	4		1						5		18:00	2		9						11	
06:15	2		1						3		18:15	4		7						11	
06:30	1		0						1		18:30	4		6						10	
06:45	4	11	1	3					5	14	18:45	3	13	4	26					7	39
07:00	6		1						7		19:00	0		3						3	
07:15	4		1						5		19:15	4		3						7	
07:30	6		3						9		19:30	4		4						8	
07:45	9	25	1	6					10	31	19:45	3	11	3	13					6	24
08:00	4		3						7		20:00	3		6						9	
08:15	13		15						28		20:15	1		6						7	
08:30	6		5						11		20:30	3		2						5	
08:45	10	33	1	24					11	57	20:45	5	12	2	16					7	28
09:00	8		4						12		21:00	1		6						7	
09:15	7		4						11		21:15	2		5						7	
09:30	4		3						7		21:30	1		1						2	
09:45	5	24	7	18					12	42	21:45	1	5	2	14					3	19
10:00	3		2						5		22:00	0		1						1	
10:15	6		3						9		22:15	1		1						2	
10:30	8		4						12		22:30	0		1						1	
10:45	2	19	1	10					3	29	22:45	0	1	2	5					2	6
11:00	7		1						8		23:00	0		2						2	
11:15	4		2						6		23:15	1		2						3	
11:30	5		6						11		23:30	1		0						1	
11:45	1	17	2	11					3	28	23:45	0	2	1	5					1	7
Totals		141		76					217		Totals		182		229					411	
Split %		65.0%		35.0%					34.6%		Split %		44.3%		55.7%					65.4%	

Daily Totals	NB	SB	EB	WB	Total
	323	305	0	0	628

AM Peak Hour	08:15	08:15	08:15	PM Peak Hour	13:45	13:30	13:45
AM Peak Volume	37	25	62	PM Peak Volume	38	43	80
AM Pk Hr Factor	0.712	0.417	0.554	PM Pk Hr Factor	0.864	0.538	0.645

EXHIBIT G-459

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Lima south of Oak

Day: Wednesday, March 4, 2015 **City:** Burbank, CA

Site # 21

Daily Totals	NB	SB	EB	WB	Total
	247	268	0	0	515

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		1						2		12:00	3		8						11	
00:15	0		0						0		12:15	4		4						8	
00:30	0		0						0		12:30	2		0						2	
00:45	0	1	1	2					1	3	12:45	5	14	3	15					8	29
01:00	0		0						0		13:00	0		2						2	
01:15	0		0						0		13:15	8		3						11	
01:30	0		0						0		13:30	4		3						7	
01:45	0	0	0	0					0	0	13:45	5	17	3	11					8	28
02:00	0		0						0		14:00	4		5						9	
02:15	1		0						1		14:15	5		14						19	
02:30	0		0						0		14:30	10		6						16	
02:45	0	1	0	0					0	1	14:45	7	26	9	34					16	60
03:00	0		0						0		15:00	5		6						11	
03:15	0		0						0		15:15	1		2						3	
03:30	0		0						0		15:30	4		4						8	
03:45	0	0	1	1					1	1	15:45	7	17	5	17					12	34
04:00	1		0						1		16:00	4		6						10	
04:15	0		0						0		16:15	1		3						4	
04:30	1		0						1		16:30	2		3						5	
04:45	0	2	0	0					0	2	16:45	4	11	5	17					9	28
05:00	0		1						1		17:00	6		5						11	
05:15	0		0						0		17:15	1		3						4	
05:30	1		0						1		17:30	1		4						5	
05:45	3	4	0	1					3	5	17:45	5	13	9	21					14	34
06:00	3		0						3		18:00	5		6						11	
06:15	2		2						4		18:15	3		6						9	
06:30	4		2						6		18:30	1		6						7	
06:45	2	11	0	4					2	15	18:45	6	15	2	20					8	35
07:00	6		0						6		19:00	3		4						7	
07:15	2		5						7		19:15	2		8						10	
07:30	6		3						9		19:30	3		2						5	
07:45	6	20	4	12					10	32	19:45	2	10	6	20					8	30
08:00	5		6						11		20:00	2		4						6	
08:15	11		14						25		20:15	1		4						5	
08:30	8		3						11		20:30	0		2						2	
08:45	9	33	1	24					10	57	20:45	4	7	5	15					9	22
09:00	4		2						6		21:00	1		1						2	
09:15	3		4						7		21:15	1		4						5	
09:30	2		4						6		21:30	1		2						3	
09:45	1	10	0	10					1	20	21:45	2	5	5	12					7	17
10:00	1		3						4		22:00	2		3						5	
10:15	2		2						4		22:15	2		1						3	
10:30	3		2						5		22:30	1		0						1	
10:45	2	8	3	10					5	18	22:45	0	5	1	5					1	10
11:00	4		1						5		23:00	0		1						1	
11:15	2		3						5		23:15	3		3						6	
11:30	2		7						9		23:30	0		1						1	
11:45	6	14	1	12					7	26	23:45	0	3	0	5					0	8
Totals		104		76						180	Totals		143		192						335
Split %		57.8%		42.2%						35.0%	Split %		42.7%		57.3%						65.0%

Daily Totals	NB	SB	EB	WB	Total
	247	268	0	0	515

AM Peak Hour	08:00	07:45	11:00	PM Peak Hour	14:15	14:15	14:15
AM Peak Volume	33	27	57	PM Peak Volume	27	35	62
AM Pk Hr Factor	0.635	0.450	0.509	PM Pk Hr Factor	0.614	0.438	0.500

EXHIBIT G-460

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Lima south of Oak

Day: Thursday, March 5, 2015 **City:** Burbank, CA

Site # 21

Daily Totals	NB	SB	EB	WB	Total
	280	290	0	0	570

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		3						3		12:00	6		2						8	
00:15	0		0						0		12:15	2		5						7	
00:30	1		1						2		12:30	5		4						9	
00:45	0	1	0	4					0	5	12:45	5	18	3	14					8	32
01:00	0		0						0		13:00	3		3						6	
01:15	0		0						0		13:15	4		3						7	
01:30	0		0						0		13:30	1		2						3	
01:45	0	0	0	0					0	0	13:45	2	10	1	9					3	19
02:00	0		0						0		14:00	5		5						10	
02:15	0		0						0		14:15	1		12						13	
02:30	0		1						1		14:30	13		4						17	
02:45	0	0	0	1					0	1	14:45	2	21	12	33					14	54
03:00	0		0						0		15:00	15		6						21	
03:15	1		0						1		15:15	5		5						10	
03:30	0		0						0		15:30	5		7						12	
03:45	0	1	0	0					0	1	15:45	2	27	3	21					5	48
04:00	1		1						2		16:00	5		3						8	
04:15	0		0						0		16:15	3		6						9	
04:30	0		0						0		16:30	3		3						6	
04:45	1	2	0	1					1	3	16:45	2	13	6	18					8	31
05:00	0		0						0		17:00	2		4						6	
05:15	1		0						1		17:15	1		5						6	
05:30	1		2						3		17:30	5		4						9	
05:45	2	4	0	2					2	6	17:45	7	15	4	17					11	32
06:00	2		1						3		18:00	2		5						7	
06:15	1		0						1		18:15	4		8						12	
06:30	3		1						4		18:30	2		5						7	
06:45	4	10	1	3					5	13	18:45	1	9	5	23					6	32
07:00	5		2						7		19:00	4		6						10	
07:15	4		1						5		19:15	2		6						8	
07:30	6		3						9		19:30	1		5						6	
07:45	9	24	3	9					12	33	19:45	2	9	5	22					7	31
08:00	6		5						11		20:00	6		5						11	
08:15	10		10						20		20:15	4		1						5	
08:30	5		5						10		20:30	3		1						4	
08:45	4	25	3	23					7	48	20:45	0	13	2	9					2	22
09:00	4		5						9		21:00	0		1						1	
09:15	2		8						10		21:15	2		2						4	
09:30	5		2						7		21:30	0		1						1	
09:45	5	16	4	19					9	35	21:45	1	3	1	5					2	8
10:00	4		1						5		22:00	1		1						2	
10:15	6		7						13		22:15	1		2						3	
10:30	9		5						14		22:30	0		9						9	
10:45	9	28	2	15					11	43	22:45	2	4	2	14					4	18
11:00	9		8						17		23:00	0		2						2	
11:15	8		6						14		23:15	0		1						1	
11:30	8		3						11		23:30	0		1						1	
11:45	1	26	6	23					7	49	23:45	1	1	1	5					2	6
Totals		137		100					237		Totals		143		190					333	
Split %		57.8%		42.2%					41.6%		Split %		42.9%		57.1%					58.4%	

Daily Totals	NB	SB	EB	WB	Total
	280	290	0	0	570

AM Peak Hour	10:30	11:00	11:00	PM Peak Hour	14:30	14:15	14:15
AM Peak Volume	35	23	56	PM Peak Volume	35	34	65
AM Pk Hr Factor	0.673	0.383	0.500	PM Pk Hr Factor	0.795	0.425	0.524

EXHIBIT G-461

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

California Street south of Oak Street

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site #: 22

Daily Totals	NB	SB	EB	WB	Total
	304	264	0	0	568

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		0						1		12:00	3		3						6	
00:15	0		0						0		12:15	5		5						10	
00:30	0		0						0		12:30	2		4						6	
00:45	1	2	0	0					1	2	12:45	9	19	3	15					12	34
01:00	0		0						0		13:00	10		5						15	
01:15	1		1						2		13:15	5		11						16	
01:30	0		0						0		13:30	6		3						9	
01:45	0	1	0	1					0	2	13:45	9	30	5	24					14	54
02:00	0		0						0		14:00	7		5						12	
02:15	0		1						1		14:15	6		2						8	
02:30	1		0						1		14:30	6		2						8	
02:45	0	1	0	1					0	2	14:45	2	21	5	14					7	35
03:00	0		0						0		15:00	8		5						13	
03:15	0		0						0		15:15	3		2						5	
03:30	0		0						0		15:30	4		4						8	
03:45	0	0	0	0					0	0	15:45	5	20	5	16					10	36
04:00	0		0						0		16:00	3		6						9	
04:15	0		0						0		16:15	5		5						10	
04:30	0		1						1		16:30	6		6						12	
04:45	0	0	0	1					0	1	16:45	0	14	8	25					8	39
05:00	0		1						1		17:00	3		3						6	
05:15	2		0						2		17:15	1		3						4	
05:30	0		0						0		17:30	5		7						12	
05:45	2	4	0	1					2	5	17:45	2	11	6	19					8	30
06:00	3		0						3		18:00	2		3						5	
06:15	3		0						3		18:15	2		6						8	
06:30	0		3						3		18:30	3		5						8	
06:45	3	9	2	5					5	14	18:45	3	10	4	18					7	28
07:00	6		0						6		19:00	5		5						10	
07:15	3		3						6		19:15	2		2						4	
07:30	4		4						8		19:30	0		4						4	
07:45	8	21	10	17					18	38	19:45	5	12	5	16					10	28
08:00	11		2						13		20:00	13		0						13	
08:15	5		8						13		20:15	1		2						3	
08:30	6		4						10		20:30	1		2						3	
08:45	7	29	3	17					10	46	20:45	8	23	4	8					12	31
09:00	5		5						10		21:00	1		2						3	
09:15	13		3						16		21:15	2		2						4	
09:30	5		1						6		21:30	0		6						6	
09:45	3	26	10	19					13	45	21:45	1	4	2	12					3	16
10:00	4		5						9		22:00	0		5						5	
10:15	7		4						11		22:15	5		0						5	
10:30	5		3						8		22:30	1		2						3	
10:45	3	19	4	16					7	35	22:45	0	6	0	7					0	13
11:00	4		2						6		23:00	0		1						1	
11:15	2		4						6		23:15	0		0						0	
11:30	8		3						11		23:30	2		0						2	
11:45	4	18	2	11					6	29	23:45	2	4	0	1					2	5
Totals		130		89					219		Totals		174		175					349	
Split %		59.4%		40.6%					38.6%		Split %		49.9%		50.1%					61.4%	

Daily Totals	NB	SB	EB	WB	Total
	304	264	0	0	568

AM Peak Hour	08:30	07:45	07:45	PM Peak Hour	13:00	16:00	13:00
AM Peak Volume	31	24	54	PM Peak Volume	30	25	54
AM Pk Hr Factor	0.596	0.600	0.750	PM Pk Hr Factor	0.750	0.781	0.844

EXHIBIT G-462

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

California Street south of Oak Street

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site #: 22

Daily Totals	NB	SB	EB	WB	Total
	340	302	0	0	642

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	5		5						10	
00:15	2		1						3		12:15	5		6						11	
00:30	0		1						1		12:30	9		0						9	
00:45	0	2	0	2					0	4	12:45	0	19	9	20					9	39
01:00	0		0						0		13:00	10		3						13	
01:15	0		0						0		13:15	7		14						21	
01:30	0		0						0		13:30	21		0						21	
01:45	0	0	0	0					0	0	13:45	10	48	6	23					16	71
02:00	0		0						0		14:00	10		10						20	
02:15	0		0						0		14:15	3		5						8	
02:30	0		1						1		14:30	7		8						15	
02:45	0	0	0	1					0	1	14:45	3	23	4	27					7	50
03:00	0		0						0		15:00	0		9						9	
03:15	0		0						0		15:15	11		2						13	
03:30	0		0						0		15:30	5		5						10	
03:45	0	0	0	0					0	0	15:45	2	18	12	28					14	46
04:00	0		1						1		16:00	2		4						6	
04:15	0		0						0		16:15	7		2						9	
04:30	1		0						1		16:30	2		2						4	
04:45	0	1	2	3					2	4	16:45	3	14	7	15					10	29
05:00	0		1						1		17:00	2		13						15	
05:15	0		0						0		17:15	4		4						8	
05:30	1		1						2		17:30	4		4						8	
05:45	1	2	0	2					1	4	17:45	6	16	6	27					12	43
06:00	2		0						2		18:00	9		9						18	
06:15	3		0						3		18:15	1		9						10	
06:30	2		0						2		18:30	4		2						6	
06:45	5	12	0	0					5	12	18:45	4	18	5	25					9	43
07:00	3		2						5		19:00	3		8						11	
07:15	6		1						7		19:15	9		4						13	
07:30	5		3						8		19:30	4		4						8	
07:45	10	24	0	6					10	30	19:45	1	17	1	17					2	34
08:00	7		7						14		20:00	6		0						6	
08:15	14		3						17		20:15	3		7						10	
08:30	5		5						10		20:30	5		3						8	
08:45	9	35	2	17					11	52	20:45	2	16	2	12					4	28
09:00	11		0						11		21:00	0		6						6	
09:15	7		3						10		21:15	1		4						5	
09:30	5		3						8		21:30	2		3						5	
09:45	3	26	5	11					8	37	21:45	2	5	4	17					6	22
10:00	5		2						7		22:00	5		0						5	
10:15	6		11						17		22:15	1		2						3	
10:30	4		5						9		22:30	2		1						3	
10:45	4	19	0	18					4	37	22:45	0	8	3	6					3	14
11:00	4		1						5		23:00	0		2						2	
11:15	7		7						14		23:15	0		1						1	
11:30	0		9						9		23:30	0		2						2	
11:45	5	16	2	19					7	35	23:45	1	1	1	6					2	7
Totals		137		79						216	Totals		203		223						426
Split %		63.4%		36.6%						33.6%	Split %		47.7%		52.3%						66.4%

Daily Totals	NB	SB	EB	WB	Total
	340	302	0	0	642

AM Peak Hour	08:15	09:45	11:00	PM Peak Hour	13:15	13:15	13:15
AM Peak Volume	39	23	52	PM Peak Volume	48	30	78
AM Pk Hr Factor	0.750	0.575	0.722	PM Pk Hr Factor	1.200	0.938	1.219

EXHIBIT G-463

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

California Street south of Oak Street

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site #: 22

Daily Totals	NB	SB	EB	WB	Total
	291	322	0	0	613

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		3						3		12:00	0		2						2	
00:15	2		0						2		12:15	4		3						7	
00:30	0		0						0		12:30	4		4						8	
00:45	1	3	0	3					1	6	12:45	5	13	9	18					14	31
01:00	0		1						1		13:00	5		14						19	
01:15	0		0						0		13:15	5		8						13	
01:30	1		0						1		13:30	5		4						9	
01:45	0	1	0	1					0	2	13:45	2	17	9	35					11	52
02:00	0		2						2		14:00	6		5						11	
02:15	1		0						1		14:15	4		1						5	
02:30	1		1						2		14:30	5		4						9	
02:45	0	2	0	3					0	5	14:45	5	20	5	15					10	35
03:00	0		0						0		15:00	5		3						8	
03:15	0		0						0		15:15	5		9						14	
03:30	0		0						0		15:30	6		0						6	
03:45	0	0	0	0					0	0	15:45	6	22	9	21					15	43
04:00	0		0						0		16:00	0		10						10	
04:15	0		0						0		16:15	3		6						9	
04:30	1		0						1		16:30	1		8						9	
04:45	0	1	0	0					0	1	16:45	5	9	3	27					8	36
05:00	0		3						3		17:00	5		5						10	
05:15	0		2						2		17:15	4		2						6	
05:30	0		0						0		17:30	4		11						15	
05:45	0	0	0	5					0	5	17:45	1	14	10	28					11	42
06:00	2		0						2		18:00	6		8						14	
06:15	3		0						3		18:15	6		6						12	
06:30	0		2						2		18:30	12		9						21	
06:45	8	13	0	2					8	15	18:45	3	27	6	29					9	56
07:00	4		1						5		19:00	4		4						8	
07:15	5		2						7		19:15	4		10						14	
07:30	5		5						10		19:30	4		2						6	
07:45	13	27	3	11					16	38	19:45	5	17	3	19					8	36
08:00	6		2						8		20:00	0		9						9	
08:15	9		7						16		20:15	2		3						5	
08:30	9		7						16		20:30	0		10						10	
08:45	7	31	4	20					11	51	20:45	2	4	1	23					3	27
09:00	4		3						7		21:00	2		2						4	
09:15	9		4						13		21:15	0		1						1	
09:30	2		9						11		21:30	0		4						4	
09:45	2	17	5	21					7	38	21:45	7	9	0	7					7	16
10:00	4		0						4		22:00	2		4						6	
10:15	3		4						7		22:15	1		1						2	
10:30	5		2						7		22:30	4		4						8	
10:45	6	18	2	8					8	26	22:45	0	7	6	15					6	22
11:00	2		2						4		23:00	1		0						1	
11:15	3		2						5		23:15	0		0						0	
11:30	7		3						10		23:30	1		1						2	
11:45	5	17	2	9					7	26	23:45	0	2	1	2					1	4
Totals		130		83						213	Totals		161		239						400
Split %		61.0%		39.0%						34.7%	Split %		40.3%		59.8%						65.3%

Daily Totals	NB	SB	EB	WB	Total
	291	322	0	0	613

AM Peak Hour	07:45	09:00	11:00	PM Peak Hour	18:00	17:30	17:45
AM Peak Volume	37	21	56	PM Peak Volume	27	35	58
AM Pk Hr Factor	0.712	0.525	0.778	PM Pk Hr Factor	0.675	1.094	0.906

EXHIBIT G-464

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

N Whitnall Hwy south of Oak Street

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site #: 23

Daily Totals	NB	SB	EB	WB	Total
	351	328	0	0	679

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		0						1		12:00	5		4						9	
00:15	1		0						1		12:15	5		6						11	
00:30	0		0						0		12:30	7		6						13	
00:45	0	2	1	1					1	3	12:45	3	20	2	18					5	38
01:00	0		0						0		13:00	10		8						18	
01:15	0		0						0		13:15	15		7						22	
01:30	0		0						0		13:30	7		9						16	
01:45	0	0	0	0					0	0	13:45	3	35	5	29					8	64
02:00	0		0						0		14:00	6		4						10	
02:15	0		0						0		14:15	7		7						14	
02:30	0		0						0		14:30	6		6						12	
02:45	0	0	0	0					0	0	14:45	5	24	9	26					14	50
03:00	0		0						0		15:00	5		7						12	
03:15	0		0						0		15:15	6		5						11	
03:30	0		1						1		15:30	4		5						9	
03:45	0	0	0	1					0	1	15:45	3	18	2	19					5	37
04:00	0		1						1		16:00	7		4						11	
04:15	0		1						1		16:15	8		8						16	
04:30	1		0						1		16:30	9		10						19	
04:45	0	1	0	2					0	3	16:45	5	29	4	26					9	55
05:00	0		0						0		17:00	9		6						15	
05:15	1		2						3		17:15	16		3						19	
05:30	0		1						1		17:30	12		3						15	
05:45	0	1	1	4					1	5	17:45	6	43	3	15					9	58
06:00	0		6						6		18:00	12		6						18	
06:15	2		2						4		18:15	11		4						15	
06:30	0		4						4		18:30	12		5						17	
06:45	1	3	1	13					2	16	18:45	9	44	3	18					12	62
07:00	1		6						7		19:00	9		3						12	
07:15	2		3						5		19:15	5		0						5	
07:30	2		6						8		19:30	1		2						3	
07:45	11	16	11	26					22	42	19:45	4	19	2	7					6	26
08:00	17		5						22		20:00	2		3						5	
08:15	21		13						34		20:15	2		1						3	
08:30	3		7						10		20:30	5		3						8	
08:45	0	41	11	36					11	77	20:45	1	10	2	9					3	19
09:00	0		19						19		21:00	1		0						1	
09:15	0		13						13		21:15	4		0						4	
09:30	1		7						8		21:30	1		1						2	
09:45	3	4	6	45					9	49	21:45	2	8	2	3					4	11
10:00	2		3						5		22:00	1		2						3	
10:15	3		2						5		22:15	2		1						3	
10:30	5		3						8		22:30	0		2						2	
10:45	5	15	2	10					7	25	22:45	1	4	1	6					2	10
11:00	1		1						2		23:00	2		0						2	
11:15	2		5						7		23:15	1		1						2	
11:30	5		5						10		23:30	1		0						1	
11:45	2	10	2	13					4	23	23:45	0	4	0	1					0	5
Totals		93		151					244		Totals		258		177					435	
Split %		38.1%		61.9%					35.9%		Split %		59.3%		40.7%					64.1%	

Daily Totals	NB	SB	EB	WB	Total
	351	328	0	0	679

AM Peak Hour	07:45	08:45	07:45	PM Peak Hour	17:15	14:15	13:00
AM Peak Volume	52	50	88	PM Peak Volume	46	29	64
AM Pk Hr Factor	0.619	0.658	0.647	PM Pk Hr Factor	0.719	0.806	0.727

EXHIBIT G-465

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

N Whitnall Hwy south of Oak Street

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site #: 23

Daily Totals	NB	SB	EB	WB	Total
	350	314	0	0	664

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	6		4						10	
00:15	0		1						1		12:15	5		3						8	
00:30	0		0						0		12:30	1		5						6	
00:45	0	0	0	1					0	1	12:45	5	17	8	20					13	37
01:00	0		1						1		13:00	13		4						17	
01:15	0		1						1		13:15	15		14						29	
01:30	0		0						0		13:30	12		8						20	
01:45	0	0	0	2					0	2	13:45	5	45	7	33					12	78
02:00	0		0						0		14:00	3		5						8	
02:15	0		0						0		14:15	8		5						13	
02:30	0		0						0		14:30	5		5						10	
02:45	1	1	0	0					1	1	14:45	4	20	7	22					11	42
03:00	1		1						2		15:00	4		4						8	
03:15	0		1						1		15:15	11		7						18	
03:30	0		0						0		15:30	2		8						10	
03:45	0	1	1	3					1	4	15:45	5	22	4	23					9	45
04:00	0		0						0		16:00	4		2						6	
04:15	0		0						0		16:15	5		6						11	
04:30	1		0						1		16:30	7		1						8	
04:45	0	1	1	1					1	2	16:45	6	22	3	12					9	34
05:00	0		0						0		17:00	10		2						12	
05:15	1		1						2		17:15	6		2						8	
05:30	0		2						2		17:30	12		6						18	
05:45	1	2	0	3					1	5	17:45	12	40	4	14					16	54
06:00	1		6						7		18:00	13		4						17	
06:15	0		4						4		18:15	8		3						11	
06:30	1		6						7		18:30	6		5						11	
06:45	1	3	1	17					2	20	18:45	6	33	2	14					8	47
07:00	0		4						4		19:00	4		1						5	
07:15	3		7						10		19:15	4		4						8	
07:30	2		4						6		19:30	8		3						11	
07:45	11	16	12	27					23	43	19:45	3	19	4	12					7	31
08:00	12		4						16		20:00	1		1						2	
08:15	21		16						37		20:15	4		1						5	
08:30	5		13						18		20:30	1		1						2	
08:45	1	39	12	45					13	84	20:45	4	10	1	4					5	14
09:00	1		7						8		21:00	3		1						4	
09:15	2		7						9		21:15	4		0						4	
09:30	2		10						12		21:30	1		2						3	
09:45	2	7	3	27					5	34	21:45	1	9	0	3					1	12
10:00	2		0						2		22:00	1		1						2	
10:15	5		5						10		22:15	1		0						1	
10:30	7		4						11		22:30	2		0						2	
10:45	2	16	4	13					6	29	22:45	1	5	2	3					3	8
11:00	3		0						3		23:00	4		0						4	
11:15	5		2						7		23:15	2		1						3	
11:30	4		3						7		23:30	2		1						3	
11:45	2	14	6	11					8	25	23:45	0	8	2	4					2	12
Totals		100		150					250		Totals		250		164					414	
Split %		40.0%		60.0%					37.7%		Split %		60.4%		39.6%					62.3%	

Daily Totals	NB	SB	EB	WB	Total
	350	314	0	0	664

AM Peak Hour	07:45	08:15	11:00	PM Peak Hour	17:30	13:15	12:45
AM Peak Volume	49	48	94	PM Peak Volume	45	34	79
AM Pk Hr Factor	0.583	0.632	0.691	PM Pk Hr Factor	0.703	0.944	0.898

EXHIBIT G-466

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

N Whitnall Hwy south of Oak Street

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site #: 23

Daily Totals	NB	SB	EB	WB	Total
	383	303	0	0	686

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		0						1		12:00	1		1						2	
00:15	1		1						2		12:15	4		3						7	
00:30	0		1						1		12:30	6		4						10	
00:45	1	3	1	3					2	6	12:45	7	18	5	13					12	31
01:00	0		0						0		13:00	6		3						9	
01:15	0		1						1		13:15	14		5						19	
01:30	1		0						1		13:30	5		4						9	
01:45	1	2	0	1					1	3	13:45	7	32	6	18					13	50
02:00	1		0						1		14:00	6		3						9	
02:15	0		0						0		14:15	14		7						21	
02:30	0		0						0		14:30	5		1						6	
02:45	0	1	0	0					0	1	14:45	3	28	6	17					9	45
03:00	0		0						0		15:00	5		5						10	
03:15	0		0						0		15:15	8		3						11	
03:30	0		0						0		15:30	7		4						11	
03:45	0	0	1	1					1	1	15:45	6	26	8	20					14	46
04:00	0		0						0		16:00	7		6						13	
04:15	0		0						0		16:15	7		1						8	
04:30	0		1						1		16:30	7		2						9	
04:45	0	0	0	1					0	1	16:45	7	28	8	17					15	45
05:00	0		1						1		17:00	11		4						15	
05:15	1		1						2		17:15	7		4						11	
05:30	0		2						2		17:30	12		7						19	
05:45	0	1	1	5					1	6	17:45	7	37	4	19					11	56
06:00	1		4						5		18:00	13		2						15	
06:15	1		3						4		18:15	11		3						14	
06:30	1		6						7		18:30	8		6						14	
06:45	2	5	2	15					4	20	18:45	4	36	4	15					8	51
07:00	2		5						7		19:00	5		1						6	
07:15	4		4						8		19:15	6		3						9	
07:30	2		4						6		19:30	5		3						8	
07:45	15	23	6	19					21	42	19:45	4	20	5	12					9	32
08:00	18		4						22		20:00	9		2						11	
08:15	21		13						34		20:15	4		2						6	
08:30	6		17						23		20:30	4		3						7	
08:45	1	46	15	49					16	95	20:45	7	24	3	10					10	34
09:00	2		13						15		21:00	2		2						4	
09:15	1		10						11		21:15	1		1						2	
09:30	2		9						11		21:30	4		3						7	
09:45	4	9	4	36					8	45	21:45	4	11	0	6					4	17
10:00	4		2						6		22:00	3		1						4	
10:15	2		1						3		22:15	0		0						0	
10:30	1		4						5		22:30	1		2						3	
10:45	0	7	3	10					3	17	22:45	2	6	0	3					2	9
11:00	3		3						6		23:00	0		0						0	
11:15	4		3						7		23:15	3		1						4	
11:30	4		4						8		23:30	0		0						0	
11:45	6	17	2	12					8	29	23:45	0	3	0	1					0	4
Totals		114		152					266		Totals		269		151					420	
Split %		42.9%		57.1%					38.8%		Split %		64.0%		36.0%					61.2%	

Daily Totals	NB	SB	EB	WB	Total
	383	303	0	0	686

AM Peak Hour	07:45	08:15	11:00	PM Peak Hour	17:30	16:45	16:45
AM Peak Volume	60	58	100	PM Peak Volume	43	23	60
AM Pk Hr Factor	0.714	0.763	0.735	PM Pk Hr Factor	0.672	0.639	0.682

EXHIBIT G-467

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Fairview Street south of Oaks Street

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site #: 24

Daily Totals	NB	SB	EB	WB	Total
	380	240	0	0	620

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	3		4						7	
00:15	1		1						2		12:15	7		2						9	
00:30	1		0						1		12:30	9		0						9	
00:45	0	2	0	1					0	3	12:45	2	21	3	9					5	30
01:00	0		0						0		13:00	8		8						16	
01:15	0		0						0		13:15	10		6						16	
01:30	0		0						0		13:30	8		3						11	
01:45	1	1	0	0					1	1	13:45	11	37	4	21					15	58
02:00	0		0						0		14:00	3		3						6	
02:15	1		0						1		14:15	2		1						3	
02:30	0		0						0		14:30	7		3						10	
02:45	0	1	0	0					0	1	14:45	5	17	4	11					9	28
03:00	0		1						1		15:00	11		7						18	
03:15	0		0						0		15:15	5		4						9	
03:30	0		0						0		15:30	8		2						10	
03:45	0	0	0	1					0	1	15:45	7	31	2	15					9	46
04:00	0		0						0		16:00	10		5						15	
04:15	0		0						0		16:15	4		1						5	
04:30	0		0						0		16:30	7		3						10	
04:45	0	0	0	0					0	0	16:45	10	31	5	14					15	45
05:00	0		0						0		17:00	8		3						11	
05:15	0		1						1		17:15	10		4						14	
05:30	1		3						4		17:30	13		1						14	
05:45	0	1	2	6					2	7	17:45	9	40	7	15					16	55
06:00	1		2						3		18:00	12		5						17	
06:15	0		3						3		18:15	9		1						10	
06:30	0		3						3		18:30	12		2						14	
06:45	2	3	6	14					8	17	18:45	15	48	1	9					16	57
07:00	2		2						4		19:00	12		0						12	
07:15	0		4						4		19:15	3		1						4	
07:30	1		4						5		19:30	4		4						8	
07:45	7	10	6	16					13	26	19:45	4	23	3	8					7	31
08:00	7		6						13		20:00	4		0						4	
08:15	7		8						15		20:15	3		3						6	
08:30	5		12						17		20:30	2		2						4	
08:45	4	23	9	35					13	58	20:45	7	16	2	7					9	23
09:00	2		9						11		21:00	2		0						2	
09:15	3		7						10		21:15	5		2						7	
09:30	1		9						10		21:30	4		2						6	
09:45	6	12	6	31					12	43	21:45	2	13	0	4					2	17
10:00	3		3						6		22:00	0		0						0	
10:15	4		5						9		22:15	1		1						2	
10:30	2		2						4		22:30	3		0						3	
10:45	7	16	2	12					9	28	22:45	7	11	1	2					8	13
11:00	5		2						7		23:00	2		0						2	
11:15	4		1						5		23:15	1		0						1	
11:30	4		3						7		23:30	3		1						4	
11:45	2	15	2	8					4	23	23:45	2	8	0	1					2	9
Totals		84		124						208	Totals		296		116						412
Split %		40.4%		59.6%						33.5%	Split %		71.8%		28.2%						66.5%

Daily Totals	NB	SB	EB	WB	Total
	380	240	0	0	620

AM Peak Hour	07:45	08:15	08:00	PM Peak Hour	18:15	13:00	17:15
AM Peak Volume	26	38	58	PM Peak Volume	48	21	61
AM Pk Hr Factor	0.929	0.792	0.853	PM Pk Hr Factor	0.800	0.656	0.897

EXHIBIT G-468

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Fairview Street south of Oaks Street

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site #: 24

Daily Totals	NB	SB	EB	WB	Total
	387	247	0	0	634

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		1						2		12:00	9		1						10	
00:15	1		0						1		12:15	6		1						7	
00:30	0		0						0		12:30	9		7						16	
00:45	0	2	0	1					0	3	12:45	12	36	3	12					15	48
01:00	2		0						2		13:00	13		5						18	
01:15	0		0						0		13:15	4		3						7	
01:30	0		2						2		13:30	7		7						14	
01:45	0	2	0	2					0	4	13:45	7	31	7	22					14	53
02:00	1		0						1		14:00	7		2						9	
02:15	0		0						0		14:15	5		3						8	
02:30	2		0						2		14:30	6		4						10	
02:45	0	3	0	0					0	3	14:45	9	27	4	13					13	40
03:00	1		0						1		15:00	3		2						5	
03:15	0		0						0		15:15	7		3						10	
03:30	0		0						0		15:30	5		1						6	
03:45	0	1	0	0					0	1	15:45	6	21	2	8					8	29
04:00	0		0						0		16:00	2		5						7	
04:15	0		0						0		16:15	6		3						9	
04:30	0		0						0		16:30	5		7						12	
04:45	1	1	2	2					3	3	16:45	11	24	3	18					14	42
05:00	0		0						0		17:00	10		3						13	
05:15	0		3						3		17:15	12		7						19	
05:30	0		2						2		17:30	11		2						13	
05:45	0	0	1	6					1	6	17:45	8	41	4	16					12	57
06:00	0		3						3		18:00	10		3						13	
06:15	0		2						2		18:15	11		0						11	
06:30	2		10						12		18:30	12		3						15	
06:45	0	2	3	18					3	20	18:45	10	43	1	7					11	50
07:00	1		5						6		19:00	10		0						10	
07:15	4		3						7		19:15	8		3						11	
07:30	5		7						12		19:30	5		0						5	
07:45	4	14	5	20					9	34	19:45	8	31	1	4					9	35
08:00	7		9						16		20:00	4		4						8	
08:15	8		13						21		20:15	3		3						6	
08:30	2		6						8		20:30	5		4						9	
08:45	4	21	9	37					13	58	20:45	3	15	2	13					5	28
09:00	2		6						8		21:00	1		1						2	
09:15	0		9						9		21:15	0		0						0	
09:30	1		1						2		21:30	1		0						1	
09:45	6	9	1	17					7	26	21:45	5	7	1	2					6	9
10:00	5		6						11		22:00	1		2						3	
10:15	5		7						12		22:15	2		1						3	
10:30	5		2						7		22:30	1		1						2	
10:45	5	20	1	16					6	36	22:45	3	7	0	4					3	11
11:00	6		1						7		23:00	2		1						3	
11:15	6		6						12		23:15	1		0						1	
11:30	6		0						6		23:30	0		0						0	
11:45	6	24	1	8					7	32	23:45	2	5	0	1					2	6
Totals		99		127					226		Totals		288		120					408	
Split %		43.8%		56.2%					35.6%		Split %		70.6%		29.4%					64.4%	

Daily Totals	NB	SB	EB	WB	Total
	387	247	0	0	634

AM Peak Hour	11:00	08:00	11:00	PM Peak Hour	16:45	13:00	16:45
AM Peak Volume	24	37	58	PM Peak Volume	44	22	59
AM Pk Hr Factor	0.857	0.771	0.853	PM Pk Hr Factor	0.733	0.688	0.868

EXHIBIT G-469

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Fairview Street south of Oaks Street

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site #: 24

Daily Totals	NB	SB	EB	WB	Total
	374	244	0	0	618

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	12		4						16	
00:15	0		1						1		12:15	6		2						8	
00:30	1		0						1		12:30	7		5						12	
00:45	0	1	0	1					0	2	12:45	6	31	2	13					8	44
01:00	0		0						0		13:00	7		6						13	
01:15	0		0						0		13:15	9		4						13	
01:30	0		0						0		13:30	11		6						17	
01:45	0	0	0	0					0	0	13:45	6	33	7	23					13	56
02:00	1		0						1		14:00	10		4						14	
02:15	0		0						0		14:15	2		5						7	
02:30	0		1						1		14:30	4		1						5	
02:45	0	1	0	1					0	2	14:45	5	21	4	14					9	35
03:00	1		0						1		15:00	3		2						5	
03:15	0		0						0		15:15	12		1						13	
03:30	0		0						0		15:30	5		5						10	
03:45	1	2	0	0					1	2	15:45	1	21	3	11					4	32
04:00	0		0						0		16:00	6		5						11	
04:15	0		0						0		16:15	8		1						9	
04:30	0		1						1		16:30	10		5						15	
04:45	0	0	0	1					0	1	16:45	9	33	3	14					12	47
05:00	1		0						1		17:00	7		4						11	
05:15	0		1						1		17:15	5		3						8	
05:30	2		4						6		17:30	6		2						8	
05:45	1	4	3	8					4	12	17:45	7	25	1	10					8	35
06:00	0		1						1		18:00	11		5						16	
06:15	0		2						2		18:15	10		2						12	
06:30	0		7						7		18:30	14		4						18	
06:45	1	1	6	16					7	17	18:45	12	47	1	12					13	59
07:00	2		7						9		19:00	12		1						13	
07:15	3		3						6		19:15	7		1						8	
07:30	3		7						10		19:30	5		0						5	
07:45	5	13	2	19					7	32	19:45	5	29	1	3					6	32
08:00	7		8						15		20:00	1		1						2	
08:15	5		13						18		20:15	7		2						9	
08:30	7		7						14		20:30	4		2						6	
08:45	5	24	5	33					10	57	20:45	9	21	1	6					10	27
09:00	3		12						15		21:00	2		1						3	
09:15	4		4						8		21:15	2		2						4	
09:30	2		2						4		21:30	2		1						3	
09:45	6	15	5	23					11	38	21:45	2	8	1	5					3	13
10:00	4		4						8		22:00	2		1						3	
10:15	5		4						9		22:15	0		0						0	
10:30	5		1						6		22:30	2		0						2	
10:45	3	17	2	11					5	28	22:45	2	6	0	1					2	7
11:00	7		4						11		23:00	0		0						0	
11:15	4		6						10		23:15	2		0						2	
11:30	6		5						11		23:30	0		1						1	
11:45	2	19	2	17					4	36	23:45	0	2	1	2					1	4
Totals		97		130						227	Totals		277		114						391
Split %		42.7%		57.3%						36.7%	Split %		70.8%		29.2%						63.3%

Daily Totals	NB	SB	EB	WB	Total
	374	244	0	0	618

AM Peak Hour	08:00	08:15	11:00	PM Peak Hour	18:15	13:00	18:00
AM Peak Volume	24	37	57	PM Peak Volume	48	23	59
AM Pk Hr Factor	0.857	0.771	0.838	PM Pk Hr Factor	0.800	0.719	0.868

EXHIBIT G-470

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Niagra Street south of Oak Street

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site #: 25

Daily Totals	NB	SB	EB	WB	Total
	365	241	0	0	606

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		1						2		12:00	9		3						12	
00:15	0		2						2		12:15	6		1						7	
00:30	0		0						0		12:30	8		2						10	
00:45	1	2	0	3					1	5	12:45	7	30	2	8					9	38
01:00	0		0						0		13:00	5		7						12	
01:15	0		0						0		13:15	2		3						5	
01:30	0		0						0		13:30	3		7						10	
01:45	0	0	0	0					0	0	13:45	4	14	2	19					6	33
02:00	0		0						0		14:00	5		3						8	
02:15	0		0						0		14:15	11		0						11	
02:30	0		0						0		14:30	7		2						9	
02:45	0	0	0	0					0	0	14:45	5	28	4	9					9	37
03:00	0		0						0		15:00	9		0						9	
03:15	0		0						0		15:15	4		2						6	
03:30	0		0						0		15:30	8		0						8	
03:45	0	0	0	0					0	0	15:45	6	27	0	2					6	29
04:00	0		0						0		16:00	7		1						8	
04:15	0		0						0		16:15	3		3						6	
04:30	0		2						2		16:30	10		5						15	
04:45	0	0	1	3					1	3	16:45	13	33	1	10					14	43
05:00	1		1						2		17:00	7		3						10	
05:15	0		0						0		17:15	19		2						21	
05:30	1		0						1		17:30	13		6						19	
05:45	0	2	0	1					0	3	17:45	11	50	3	14					14	64
06:00	1		1						2		18:00	12		4						16	
06:15	0		3						3		18:15	14		4						18	
06:30	0		5						5		18:30	13		1						14	
06:45	2	3	3	12					5	15	18:45	6	45	4	13					10	58
07:00	2		7						9		19:00	9		2						11	
07:15	1		6						7		19:15	7		3						10	
07:30	6		4						10		19:30	6		2						8	
07:45	5	14	14	31					19	45	19:45	5	27	0	7					5	34
08:00	8		7						15		20:00	3		0						3	
08:15	3		8						11		20:15	4		1						5	
08:30	1		8						9		20:30	0		2						2	
08:45	2	14	13	36					15	50	20:45	2	9	2	5					4	14
09:00	1		8						9		21:00	4		3						7	
09:15	3		10						13		21:15	4		2						6	
09:30	3		6						9		21:30	0		4						4	
09:45	4	11	3	27					7	38	21:45	1	9	1	10					2	19
10:00	6		4						10		22:00	0		0						0	
10:15	9		8						17		22:15	2		0						2	
10:30	4		1						5		22:30	2		0						2	
10:45	5	24	5	18					10	42	22:45	0	4	2	2					2	6
11:00	4		3						7		23:00	1		1						2	
11:15	3		2						5		23:15	2		0						2	
11:30	1		1						2		23:30	1		1						2	
11:45	5	13	3	9					8	22	23:45	2	6	0	2					2	8
Totals		83		140						223	Totals		282		101						383
Split %		37.2%		62.8%						36.8%	Split %		73.6%		26.4%						63.2%

Daily Totals	NB	SB	EB	WB	Total
	365	241	0	0	606

AM Peak Hour	10:00	08:30	07:30	PM Peak Hour	17:15	13:00	17:15
AM Peak Volume	24	39	55	PM Peak Volume	55	19	70
AM Pk Hr Factor	0.667	0.750	0.724	PM Pk Hr Factor	0.724	0.679	0.833

EXHIBIT G-471

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Niagra Street south of Oak Street

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site #: 25

Daily Totals	NB	SB	EB	WB	Total
	354	105	0	0	459

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		1						2		12:00	5		2						7	
00:15	0		0						0		12:15	5		4						9	
00:30	0		0						0		12:30	9		0						9	
00:45	1	2	0	1					1	3	12:45	8	27	1	7					9	34
01:00	0		0						0		13:00	2		1						3	
01:15	1		0						1		13:15	5		0						5	
01:30	1		0						1		13:30	6		2						8	
01:45	1	3	0	0					1	3	13:45	8	21	0	3					8	24
02:00	0		0						0		14:00	8		0						8	
02:15	1		0						1		14:15	5		0						5	
02:30	0		0						0		14:30	4		1						5	
02:45	0	1	0	0					0	1	14:45	4	21	1	2					5	23
03:00	0		0						0		15:00	5		0						5	
03:15	0		0						0		15:15	3		1						4	
03:30	0		0						0		15:30	5		0						5	
03:45	0	0	0	0					0	0	15:45	5	18	0	1					5	19
04:00	0		0						0		16:00	8		1						9	
04:15	0		0						0		16:15	9		3						12	
04:30	0		2						2		16:30	9		1						10	
04:45	0	0	0	2					0	2	16:45	8	34	4	9					12	43
05:00	0		1						1		17:00	9		4						13	
05:15	2		0						2		17:15	10		2						12	
05:30	0		0						0		17:30	8		3						11	
05:45	0	2	1	2					1	4	17:45	10	37	0	9					10	46
06:00	0		1						1		18:00	11		1						12	
06:15	2		1						3		18:15	7		1						8	
06:30	0		3						3		18:30	6		2						8	
06:45	2	4	3	8					5	12	18:45	10	34	2	6					12	40
07:00	1		2						3		19:00	9		1						10	
07:15	0		5						5		19:15	12		0						12	
07:30	5		4						9		19:30	6		0						6	
07:45	3	9	5	16					8	25	19:45	6	33	2	3					8	36
08:00	7		3						10		20:00	5		1						6	
08:15	7		2						9		20:15	7		1						8	
08:30	5		2						7		20:30	2		0						2	
08:45	6	25	1	8					7	33	20:45	2	16	2	4					4	20
09:00	3		1						4		21:00	3		2						5	
09:15	5		0						5		21:15	2		0						2	
09:30	1		0						1		21:30	1		0						1	
09:45	3	12	0	1					3	13	21:45	3	9	0	2					3	11
10:00	5		2						7		22:00	2		0						2	
10:15	2		4						6		22:15	3		1						4	
10:30	3		0						3		22:30	2		1						3	
10:45	2	12	3	9					5	21	22:45	2	9	0	2					2	11
11:00	6		4						10		23:00	2		0						2	
11:15	5		4						9		23:15	0		0						0	
11:30	1		0						1		23:30	1		0						1	
11:45	9	21	2	10					11	31	23:45	1	4	0	0					1	4
Totals		91		57					148		Totals		263		48					311	
Split %		61.5%		38.5%					32.2%		Split %		84.6%		15.4%					67.8%	

Daily Totals	NB	SB	EB	WB	Total
	354	105	0	0	459

AM Peak Hour	08:00	07:15	11:00	PM Peak Hour	17:15	16:45	16:45
AM Peak Volume	25	17	36	PM Peak Volume	39	13	48
AM Pk Hr Factor	0.694	0.327	0.474	PM Pk Hr Factor	0.513	0.464	0.571

EXHIBIT G-472

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Niagra Street south of Oak Street

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site #: 25

Daily Totals	NB	SB	EB	WB	Total
	365	106	0	0	471

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		0						1		12:00	7		2						9	
00:15	1		0						1		12:15	8		3						11	
00:30	1		0						1		12:30	7		1						8	
00:45	0	3	0	0					0	3	12:45	4	26	5	11					9	37
01:00	0		0						0		13:00	6		2						8	
01:15	0		0						0		13:15	4		3						7	
01:30	0		0						0		13:30	8		1						9	
01:45	0	0	0	0					0	0	13:45	6	24	1	7					7	31
02:00	0		0						0		14:00	4		1						5	
02:15	0		0						0		14:15	2		0						2	
02:30	1		0						1		14:30	5		0						5	
02:45	0	1	0	0					0	1	14:45	9	20	1	2					10	22
03:00	0		0						0		15:00	3		2						5	
03:15	0		0						0		15:15	9		1						10	
03:30	0		0						0		15:30	7		1						8	
03:45	0	0	0	0					0	0	15:45	8	27	0	4					8	31
04:00	1		0						1		16:00	8		0						8	
04:15	0		0						0		16:15	4		0						4	
04:30	1		1						2		16:30	14		0						14	
04:45	1	3	3	4					4	7	16:45	6	32	0	0					6	32
05:00	0		0						0		17:00	10		0						10	
05:15	0		0						0		17:15	6		1						7	
05:30	1		1						2		17:30	7		0						7	
05:45	0	1	1	2					1	3	17:45	5	28	0	1					5	29
06:00	1		0						1		18:00	14		0						14	
06:15	1		0						1		18:15	8		0						8	
06:30	2		1						3		18:30	12		1						13	
06:45	0	4	0	1					0	5	18:45	9	43	1	2					10	45
07:00	2		0						2		19:00	3		0						3	
07:15	1		1						2		19:15	6		4						10	
07:30	4		0						4		19:30	3		1						4	
07:45	4	11	0	1					4	12	19:45	4	16	1	6					5	22
08:00	4		3						7		20:00	6		5						11	
08:15	8		11						19		20:15	7		2						9	
08:30	2		11						13		20:30	9		0						9	
08:45	2	16	10	35					12	51	20:45	4	26	0	7					4	33
09:00	4		6						10		21:00	3		1						4	
09:15	1		4						5		21:15	2		1						3	
09:30	4		2						6		21:30	2		0						2	
09:45	4	13	1	13					5	26	21:45	3	10	0	2					3	12
10:00	8		1						9		22:00	4		0						4	
10:15	1		0						1		22:15	3		0						3	
10:30	5		0						5		22:30	2		1						3	
10:45	4	18	0	1					4	19	22:45	1	10	0	1					1	11
11:00	4		1						5		23:00	3		0						3	
11:15	6		1						7		23:15	0		1						1	
11:30	5		2						7		23:30	1		0						1	
11:45	10	25	1	5					11	30	23:45	4	8	0	1					4	9
Totals		95		62					157		Totals		270		44					314	
Split %		60.5%		39.5%					33.3%		Split %		86.0%		14.0%					66.7%	

Daily Totals	NB	SB	EB	WB	Total
	365	106	0	0	471

AM Peak Hour	11:00	08:15	11:00	PM Peak Hour	18:00	19:15	18:00
AM Peak Volume	25	38	54	PM Peak Volume	43	11	45
AM Pk Hr Factor	0.694	0.731	0.711	PM Pk Hr Factor	0.566	0.393	0.536

EXHIBIT G-473

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Catalina Street south of Oak Street

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site #: 26

Daily Totals	NB	SB	EB	WB	Total
	354	336	0	0	690

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		1						1		12:00	6		8						14	
00:15	0		0						0		12:15	6		2						8	
00:30	0		2						2		12:30	2		4						6	
00:45	0	0	1	4					1	4	12:45	6	20	3	17					9	37
01:00	0		0						0		13:00	6		6						12	
01:15	1		0						1		13:15	7		12						19	
01:30	0		0						0		13:30	3		8						11	
01:45	0	1	0	0					0	1	13:45	6	22	8	34					14	56
02:00	0		0						0		14:00	3		1						4	
02:15	1		1						2		14:15	1		3						4	
02:30	0		0						0		14:30	7		2						9	
02:45	0	1	0	1					0	2	14:45	5	16	3	9					8	25
03:00	0		0						0		15:00	5		3						8	
03:15	0		0						0		15:15	8		5						13	
03:30	0		0						0		15:30	6		3						9	
03:45	0	0	0	0					0	0	15:45	4	23	4	15					8	38
04:00	0		0						0		16:00	12		8						20	
04:15	0		0						0		16:15	8		4						12	
04:30	0		0						0		16:30	7		4						11	
04:45	0	0	1	1					1	1	16:45	7	34	4	20					11	54
05:00	0		0						0		17:00	10		5						15	
05:15	0		3						3		17:15	6		5						11	
05:30	1		0						1		17:30	12		4						16	
05:45	1	2	3	6					4	8	17:45	17	45	3	17					20	62
06:00	0		3						3		18:00	16		4						20	
06:15	1		3						4		18:15	10		3						13	
06:30	1		5						6		18:30	9		4						13	
06:45	1	3	6	17					7	20	18:45	7	42	1	12					8	54
07:00	2		6						8		19:00	6		4						10	
07:15	4		3						7		19:15	8		2						10	
07:30	5		15						20		19:30	6		2						8	
07:45	9	20	16	40					25	60	19:45	3	23	3	11					6	34
08:00	7		13						20		20:00	5		1						6	
08:15	7		9						16		20:15	5		0						5	
08:30	2		7						9		20:30	4		1						5	
08:45	3	19	13	42					16	61	20:45	0	14	2	4					2	18
09:00	5		9						14		21:00	2		2						4	
09:15	5		15						20		21:15	1		0						1	
09:30	1		8						9		21:30	4		0						4	
09:45	6	17	6	38					12	55	21:45	3	10	4	6					7	16
10:00	5		4						9		22:00	3		1						4	
10:15	3		4						7		22:15	1		1						2	
10:30	1		5						6		22:30	1		2						3	
10:45	3	12	9	22					12	34	22:45	1	6	1	5					2	11
11:00	1		3						4		23:00	3		0						3	
11:15	5		6						11		23:15	1		1						2	
11:30	7		2						9		23:30	0		1						1	
11:45	7	20	2	13					9	33	23:45	0	4	0	2					0	6
Totals		95		184					279		Totals		259		152					411	
Split %		34.1%		65.9%					40.4%		Split %		63.0%		37.0%					59.6%	

Daily Totals	NB	SB	EB	WB	Total
	354	336	0	0	690

AM Peak Hour	07:30	07:30	07:30	PM Peak Hour	17:30	13:00	17:30
AM Peak Volume	28	53	81	PM Peak Volume	55	34	69
AM Pk Hr Factor	0.778	0.828	0.810	PM Pk Hr Factor	0.809	0.708	0.863

EXHIBIT G-474

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Catalina Street south of Oak Street

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site #: 26

Daily Totals	NB	SB	EB	WB	Total
	355	295	0	0	650

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		0						1		12:00	4		3						7	
00:15	0		1						1		12:15	6		5						11	
00:30	0		1						1		12:30	9		1						10	
00:45	1	2	0	2					1	4	12:45	3	22	3	12					6	34
01:00	0		1						1		13:00	8		4						12	
01:15	0		0						0		13:15	7		7						14	
01:30	0		0						0		13:30	2		3						5	
01:45	0	0	0	1					0	1	13:45	4	21	5	19					9	40
02:00	0		0						0		14:00	8		8						16	
02:15	0		0						0		14:15	3		5						8	
02:30	0		0						0		14:30	9		7						16	
02:45	0	0	0	0					0	0	14:45	4	24	4	24					8	48
03:00	0		0						0		15:00	9		6						15	
03:15	0		0						0		15:15	8		2						10	
03:30	0		0						0		15:30	9		2						11	
03:45	0	0	0	0					0	0	15:45	5	31	6	16					11	47
04:00	0		0						0		16:00	5		4						9	
04:15	0		0						0		16:15	8		1						9	
04:30	0		0						0		16:30	6		5						11	
04:45	0	0	0	0					0	0	16:45	7	26	3	13					10	39
05:00	0		0						0		17:00	9		2						11	
05:15	1		3						4		17:15	11		4						15	
05:30	1		4						5		17:30	14		1						15	
05:45	2	4	2	9					4	13	17:45	19	53	6	13					25	66
06:00	0		1						1		18:00	13		3						16	
06:15	1		2						3		18:15	15		4						19	
06:30	0		2						2		18:30	4		3						7	
06:45	0	1	9	14					9	15	18:45	6	38	4	14					10	52
07:00	1		8						9		19:00	9		4						13	
07:15	3		5						8		19:15	7		1						8	
07:30	7		10						17		19:30	7		1						8	
07:45	8	19	15	38					23	57	19:45	6	29	1	7					7	36
08:00	11		6						17		20:00	4		1						5	
08:15	6		7						13		20:15	2		2						4	
08:30	1		9						10		20:30	1		2						3	
08:45	2	20	7	29					9	49	20:45	3	10	2	7					5	17
09:00	2		14						16		21:00	0		0						0	
09:15	3		7						10		21:15	2		2						4	
09:30	4		1						5		21:30	2		0						2	
09:45	4	13	7	29					11	42	21:45	0	4	2	4					2	8
10:00	4		7						11		22:00	2		0						2	
10:15	4		8						12		22:15	1		1						2	
10:30	4		3						7		22:30	2		1						3	
10:45	5	17	7	25					12	42	22:45	1	6	3	5					4	11
11:00	1		2						3		23:00	3		0						3	
11:15	5		4						9		23:15	0		2						2	
11:30	3		4						7		23:30	0		1						1	
11:45	3	12	1	11					4	23	23:45	0	3	0	3					0	6
Totals		88		158					246		Totals		267		137					404	
Split %		35.8%		64.2%					37.8%		Split %		66.1%		33.9%					62.2%	

Daily Totals	NB	SB	EB	WB	Total
	355	295	0	0	650

AM Peak Hour	07:30	07:30	11:00	PM Peak Hour	17:30	13:45	17:30
AM Peak Volume	32	38	70	PM Peak Volume	61	25	75
AM Pk Hr Factor	0.889	0.594	0.700	PM Pk Hr Factor	0.897	0.521	0.938

EXHIBIT G-475

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Catalina Street south of Oak Street

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site #: 26

Daily Totals	NB	SB	EB	WB	Total
	385	336	0	0	721

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		1						2		12:00	5		2						7	
00:15	0		1						1		12:15	7		3						10	
00:30	0		1						1		12:30	5		7						12	
00:45	1	2	0	3					1	5	12:45	5	22	3	15					8	37
01:00	0		0						0		13:00	9		6						15	
01:15	0		0						0		13:15	4		5						9	
01:30	0		0						0		13:30	7		5						12	
01:45	0	0	1	1					1	1	13:45	6	26	5	21					11	47
02:00	0		0						0		14:00	8		9						17	
02:15	0		0						0		14:15	4		4						8	
02:30	0		0						0		14:30	8		1						9	
02:45	1	1	0	0					1	1	14:45	7	27	4	18					11	45
03:00	0		0						0		15:00	4		4						8	
03:15	0		1						1		15:15	8		7						15	
03:30	0		0						0		15:30	10		7						17	
03:45	0	0	1	2					1	2	15:45	3	25	4	22					7	47
04:00	0		0						0		16:00	4		6						10	
04:15	0		0						0		16:15	7		3						10	
04:30	0		0						0		16:30	9		7						16	
04:45	0	0	1	1					1	1	16:45	13	33	4	20					17	53
05:00	0		0						0		17:00	15		2						17	
05:15	1		4						5		17:15	12		4						16	
05:30	2		2						4		17:30	11		4						15	
05:45	1	4	2	8					3	12	17:45	15	53	5	15					20	68
06:00	0		2						2		18:00	19		5						24	
06:15	1		4						5		18:15	17		3						20	
06:30	0		5						5		18:30	10		7						17	
06:45	0	1	5	16					5	17	18:45	4	50	4	19					8	69
07:00	0		8						8		19:00	6		4						10	
07:15	1		8						9		19:15	7		1						8	
07:30	4		13						17		19:30	9		2						11	
07:45	8	13	16	45					24	58	19:45	4	26	2	9					6	35
08:00	7		7						14		20:00	3		5						8	
08:15	9		6						15		20:15	5		1						6	
08:30	1		17						18		20:30	2		2						4	
08:45	3	20	12	42					15	62	20:45	4	14	1	9					5	23
09:00	3		9						12		21:00	2		1						3	
09:15	1		5						6		21:15	2		0						2	
09:30	3		9						12		21:30	1		1						2	
09:45	5	12	5	28					10	40	21:45	2	7	1	3					3	10
10:00	2		3						5		22:00	3		2						5	
10:15	6		1						7		22:15	4		0						4	
10:30	3		6						9		22:30	1		1						2	
10:45	3	14	7	17					10	31	22:45	2	10	0	3					2	13
11:00	6		2						8		23:00	1		0						1	
11:15	4		3						7		23:15	2		2						4	
11:30	5		5						10		23:30	2		1						3	
11:45	5	20	5	15					10	35	23:45	0	5	1	4					1	9
Totals		87		178					265		Totals		298		158					456	
Split %		32.8%		67.2%					36.8%		Split %		65.4%		34.6%					63.2%	

Daily Totals	NB	SB	EB	WB	Total
	385	336	0	0	721

AM Peak Hour	07:30	07:45	11:00	PM Peak Hour	17:30	15:15	17:45
AM Peak Volume	28	46	71	PM Peak Volume	62	24	81
AM Pk Hr Factor	0.778	0.719	0.710	PM Pk Hr Factor	0.912	0.500	1.013

EXHIBIT G-476

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Florence Street south of Oak Street

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site #: 27

Daily Totals	NB	SB	EB	WB	Total
	266	249	0	0	515

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	6		7						13	
00:15	1		2						3		12:15	5		0						5	
00:30	1		0						1		12:30	7		1						8	
00:45	0	2	0	2					0	4	12:45	6	24	5	13					11	37
01:00	0		1						1		13:00	2		3						5	
01:15	1		0						1		13:15	9		3						12	
01:30	1		0						1		13:30	5		6						11	
01:45	0	2	0	1					0	3	13:45	2	18	3	15					5	33
02:00	0		0						0		14:00	4		1						5	
02:15	0		0						0		14:15	2		9						11	
02:30	0		0						0		14:30	8		4						12	
02:45	0	0	0	0					0	0	14:45	3	17	5	19					8	36
03:00	0		0						0		15:00	4		4						8	
03:15	0		1						1		15:15	3		3						6	
03:30	0		0						0		15:30	2		2						4	
03:45	0	0	0	1					0	1	15:45	5	14	1	10					6	24
04:00	0		0						0		16:00	6		2						8	
04:15	0		0						0		16:15	5		7						12	
04:30	0		0						0		16:30	2		3						5	
04:45	0	0	0	0					0	0	16:45	6	19	3	15					9	34
05:00	0		0						0		17:00	3		3						6	
05:15	1		0						1		17:15	4		2						6	
05:30	0		3						3		17:30	7		5						12	
05:45	0	1	0	3					0	4	17:45	2	16	3	13					5	29
06:00	1		1						2		18:00	9		3						12	
06:15	0		8						8		18:15	8		4						12	
06:30	2		5						7		18:30	6		2						8	
06:45	1	4	6	20					7	24	18:45	9	32	0	9					9	41
07:00	0		7						7		19:00	8		1						9	
07:15	1		6						7		19:15	8		1						9	
07:30	3		6						9		19:30	3		0						3	
07:45	7	11	8	27					15	38	19:45	3	22	2	4					5	26
08:00	2		4						6		20:00	2		1						3	
08:15	2		10						12		20:15	0		2						2	
08:30	6		8						14		20:30	6		2						8	
08:45	1	11	4	26					5	37	20:45	3	11	1	6					4	17
09:00	4		16						20		21:00	0		2						2	
09:15	2		9						11		21:15	2		1						3	
09:30	4		4						8		21:30	2		1						3	
09:45	3	13	4	33					7	46	21:45	0	4	1	5					1	9
10:00	3		4						7		22:00	1		0						1	
10:15	6		5						11		22:15	3		0						3	
10:30	6		2						8		22:30	3		2						5	
10:45	3	18	5	16					8	34	22:45	3	10	1	3					4	13
11:00	0		3						3		23:00	2		1						3	
11:15	0		2						2		23:15	1		1						2	
11:30	5		0						5		23:30	1		1						2	
11:45	5	10	0	5					5	15	23:45	3	7	0	3					3	10
Totals		72		134						206	Totals		194		115						309
Split %		35.0%		65.0%						40.0%	Split %		62.8%		37.2%						60.0%

Daily Totals	NB	SB	EB	WB	Total
	266	249	0	0	515

AM Peak Hour	10:00	08:15	08:15	PM Peak Hour	18:00	14:15	18:00
AM Peak Volume	18	38	51	PM Peak Volume	32	22	41
AM Pk Hr Factor	0.750	0.594	0.638	PM Pk Hr Factor	0.889	0.611	0.854

EXHIBIT G-477

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Florence Street south of Oak Street

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site #: 27

Daily Totals	NB	SB	EB	WB	Total
	301	266	0	0	567

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	7		2						9	
00:15	0		0						0		12:15	7		1						8	
00:30	0		0						0		12:30	5		1						6	
00:45	1	1	0	0					1	1	12:45	4	23	2	6					6	29
01:00	0		0						0		13:00	4		3						7	
01:15	1		0						1		13:15	11		5						16	
01:30	0		1						1		13:30	4		7						11	
01:45	0	1	1	2					1	3	13:45	6	25	9	24					15	49
02:00	0		0						0		14:00	4		8						12	
02:15	0		0						0		14:15	3		5						8	
02:30	0		0						0		14:30	4		3						7	
02:45	0	0	0	0					0	0	14:45	3	14	9	25					12	39
03:00	0		0						0		15:00	12		1						13	
03:15	0		0						0		15:15	4		2						6	
03:30	1		0						1		15:30	6		2						8	
03:45	0	1	0	0					0	1	15:45	3	25	6	11					9	36
04:00	0		0						0		16:00	3		3						6	
04:15	1		0						1		16:15	5		5						10	
04:30	0		0						0		16:30	7		4						11	
04:45	0	1	0	0					0	1	16:45	9	24	4	16					13	40
05:00	0		0						0		17:00	6		2						8	
05:15	1		4						5		17:15	4		4						8	
05:30	0		2						2		17:30	5		3						8	
05:45	2	3	2	8					4	11	17:45	9	24	3	12					12	36
06:00	1		2						3		18:00	4		0						4	
06:15	3		7						10		18:15	9		6						15	
06:30	0		6						6		18:30	10		3						13	
06:45	3	7	6	21					9	28	18:45	10	33	1	10					11	43
07:00	0		3						3		19:00	5		3						8	
07:15	3		2						5		19:15	3		3						6	
07:30	1		8						9		19:30	11		3						14	
07:45	9	13	9	22					18	35	19:45	4	23	3	12					7	35
08:00	2		8						10		20:00	5		1						6	
08:15	3		5						8		20:15	1		2						3	
08:30	1		8						9		20:30	4		1						5	
08:45	2	8	5	26					7	34	20:45	5	15	2	6					7	21
09:00	3		8						11		21:00	4		3						7	
09:15	3		6						9		21:15	1		2						3	
09:30	4		7						11		21:30	4		0						4	
09:45	7	17	9	30					16	47	21:45	2	11	0	5					2	16
10:00	6		5						11		22:00	0		1						1	
10:15	1		5						6		22:15	1		1						2	
10:30	4		2						6		22:30	2		0						2	
10:45	3	14	6	18					9	32	22:45	0	3	0	2					0	5
11:00	2		2						4		23:00	0		0						0	
11:15	1		2						3		23:15	3		0						3	
11:30	4		2						6		23:30	0		1						1	
11:45	5	12	3	9					8	21	23:45	0	3	0	1					0	4
Totals		78		136					214		Totals		223		130					353	
Split %		36.4%		63.6%					37.7%		Split %		63.2%		36.8%					62.3%	

Daily Totals	NB	SB	EB	WB	Total
	301	266	0	0	567

AM Peak Hour	09:15	09:00	11:00	PM Peak Hour	18:15	13:30	13:15
AM Peak Volume	20	30	47	PM Peak Volume	34	29	54
AM Pk Hr Factor	0.833	0.469	0.588	PM Pk Hr Factor	0.944	0.806	1.125

EXHIBIT G-478

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Florence Street south of Oak Street

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site #: 27

Daily Totals	NB	SB	EB	WB	Total
	316	253	0	0	569

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	6		3						9	
00:15	0		0						0		12:15	6		3						9	
00:30	0		0						0		12:30	6		2						8	
00:45	1	1	0	0					1	1	12:45	6	24	2	10					8	34
01:00	1		1						2		13:00	6		4						10	
01:15	0		1						1		13:15	1		3						4	
01:30	0		0						0		13:30	3		4						7	
01:45	1	2	0	2					1	4	13:45	9	19	6	17					15	36
02:00	1		0						1		14:00	6		7						13	
02:15	1		0						1		14:15	6		8						14	
02:30	0		0						0		14:30	5		9						14	
02:45	0	2	0	0					0	2	14:45	4	21	3	27					7	48
03:00	0		0						0		15:00	8		2						10	
03:15	0		0						0		15:15	5		0						5	
03:30	1		0						1		15:30	7		2						9	
03:45	0	1	0	0					0	1	15:45	5	25	4	8					9	33
04:00	0		0						0		16:00	2		4						6	
04:15	0		0						0		16:15	9		2						11	
04:30	0		0						0		16:30	2		5						7	
04:45	1	1	1	1					2	2	16:45	11	24	3	14					14	38
05:00	0		0						0		17:00	11		5						16	
05:15	2		1						3		17:15	6		1						7	
05:30	0		4						4		17:30	4		3						7	
05:45	0	2	0	5					0	7	17:45	6	27	3	12					9	39
06:00	1		1						2		18:00	7		4						11	
06:15	2		5						7		18:15	6		7						13	
06:30	2		7						9		18:30	9		1						10	
06:45	2	7	6	19					8	26	18:45	4	26	5	17					9	43
07:00	4		5						9		19:00	10		1						11	
07:15	2		5						7		19:15	8		2						10	
07:30	4		5						9		19:30	6		5						11	
07:45	6	16	7	22					13	38	19:45	5	29	3	11					8	40
08:00	3		4						7		20:00	5		3						8	
08:15	2		6						8		20:15	2		1						3	
08:30	0		5						5		20:30	2		2						4	
08:45	7	12	6	21					13	33	20:45	2	11	3	9					5	20
09:00	3		11						14		21:00	4		5						9	
09:15	2		4						6		21:15	4		1						5	
09:30	2		2						4		21:30	5		2						7	
09:45	4	11	5	22					9	33	21:45	2	15	1	9					3	24
10:00	2		4						6		22:00	4		2						6	
10:15	4		3						7		22:15	1		0						1	
10:30	5		3						8		22:30	1		0						1	
10:45	2	13	5	15					7	28	22:45	4	10	3	5					7	15
11:00	1		2						3		23:00	2		0						2	
11:15	1		1						2		23:15	1		0						1	
11:30	5		3						8		23:30	2		0						2	
11:45	4	11	1	7					5	18	23:45	1	6	0	0					1	6
Totals		79		114						193	Totals		237		139						376
Split %		40.9%		59.1%						33.9%	Split %		63.0%		37.0%						66.1%

Daily Totals	NB	SB	EB	WB	Total
	316	253	0	0	569

AM Peak Hour	07:00	08:15	11:00	PM Peak Hour	16:15	13:45	13:45
AM Peak Volume	16	28	40	PM Peak Volume	33	30	56
AM Pk Hr Factor	0.667	0.438	0.500	PM Pk Hr Factor	0.917	0.833	1.167

EXHIBIT G-479

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Naomi Street south of Oak Street

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site #: 28

Daily Totals	NB	SB	EB	WB	Total
	296	193	0	0	489

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	5		2						7	
00:15	2		0						2		12:15	11		7						18	
00:30	0		0						0		12:30	1		5						6	
00:45	0	2	0	0					0	2	12:45	4	21	2	16					6	37
01:00	0		0						0		13:00	7		1						8	
01:15	0		1						1		13:15	11		2						13	
01:30	0		0						0		13:30	2		3						5	
01:45	0	0	0	1					0	1	13:45	9	29	4	10					13	39
02:00	0		0						0		14:00	3		9						12	
02:15	0		0						0		14:15	6		3						9	
02:30	0		0						0		14:30	7		6						13	
02:45	0	0	0	0					0	0	14:45	2	18	1	19					3	37
03:00	0		0						0		15:00	5		4						9	
03:15	0		0						0		15:15	7		1						8	
03:30	0		0						0		15:30	5		7						12	
03:45	0	0	0	0					0	0	15:45	3	20	6	18					9	38
04:00	0		0						0		16:00	5		6						11	
04:15	0		0						0		16:15	4		1						5	
04:30	0		0						0		16:30	5		1						6	
04:45	0	0	0	0					0	0	16:45	6	20	1	9					7	29
05:00	0		1						1		17:00	8		2						10	
05:15	0		0						0		17:15	7		3						10	
05:30	0		0						0		17:30	4		4						8	
05:45	0	0	2	3					2	3	17:45	8	27	5	14					13	41
06:00	0		1						1		18:00	8		5						13	
06:15	0		0						0		18:15	13		5						18	
06:30	1		0						1		18:30	7		1						8	
06:45	2	3	1	2					3	5	18:45	12	40	2	13					14	53
07:00	0		0						0		19:00	5		2						7	
07:15	1		1						2		19:15	11		2						13	
07:30	0		2						2		19:30	8		3						11	
07:45	5	6	3	6					8	12	19:45	8	32	1	8					9	40
08:00	1		5						6		20:00	6		2						8	
08:15	2		0						2		20:15	2		2						4	
08:30	1		2						3		20:30	5		3						8	
08:45	0	4	2	9					2	13	20:45	6	19	5	12					11	31
09:00	2		2						4		21:00	3		4						7	
09:15	2		5						7		21:15	3		6						9	
09:30	2		2						4		21:30	1		0						1	
09:45	1	7	5	14					6	21	21:45	3	10	1	11					4	21
10:00	2		2						4		22:00	1		2						3	
10:15	1		2						3		22:15	1		5						6	
10:30	4		3						7		22:30	2		1						3	
10:45	2	9	2	9					4	18	22:45	1	5	3	11					4	16
11:00	3		0						3		23:00	3		1						4	
11:15	6		2						8		23:15	0		0						0	
11:30	4		3						7		23:30	0		0						0	
11:45	7	20	2	7					9	27	23:45	1	4	0	1					1	5
Totals		51		51					102		Totals		245		142					387	
Split %		50.0%		50.0%					20.9%		Split %		63.3%		36.7%					79.1%	

Daily Totals	NB	SB	EB	WB	Total
	296	193	0	0	489

AM Peak Hour	11:00	09:15	11:00	PM Peak Hour	18:00	13:45	18:00
AM Peak Volume	20	14	27	PM Peak Volume	40	22	53
AM Pk Hr Factor	0.714	0.700	0.750	PM Pk Hr Factor	0.769	0.611	0.736

EXHIBIT G-480

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Naomi Street south of Oak Street

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site #: 28

Daily Totals	NB	SB	EB	WB	Total
	325	202	0	0	527

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		1						1		12:00	9		4						13	
00:15	0		0						0		12:15	12		3						15	
00:30	0		1						1		12:30	13		6						19	
00:45	1	1	0	2					1	3	12:45	7	41	6	19					13	60
01:00	0		0						0		13:00	10		8						18	
01:15	0		0						0		13:15	7		6						13	
01:30	0		0						0		13:30	15		3						18	
01:45	0	0	0	0					0	0	13:45	8	40	5	22					13	62
02:00	0		0						0		14:00	4		1						5	
02:15	0		0						0		14:15	5		8						13	
02:30	0		0						0		14:30	5		2						7	
02:45	0	0	0	0					0	0	14:45	4	18	0	11					4	29
03:00	0		0						0		15:00	5		3						8	
03:15	0		0						0		15:15	7		3						10	
03:30	0		0						0		15:30	4		1						5	
03:45	0	0	0	0					0	0	15:45	3	19	4	11					7	30
04:00	0		0						0		16:00	4		3						7	
04:15	1		0						1		16:15	6		1						7	
04:30	0		0						0		16:30	10		3						13	
04:45	0	1	0	0					0	1	16:45	6	26	2	9					8	35
05:00	0		0						0		17:00	7		2						9	
05:15	0		0						0		17:15	5		2						7	
05:30	0		1						1		17:30	2		1						3	
05:45	0	0	1	2					1	2	17:45	8	22	1	6					9	28
06:00	0		1						1		18:00	8		3						11	
06:15	0		0						0		18:15	8		5						13	
06:30	0		0						0		18:30	14		6						20	
06:45	0	0	1	2					1	2	18:45	7	37	4	18					11	55
07:00	1		2						3		19:00	6		3						9	
07:15	0		1						1		19:15	18		7						25	
07:30	0		2						2		19:30	11		4						15	
07:45	3	4	4	9					7	13	19:45	6	41	6	20					12	61
08:00	3		6						9		20:00	3		1						4	
08:15	1		4						5		20:15	3		3						6	
08:30	0		2						2		20:30	4		3						7	
08:45	0	4	1	13					1	17	20:45	3	13	1	8					4	21
09:00	1		3						4		21:00	4		1						5	
09:15	3		6						9		21:15	1		0						1	
09:30	2		4						6		21:30	5		3						8	
09:45	3	9	3	16					6	25	21:45	1	11	2	6					3	17
10:00	2		3						5		22:00	1		1						2	
10:15	1		0						1		22:15	4		0						4	
10:30	5		3						8		22:30	1		1						2	
10:45	2	10	4	10					6	20	22:45	0	6	1	3					1	9
11:00	3		1						4		23:00	0		0						0	
11:15	4		3						7		23:15	0		0						0	
11:30	8		4						12		23:30	0		0						0	
11:45	7	22	7	15					14	37	23:45	0	0	0	0					0	0
Totals		51		69					120		Totals		274		133					407	
Split %		42.5%		57.5%					22.8%		Split %		67.3%		32.7%					77.2%	

Daily Totals	NB	SB	EB	WB	Total
	325	202	0	0	527

AM Peak Hour	11:00	09:15	11:00	PM Peak Hour	18:30	12:30	18:30
AM Peak Volume	22	16	37	PM Peak Volume	45	26	65
AM Pk Hr Factor	0.786	0.800	1.028	PM Pk Hr Factor	0.865	0.722	0.903

EXHIBIT G-481

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Naomi Street south of Oak Street

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site #: 28

Daily Totals	NB	SB	EB	WB	Total
	321	181	0	0	502

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	12		5						17	
00:15	0		0						0		12:15	11		8						19	
00:30	0		0						0		12:30	6		6						12	
00:45	0	0	0	0					0	0	12:45	11	40	3	22					14	62
01:00	0		0						0		13:00	10		6						16	
01:15	0		0						0		13:15	3		0						3	
01:30	0		0						0		13:30	0		0						0	
01:45	0	0	0	0					0	0	13:45	4	17	2	8					6	25
02:00	0		0						0		14:00	7		1						8	
02:15	0		0						0		14:15	3		4						7	
02:30	0		0						0		14:30	0		0						0	
02:45	0	0	0	0					0	0	14:45	0	10	0	5					0	15
03:00	0		0						0		15:00	11		5						16	
03:15	0		0						0		15:15	11		4						15	
03:30	0		0						0		15:30	8		4						12	
03:45	0	0	0	0					0	0	15:45	9	39	3	16					12	55
04:00	0		0						0		16:00	9		2						11	
04:15	0		0						0		16:15	10		3						13	
04:30	0		0						0		16:30	9		2						11	
04:45	0	0	0	0					0	0	16:45	3	31	2	9					5	40
05:00	0		0						0		17:00	7		5						12	
05:15	0		0						0		17:15	3		2						5	
05:30	0		0						0		17:30	13		3						16	
05:45	0	0	0	0					0	0	17:45	7	30	4	14					11	44
06:00	0		0						0		18:00	14		4						18	
06:15	0		0						0		18:15	13		3						16	
06:30	0		0						0		18:30	11		5						16	
06:45	0	0	0	0					0	0	18:45	11	49	2	14					13	63
07:00	0		0						0		19:00	10		8						18	
07:15	0		0						0		19:15	8		4						12	
07:30	1		2						3		19:30	7		3						10	
07:45	2	3	6	8					8	11	19:45	1	26	1	16					2	42
08:00	2		3						5		20:00	7		2						9	
08:15	2		3						5		20:15	2		2						4	
08:30	1		4						5		20:30	4		1						5	
08:45	1	6	4	14					5	20	20:45	0	13	0	5					0	18
09:00	0		3						3		21:00	0		0						0	
09:15	2		4						6		21:15	0		0						0	
09:30	2		2						4		21:30	0		0						0	
09:45	6	10	3	12					9	22	21:45	1	1	0	0					1	1
10:00	5		4						9		22:00	1		3						4	
10:15	2		2						4		22:15	1		1						2	
10:30	4		1						5		22:30	0		2						2	
10:45	5	16	3	10					8	26	22:45	2	4	0	6					2	10
11:00	4		1						5		23:00	1		1						2	
11:15	1		5						6		23:15	0		0						0	
11:30	10		5						15		23:30	0		1						1	
11:45	9	24	9	20					18	44	23:45	1	2	0	2					1	4
Totals		59		64					123		Totals		262		117					379	
Split %		48.0%		52.0%					24.5%		Split %		69.1%		30.9%					75.5%	

Daily Totals	NB	SB	EB	WB	Total
	321	181	0	0	502

AM Peak Hour	11:00	11:00	11:00	PM Peak Hour	18:00	12:15	18:15
AM Peak Volume	24	20	44	PM Peak Volume	49	23	63
AM Pk Hr Factor	0.857	1.000	1.222	PM Pk Hr Factor	0.942	0.639	0.875

EXHIBIT G-482

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Frederick Street south of Oak Street

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site #: 29

Daily Totals	NB	SB	EB	WB	Total
	499	355	0	0	854

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	15		7						22	
00:15	1		0						1		12:15	9		6						15	
00:30	0		0						0		12:30	11		5						16	
00:45	0	1	1	1					1	2	12:45	15	50	5	23					20	73
01:00	1		0						1		13:00	8		3						11	
01:15	0		0						0		13:15	10		6						16	
01:30	0		0						0		13:30	9		10						19	
01:45	0	1	0	0					0	1	13:45	8	35	5	24					13	59
02:00	1		0						1		14:00	5		5						10	
02:15	0		0						0		14:15	7		3						10	
02:30	0		0						0		14:30	9		7						16	
02:45	0	1	0	0					0	1	14:45	13	34	4	19					17	53
03:00	0		0						0		15:00	8		2						10	
03:15	0		0						0		15:15	11		4						15	
03:30	0		0						0		15:30	14		9						23	
03:45	0	0	0	0					0	0	15:45	11	44	5	20					16	64
04:00	1		0						1		16:00	7		2						9	
04:15	0		0						0		16:15	9		5						14	
04:30	0		0						0		16:30	7		1						8	
04:45	0	1	2	2					2	3	16:45	7	30	0	8					7	38
05:00	0		2						2		17:00	23		1						24	
05:15	0		0						0		17:15	12		3						15	
05:30	0		0						0		17:30	19		1						20	
05:45	0	0	1	3					1	3	17:45	13	67	8	13					21	80
06:00	0		2						2		18:00	10		6						16	
06:15	0		0						0		18:15	15		2						17	
06:30	1		2						3		18:30	13		2						15	
06:45	2	3	3	7					5	10	18:45	9	47	2	12					11	59
07:00	4		9						13		19:00	9		2						11	
07:15	1		6						7		19:15	5		2						7	
07:30	5		5						10		19:30	4		3						7	
07:45	7	17	13	33					20	50	19:45	4	22	2	9					6	31
08:00	4		2						6		20:00	5		1						6	
08:15	12		11						23		20:15	2		2						4	
08:30	6		14						20		20:30	6		2						8	
08:45	8	30	18	45					26	75	20:45	1	14	1	6					2	20
09:00	1		33						34		21:00	0		3						3	
09:15	4		19						23		21:15	0		1						1	
09:30	4		16						20		21:30	0		3						3	
09:45	12	21	11	79					23	100	21:45	3	3	1	8					4	11
10:00	4		7						11		22:00	0		0						0	
10:15	6		8						14		22:15	2		0						2	
10:30	8		5						13		22:30	2		0						2	
10:45	12	30	5	25					17	55	22:45	2	6	1	1					3	7
11:00	6		4						10		23:00	3		0						3	
11:15	9		4						13		23:15	1		0						1	
11:30	8		4						12		23:30	3		0						3	
11:45	11	34	5	17					16	51	23:45	1	8	0	0					1	8
Totals		139		212						351	Totals		360		143						503
Split %		39.6%		60.4%						41.1%	Split %		71.6%		28.4%						58.9%

Daily Totals	NB	SB	EB	WB	Total
	499	355	0	0	854

AM Peak Hour	10:45	08:45	08:45	PM Peak Hour	17:00	13:15	17:00
AM Peak Volume	35	86	103	PM Peak Volume	67	26	80
AM Pk Hr Factor	0.729	0.652	0.757	PM Pk Hr Factor	0.728	0.650	0.833

EXHIBIT G-483

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Frederick Street south of Oak Street

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site #: 29

Daily Totals	NB	SB	EB	WB	Total
	482	287	0	0	769

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	2		0						2		12:00	7		8						15	
00:15	1		0						1		12:15	5		2						7	
00:30	2		0						2		12:30	7		6						13	
00:45	0	5	0	0					0	5	12:45	5	24	8	24					13	48
01:00	2		0						2		13:00	8		10						18	
01:15	0		0						0		13:15	12		3						15	
01:30	0		0						0		13:30	9		5						14	
01:45	0	2	0	0					0	2	13:45	15	44	5	23					20	67
02:00	0		0						0		14:00	7		4						11	
02:15	0		0						0		14:15	7		3						10	
02:30	0		0						0		14:30	7		4						11	
02:45	0	0	0	0					0	0	14:45	5	26	3	14					8	40
03:00	0		1						1		15:00	7		8						15	
03:15	0		0						0		15:15	15		6						21	
03:30	0		0						0		15:30	14		5						19	
03:45	1	1	0	1					1	2	15:45	7	43	4	23					11	66
04:00	0		0						0		16:00	11		0						11	
04:15	0		0						0		16:15	14		1						15	
04:30	0		1						1		16:30	6		4						10	
04:45	0	0	2	3					2	3	16:45	9	40	2	7					11	47
05:00	0		0						0		17:00	10		5						15	
05:15	0		0						0		17:15	14		8						22	
05:30	1		2						3		17:30	10		1						11	
05:45	1	2	0	2					1	4	17:45	12	46	8	22					20	68
06:00	1		1						2		18:00	16		3						19	
06:15	0		0						0		18:15	7		0						7	
06:30	0		2						2		18:30	16		1						17	
06:45	0	1	3	6					3	7	18:45	12	51	1	5					13	56
07:00	5		5						10		19:00	9		3						12	
07:15	1		5						6		19:15	7		5						12	
07:30	0		7						7		19:30	3		1						4	
07:45	4	10	12	29					16	39	19:45	3	22	4	13					7	35
08:00	7		2						9		20:00	4		2						6	
08:15	10		20						30		20:15	7		1						8	
08:30	3		9						12		20:30	7		3						10	
08:45	8	28	12	43					20	71	20:45	5	23	1	7					6	30
09:00	6		7						13		21:00	5		2						7	
09:15	4		6						10		21:15	8		1						9	
09:30	4		4						8		21:30	3		1						4	
09:45	7	21	6	23					13	44	21:45	2	18	0	4					2	22
10:00	4		6						10		22:00	2		3						5	
10:15	13		0						13		22:15	1		0						1	
10:30	11		5						16		22:30	1		0						1	
10:45	6	34	4	15					10	49	22:45	4	8	1	4					5	12
11:00	1		3						4		23:00	4		1						5	
11:15	6		5						11		23:15	1		0						1	
11:30	9		5						14		23:30	1		0						1	
11:45	11	27	5	18					16	45	23:45	0	6	0	1					0	7
Totals		131		140					271		Totals		351		147					498	
Split %		48.3%		51.7%					35.2%		Split %		70.5%		29.5%					64.8%	

Daily Totals	NB	SB	EB	WB	Total
	482	287	0	0	769

AM Peak Hour	09:45	08:15	11:00	PM Peak Hour	17:15	12:30	17:15
AM Peak Volume	35	48	75	PM Peak Volume	52	27	72
AM Pk Hr Factor	0.729	0.364	0.551	PM Pk Hr Factor	0.565	0.675	0.750

EXHIBIT G-484

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Frederick Street south of Oak Street

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site #: 29

Daily Totals	NB	SB	EB	WB	Total
	479	302	0	0	781

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	2		1						3		12:00	6		2						8	
00:15	1		0						1		12:15	8		7						15	
00:30	1		0						1		12:30	7		5						12	
00:45	1	5	0	1					1	6	12:45	18	39	9	23					27	62
01:00	0		0						0		13:00	9		5						14	
01:15	0		0						0		13:15	8		4						12	
01:30	0		1						1		13:30	8		2						10	
01:45	0	0	1	2					1	2	13:45	6	31	4	15					10	46
02:00	0		0						0		14:00	3		9						12	
02:15	0		0						0		14:15	11		5						16	
02:30	1		0						1		14:30	12		6						18	
02:45	0	1	0	0					0	1	14:45	12	38	4	24					16	62
03:00	0		0						0		15:00	7		9						16	
03:15	0		0						0		15:15	10		6						16	
03:30	0		0						0		15:30	8		3						11	
03:45	0	0	0	0					0	0	15:45	9	34	8	26					17	60
04:00	0		0						0		16:00	14		5						19	
04:15	0		0						0		16:15	16		5						21	
04:30	0		0						0		16:30	13		2						15	
04:45	0	0	0	0					0	0	16:45	5	48	3	15					8	63
05:00	0		0						0		17:00	15		2						17	
05:15	1		1						2		17:15	12		4						16	
05:30	1		1						2		17:30	15		5						20	
05:45	1	3	3	5					4	8	17:45	6	48	3	14					9	62
06:00	0		0						0		18:00	9		6						15	
06:15	3		2						5		18:15	13		5						18	
06:30	3		2						5		18:30	14		4						18	
06:45	1	7	4	8					5	15	18:45	7	43	3	18					10	61
07:00	5		1						6		19:00	7		2						9	
07:15	3		2						5		19:15	10		1						11	
07:30	2		8						10		19:30	4		1						5	
07:45	2	12	7	18					9	30	19:45	5	26	0	4					5	30
08:00	9		10						19		20:00	5		0						5	
08:15	9		16						25		20:15	4		1						5	
08:30	6		11						17		20:30	2		1						3	
08:45	4	28	9	46					13	74	20:45	6	17	3	5					9	22
09:00	4		9						13		21:00	0		6						6	
09:15	4		4						8		21:15	5		0						5	
09:30	9		6						15		21:30	1		1						2	
09:45	9	26	5	24					14	50	21:45	1	7	4	11					5	18
10:00	7		8						15		22:00	3		1						4	
10:15	3		4						7		22:15	0		1						1	
10:30	7		3						10		22:30	2		0						2	
10:45	10	27	4	19					14	46	22:45	1	6	1	3					2	9
11:00	6		3						9		23:00	1		1						2	
11:15	7		4						11		23:15	0		0						0	
11:30	8		6						14		23:30	1		0						1	
11:45	8	29	7	20					15	49	23:45	2	4	0	1					2	5
Totals		138		143					281		Totals		341		159					500	
Split %		49.1%		50.9%					36.0%		Split %		68.2%		31.8%					64.0%	

Daily Totals	NB	SB	EB	WB	Total
	479	302	0	0	781

AM Peak Hour	10:45	08:00	11:00	PM Peak Hour	15:45	15:00	15:45
AM Peak Volume	31	46	74	PM Peak Volume	52	26	72
AM Pk Hr Factor	0.646	0.348	0.544	PM Pk Hr Factor	0.565	0.650	0.750

EXHIBIT G-485

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Hollywood Way north of Alameda Ave

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site #: 30

Daily Totals	NB	SB	EB	WB	Total
	13576	17547	0	0	31123

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	43		44						87		12:00	209		244						453	
00:15	41		32						73		12:15	202		283						485	
00:30	18		28						46		12:30	235		249						484	
00:45	18	120	31	135					49	255	12:45	213	859	299	1075					512	1934
01:00	28		22						50		13:00	238		287						525	
01:15	26		22						48		13:15	219		308						527	
01:30	21		23						44		13:30	212		264						476	
01:45	14	89	13	80					27	169	13:45	223	892	328	1187					551	2079
02:00	14		19						33		14:00	219		270						489	
02:15	19		15						34		14:15	187		297						484	
02:30	17		20						37		14:30	219		290						509	
02:45	16	66	14	68					30	134	14:45	228	853	237	1094					465	1947
03:00	11		16						27		15:00	202		253						455	
03:15	11		19						30		15:15	234		269						503	
03:30	11		16						27		15:30	254		268						522	
03:45	12	45	20	71					32	116	15:45	248	938	226	1016					474	1954
04:00	10		16						26		16:00	268		230						498	
04:15	10		34						44		16:15	262		221						483	
04:30	10		40						50		16:30	276		227						503	
04:45	22	52	39	129					61	181	16:45	276	1082	205	883					481	1965
05:00	22		71						93		17:00	278		197						475	
05:15	33		80						113		17:15	280		204						484	
05:30	53		114						167		17:30	278		210						488	
05:45	69	177	134	399					203	576	17:45	279	1115	197	808					476	1923
06:00	48		183						231		18:00	300		231						531	
06:15	62		180						242		18:15	291		209						500	
06:30	77		265						342		18:30	275		222						497	
06:45	112	299	269	897					381	1196	18:45	266	1132	201	863					467	1995
07:00	100		314						414		19:00	244		197						441	
07:15	128		290						418		19:15	259		202						461	
07:30	121		297						418		19:30	178		215						393	
07:45	172	521	315	1216					487	1737	19:45	173	854	219	833					392	1687
08:00	171		321						492		20:00	159		180						339	
08:15	176		361						537		20:15	138		199						337	
08:30	182		372						554		20:30	153		167						320	
08:45	170	699	386	1440					556	2139	20:45	129	579	175	721					304	1300
09:00	155		352						507		21:00	125		201						326	
09:15	151		314						465		21:15	117		185						302	
09:30	172		259						431		21:30	117		181						298	
09:45	143	621	281	1206					424	1827	21:45	107	466	132	699					239	1165
10:00	198		260						458		22:00	106		153						259	
10:15	172		274						446		22:15	111		137						248	
10:30	169		230						399		22:30	82		110						192	
10:45	174	713	227	991					401	1704	22:45	85	384	105	505					190	889
11:00	181		245						426		23:00	63		81						144	
11:15	186		246						432		23:15	60		61						121	
11:30	201		230						431		23:30	53		62						115	
11:45	227	795	243	964					470	1759	23:45	49	225	63	267					112	492
Totals		4197		7596					11793		Totals		9379		9951					19330	
Split %		35.6%		64.4%					37.9%		Split %		48.5%		51.5%					62.1%	

Daily Totals	NB	SB	EB	WB	Total
	13576	17547	0	0	31123

AM Peak Hour	11:00	08:15	08:15	PM Peak Hour	17:30	13:00	13:00
AM Peak Volume	795	1471	2154	PM Peak Volume	1148	1187	2079
AM Pk Hr Factor	0.876	0.953	0.969	PM Pk Hr Factor	0.957	0.905	0.943

EXHIBIT G-486

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Hollywood Way north of Alameda Ave

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site #: 30

Daily Totals	NB	SB	EB	WB	Total
	13474	17342	0	0	30816

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	46		52						98		12:00	220		260						480	
00:15	29		44						73		12:15	232		251						483	
00:30	38		35						73		12:30	203		268						471	
00:45	28	141	26	157					54	298	12:45	251	906	270	1049					521	1955
01:00	31		27						58		13:00	244		271						515	
01:15	29		18						47		13:15	225		288						513	
01:30	19		22						41		13:30	214		277						491	
01:45	20	99	19	86					39	185	13:45	206	889	300	1136					506	2025
02:00	23		19						42		14:00	228		281						509	
02:15	12		16						28		14:15	208		277						485	
02:30	20		15						35		14:30	208		279						487	
02:45	17	72	10	60					27	132	14:45	237	881	232	1069					469	1950
03:00	12		12						24		15:00	191		258						449	
03:15	6		15						21		15:15	248		245						493	
03:30	11		17						28		15:30	239		230						469	
03:45	16	45	18	62					34	107	15:45	259	937	222	955					481	1892
04:00	11		25						36		16:00	253		226						479	
04:15	7		30						37		16:15	257		220						477	
04:30	10		32						42		16:30	282		219						501	
04:45	17	45	37	124					54	169	16:45	256	1048	203	868					459	1916
05:00	25		48						73		17:00	254		236						490	
05:15	33		74						107		17:15	284		223						507	
05:30	46		130						176		17:30	284		209						493	
05:45	62	166	135	387					197	553	17:45	309	1131	187	855					496	1986
06:00	52		173						225		18:00	287		185						472	
06:15	82		222						304		18:15	306		181						487	
06:30	85		217						302		18:30	299		203						502	
06:45	105	324	280	892					385	1216	18:45	246	1138	206	775					452	1913
07:00	86		302						388		19:00	233		216						449	
07:15	122		323						445		19:15	229		206						435	
07:30	119		321						440		19:30	203		202						405	
07:45	188	515	368	1314					556	1829	19:45	177	842	213	837					390	1679
08:00	149		331						480		20:00	177		200						377	
08:15	169		365						534		20:15	149		183						332	
08:30	162		399						561		20:30	138		164						302	
08:45	156	636	404	1499					560	2135	20:45	127	591	203	750					330	1341
09:00	140		375						515		21:00	131		176						307	
09:15	178		343						521		21:15	118		148						266	
09:30	150		276						426		21:30	115		134						249	
09:45	172	640	268	1262					440	1902	21:45	119	483	130	588					249	1071
10:00	181		277						458		22:00	100		167						267	
10:15	171		257						428		22:15	83		151						234	
10:30	151		223						374		22:30	94		102						196	
10:45	182	685	241	998					423	1683	22:45	61	338	76	496					137	834
11:00	162		209						371		23:00	64		85						149	
11:15	184		207						391		23:15	50		53						103	
11:30	172		248						420		23:30	43		47						90	
11:45	215	733	238	902					453	1635	23:45	32	189	36	221					68	410
Totals		4101		7743					11844		Totals		9373		9599					18972	
Split %		34.6%		65.4%					38.4%		Split %		49.4%		50.6%					61.6%	

Daily Totals	NB	SB	EB	WB	Total
	13474	17342	0	0	30816

AM Peak Hour	11:00	08:15	11:00	PM Peak Hour	17:45	13:15	12:45
AM Peak Volume	733	1543	2170	PM Peak Volume	1201	1146	2040
AM Pk Hr Factor	0.807	0.999	0.976	PM Pk Hr Factor	1.001	0.873	0.926

EXHIBIT G-487

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Hollywood Way north of Alameda Ave

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site #: 30

Daily Totals	NB	SB	EB	WB	Total
	13538	17467	0	0	31005

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	45		46						91		12:00	213		254						467	
00:15	39		21						60		12:15	210		277						487	
00:30	19		27						46		12:30	230		252						482	
00:45	17	120	25	119					42	239	12:45	216	869	295	1078					511	1947
01:00	29		21						50		13:00	235		280						515	
01:15	25		23						48		13:15	213		314						527	
01:30	22		22						44		13:30	216		275						491	
01:45	13	89	14	80					27	169	13:45	232	896	322	1191					554	2087
02:00	15		13						28		14:00	215		274						489	
02:15	18		16						34		14:15	189		293						482	
02:30	18		25						43		14:30	216		283						499	
02:45	15	66	11	65					26	131	14:45	222	842	242	1092					464	1934
03:00	9		15						24		15:00	206		264						470	
03:15	8		20						28		15:15	244		264						508	
03:30	9		15						24		15:30	249		272						521	
03:45	5	31	14	64					19	95	15:45	251	950	222	1022					473	1972
04:00	8		15						23		16:00	264		233						497	
04:15	10		30						40		16:15	255		218						473	
04:30	11		38						49		16:30	282		221						503	
04:45	21	50	41	124					62	174	16:45	287	1088	209	881					496	1969
05:00	23		51						74		17:00	273		205						478	
05:15	32		71						103		17:15	284		200						484	
05:30	56		110						166		17:30	274		213						487	
05:45	66	177	143	375					209	552	17:45	272	1103	194	812					466	1915
06:00	51		174						225		18:00	306		225						531	
06:15	60		189						249		18:15	303		213						516	
06:30	82		255						337		18:30	270		231						501	
06:45	107	300	286	904					393	1204	18:45	269	1148	197	866					466	2014
07:00	105		299						404		19:00	241		200						441	
07:15	123		305						428		19:15	252		199						451	
07:30	129		286						415		19:30	182		210						392	
07:45	164	521	335	1225					499	1746	19:45	180	855	223	832					403	1687
08:00	168		306						474		20:00	156		187						343	
08:15	178		354						532		20:15	140		195						335	
08:30	179		377						556		20:30	151		169						320	
08:45	166	691	381	1418					547	2109	20:45	126	573	173	724					299	1297
09:00	158		343						501		21:00	128		196						324	
09:15	157		320						477		21:15	122		189						311	
09:30	169		270						439		21:30	115		177						292	
09:45	145	629	275	1208					420	1837	21:45	108	473	134	696					242	1169
10:00	195		253						448		22:00	85		151						236	
10:15	168		280						448		22:15	108		134						242	
10:30	172		240						412		22:30	78		109						187	
10:45	181	716	223	996					404	1712	22:45	78	349	98	492					176	841
11:00	177		248						425		23:00	62		70						132	
11:15	188		243						431		23:15	56		62						118	
11:30	198		224						422		23:30	52		55						107	
11:45	221	784	248	963					469	1747	23:45	48	218	53	240					101	458
Totals		4174		7541					11715		Totals		9364		9926					19290	
Split %		35.6%		64.4%					37.8%		Split %		48.5%		51.5%					62.2%	

Daily Totals	NB	SB	EB	WB	Total
	13538	17467	0	0	31005

AM Peak Hour	11:00	08:15	11:00	PM Peak Hour	17:30	13:00	13:00
AM Peak Volume	784	1455	2136	PM Peak Volume	1155	1191	2087
AM Pk Hr Factor	0.863	0.942	0.960	PM Pk Hr Factor	0.963	0.908	0.947

EXHIBIT G-488

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Fairview Street south of N Whitnall Hwy

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site #: 31

Daily Totals	NB	SB	EB	WB	Total
	712	558	0	0	1270

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		0						1		12:00	12		7						19	
00:15	2		2						4		12:15	12		5						17	
00:30	1		0						1		12:30	16		7						23	
00:45	0	4	1	3					1	7	12:45	6	46	4	23					10	69
01:00	0		0						0		13:00	16		10						26	
01:15	0		0						0		13:15	23		14						37	
01:30	0		0						0		13:30	11		9						20	
01:45	1	1	0	0					1	1	13:45	15	65	10	43					25	108
02:00	0		0						0		14:00	11		6						17	
02:15	1		0						1		14:15	7		10						17	
02:30	0		0						0		14:30	13		13						26	
02:45	1	2	0	0					1	2	14:45	7	38	11	40					18	78
03:00	0		1						1		15:00	15		13						28	
03:15	0		0						0		15:15	8		7						15	
03:30	0		1						1		15:30	10		6						16	
03:45	0	0	1	3					1	3	15:45	11	44	2	28					13	72
04:00	0		1						1		16:00	15		8						23	
04:15	0		1						1		16:15	15		8						23	
04:30	0		0						0		16:30	15		10						25	
04:45	0	0	0	2					0	2	16:45	17	62	10	36					27	98
05:00	0		0						0		17:00	17		6						23	
05:15	3		3						6		17:15	27		5						32	
05:30	1		5						6		17:30	26		3						29	
05:45	0	4	2	10					2	14	17:45	14	84	8	22					22	106
06:00	0		10						10		18:00	25		9						34	
06:15	3		6						9		18:15	19		5						24	
06:30	0		8						8		18:30	23		7						30	
06:45	3	6	7	31					10	37	18:45	25	92	5	26					30	118
07:00	2		8						10		19:00	22		5						27	
07:15	3		8						11		19:15	10		5						15	
07:30	2		11						13		19:30	4		6						10	
07:45	19	26	16	43					35	69	19:45	8	44	5	21					13	65
08:00	23		11						34		20:00	7		3						10	
08:15	25		20						45		20:15	4		4						8	
08:30	7		18						25		20:30	7		3						10	
08:45	4	59	21	70					25	129	20:45	8	26	2	12					10	38
09:00	0		28						28		21:00	4		0						4	
09:15	0		19						19		21:15	8		3						11	
09:30	3		17						20		21:30	6		3						9	
09:45	9	12	12	76					21	88	21:45	2	20	3	9					5	29
10:00	3		7						10		22:00	2		2						4	
10:15	7		8						15		22:15	3		4						7	
10:30	4		6						10		22:30	3		2						5	
10:45	10	24	4	25					14	49	22:45	8	16	1	9					9	25
11:00	8		5						13		23:00	4		0						4	
11:15	4		7						11		23:15	2		0						2	
11:30	9		7						16		23:30	4		2						6	
11:45	4	25	5	24					9	49	23:45	2	12	0	2					2	14
Totals		163		287					450		Totals		549		271					820	
Split %		36.2%		63.8%					35.4%		Split %		67.0%		33.0%					64.6%	

Daily Totals	NB	SB	EB	WB	Total
	712	558	0	0	1270

AM Peak Hour	07:45	08:15	07:45	PM Peak Hour	18:00	14:15	18:00
AM Peak Volume	74	87	139	PM Peak Volume	92	47	118
AM Pk Hr Factor	0.740	0.777	0.772	PM Pk Hr Factor	0.920	0.904	0.868

EXHIBIT G-489

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Fairview Street south of N Whitnall Hwy

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site #: 31

Daily Totals	NB	SB	EB	WB	Total
	717	546	0	0	1263

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	1		1						2		12:00	12		5						17	
00:15	1		2						3		12:15	15		1						16	
00:30	0		0						0		12:30	9		8						17	
00:45	0	2	0	3					0	5	12:45	16	52	13	27					29	79
01:00	2		1						3		13:00	23		7						30	
01:15	0		1						1		13:15	21		16						37	
01:30	0		1						1		13:30	17		17						34	
01:45	0	2	0	3					0	5	13:45	10	71	18	58					28	129
02:00	1		0						1		14:00	11		7						18	
02:15	1		0						1		14:15	13		12						25	
02:30	1		0						1		14:30	11		8						19	
02:45	1	4	0	0					1	4	14:45	13	48	12	39					25	87
03:00	2		1						3		15:00	8		5						13	
03:15	0		1						1		15:15	19		10						29	
03:30	0		0						0		15:30	7		8						15	
03:45	0	2	1	3					1	5	15:45	12	46	6	29					18	75
04:00	0		0						0		16:00	5		7						12	
04:15	0		0						0		16:15	12		7						19	
04:30	0		0						0		16:30	11		7						18	
04:45	2	2	2	2					4	4	16:45	18	46	6	27					24	73
05:00	0		0						0		17:00	16		5						21	
05:15	2		5						7		17:15	18		7						25	
05:30	0		4						4		17:30	23		5						28	
05:45	1	3	2	11					3	14	17:45	17	74	5	22					22	96
06:00	1		10						11		18:00	22		3						25	
06:15	0		6						6		18:15	18		2						20	
06:30	3		16						19		18:30	17		8						25	
06:45	1	5	3	35					4	40	18:45	16	73	3	16					19	89
07:00	1		10						11		19:00	15		3						18	
07:15	5		10						15		19:15	12		6						18	
07:30	6		10						16		19:30	11		3						14	
07:45	14	26	17	47					31	73	19:45	10	48	5	17					15	65
08:00	18		11						29		20:00	5		3						8	
08:15	25		29						54		20:15	6		3						9	
08:30	5		21						26		20:30	6		3						9	
08:45	4	52	22	83					26	135	20:45	9	26	3	12					12	38
09:00	4		14						18		21:00	4		2						6	
09:15	3		19						22		21:15	5		0						5	
09:30	5		11						16		21:30	4		2						6	
09:45	7	19	5	49					12	68	21:45	5	18	1	5					6	23
10:00	7		6						13		22:00	2		2						4	
10:15	8		9						17		22:15	4		1						5	
10:30	11		6						17		22:30	3		1						4	
10:45	9	35	9	30					18	65	22:45	5	14	2	6					7	20
11:00	8		1						9		23:00	6		0						6	
11:15	13		7						20		23:15	2		0						2	
11:30	11		4						15		23:30	2		0						2	
11:45	6	38	8	20					14	58	23:45	1	11	2	2					3	13
Totals		190		286						476	Totals		527		260						787
Split %		39.9%		60.1%						37.7%	Split %		67.0%		33.0%						62.3%

Daily Totals	NB	SB	EB	WB	Total
	717	546	0	0	1263

AM Peak Hour	07:30	08:15	11:00	PM Peak Hour	17:30	13:15	12:45
AM Peak Volume	63	86	140	PM Peak Volume	80	58	130
AM Pk Hr Factor	0.630	0.768	0.778	PM Pk Hr Factor	0.800	1.115	0.956

EXHIBIT G-490

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Fairview Street south of N Whitnall Hwy

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site #: 31

Daily Totals	NB	SB	EB	WB	Total
	747	544	0	0	1291

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	2		0						2		12:00	11		7						18	
00:15	1		2						3		12:15	10		6						16	
00:30	1		1						2		12:30	15		7						22	
00:45	1	5	1	4					2	9	12:45	11	47	7	27					18	74
01:00	0		0						0		13:00	12		11						23	
01:15	0		1						1		13:15	21		10						31	
01:30	1		0						1		13:30	14		8						22	
01:45	1	2	0	1					1	3	13:45	15	62	14	43					29	105
02:00	2		0						2		14:00	15		8						23	
02:15	0		0						0		14:15	15		13						28	
02:30	0		0						0		14:30	9		2						11	
02:45	0	2	0	0					0	2	14:45	8	47	9	32					17	79
03:00	1		0						1		15:00	9		10						19	
03:15	0		1						1		15:15	20		5						25	
03:30	0		0						0		15:30	13		8						21	
03:45	1	2	1	2					2	4	15:45	6	48	11	34					17	82
04:00	0		0						0		16:00	14		10						24	
04:15	0		0						0		16:15	13		2						15	
04:30	0		3						3		16:30	16		6						22	
04:45	0	0	0	3					0	3	16:45	15	58	11	29					26	87
05:00	2		1						3		17:00	19		7						26	
05:15	0		3						3		17:15	16		7						23	
05:30	1		7						8		17:30	18		8						26	
05:45	0	3	4	15					4	18	17:45	16	69	5	27					21	96
06:00	2		5						7		18:00	24		6						30	
06:15	1		5						6		18:15	20		7						27	
06:30	0		11						11		18:30	25		8						33	
06:45	3	6	10	31					13	37	18:45	15	84	6	27					21	111
07:00	3		12						15		19:00	21		2						23	
07:15	7		6						13		19:15	12		5						17	
07:30	5		12						17		19:30	10		5						15	
07:45	17	32	9	39					26	71	19:45	10	53	5	17					15	70
08:00	25		9						34		20:00	8		3						11	
08:15	20		21						41		20:15	9		5						14	
08:30	12		24						36		20:30	8		3						11	
08:45	8	65	23	77					31	142	20:45	15	40	3	14					18	54
09:00	2		23						25		21:00	7		3						10	
09:15	4		14						18		21:15	4		2						6	
09:30	5		11						16		21:30	7		5						12	
09:45	8	19	10	58					18	77	21:45	4	22	1	11					5	33
10:00	6		6						12		22:00	5		2						7	
10:15	8		6						14		22:15	1		1						2	
10:30	3		5						8		22:30	3		2						5	
10:45	4	21	5	22					9	43	22:45	4	13	0	5					4	18
11:00	11		7						18		23:00	0		0						0	
11:15	9		8						17		23:15	7		1						8	
11:30	12		7						19		23:30	0		1						1	
11:45	7	39	2	24					9	63	23:45	1	8	0	2					1	10
Totals		196		276						472	Totals		551		268						819
Split %		41.5%		58.5%						36.6%	Split %		67.3%		32.7%						63.4%

Daily Totals	NB	SB	EB	WB	Total
	747	544	0	0	1291

AM Peak Hour	07:45	08:15	11:00	PM Peak Hour	17:45	13:30	18:00
AM Peak Volume	74	91	142	PM Peak Volume	85	43	111
AM Pk Hr Factor	0.740	0.813	0.789	PM Pk Hr Factor	0.850	0.827	0.816

EXHIBIT G-491

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Cordova Street and Avon Street

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site # 32

Daily Totals	NB	SB	EB	WB	Total
	0	0	55	29	84

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			0		0		0		12:00			2		0		2	
00:15			1		0		1		12:15			1		1		2	
00:30			1		0		1		12:30			1		0		1	
00:45			0	2	0	0	0	2	12:45			0	4	0	1	0	5
01:00			0		0		0		13:00			1		0		1	
01:15			0		0		0		13:15			0		0		0	
01:30			0		0		0		13:30			0		2		2	
01:45			0	0	0	0	0	0	13:45			3	4	0	2	3	6
02:00			0		0		0		14:00			1		0		1	
02:15			0		0		0		14:15			0		1		1	
02:30			0		0		0		14:30			2		1		3	
02:45			0	0	0	0	0	0	14:45			2	5	1	3	3	8
03:00			0		0		0		15:00			2		0		2	
03:15			0		0		0		15:15			1		1		2	
03:30			0		0		0		15:30			2		0		2	
03:45			0	0	0	0	0	0	15:45			3	8	0	1	3	9
04:00			0		0		0		16:00			1		0		1	
04:15			0		0		0		16:15			0		0		0	
04:30			0		0		0		16:30			0		0		0	
04:45			0	0	0	0	0	0	16:45			0	1	1	1	1	2
05:00			0		0		0		17:00			0		0		0	
05:15			0		0		0		17:15			2		0		2	
05:30			0		0		0		17:30			0		1		1	
05:45			0	0	0	0	0	0	17:45			0	2	0	1	0	3
06:00			1		0		1		18:00			2		1		3	
06:15			2		2		4		18:15			2		0		2	
06:30			0		0		0		18:30			0		0		0	
06:45			0	3	0	2	0	5	18:45			0	4	0	1	0	5
07:00			0		0		0		19:00			0		0		0	
07:15			0		1		1		19:15			2		0		2	
07:30			0		0		0		19:30			0		0		0	
07:45			1	1	0	1	1	2	19:45			0	2	1	1	1	3
08:00			1		0		1		20:00			1		0		1	
08:15			4		1		5		20:15			0		0		0	
08:30			0		0		0		20:30			0		1		1	
08:45			1	6	0	1	1	7	20:45			0	1	1	2	1	3
09:00			1		1		2		21:00			1		1		2	
09:15			3		4		7		21:15			1		1		2	
09:30			0		2		2		21:30			1		0		1	
09:45			2	6	1	8	3	14	21:45			0	3	0	2	0	5
10:00			0		1		1		22:00			1		0		1	
10:15			0		0		0		22:15			0		0		0	
10:30			1		0		1		22:30			0		0		0	
10:45			1	2	0	1	1	3	22:45			0	1	0	0	0	1
11:00			0		0		0		23:00			0		1		1	
11:15			0		0		0		23:15			0		0		0	
11:30			0		0		0		23:30			0		0		0	
11:45			0	0	0	0	0	0	23:45			0	0	0	1	0	1
Totals				20		13		33	Totals				35		16		51
Split %				60.6%		39.4%		39.3%	Split %				68.6%		31.4%		60.7%

Daily Totals	NB	SB	EB	WB	Total
	0	0	55	29	84

AM Peak Hour	09:00	09:15	09:00	PM Peak Hour	15:00	20:30	14:30
AM Peak Hr Volume	6	8	14	PM Peak Hr Volume	8	4	10
AM Pk Hr Factor	0.500	0.500	0.500	PM Pk Hr Factor	0.667	1.000	0.833

EXHIBIT G-492

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Cordova Street and Avon Street

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site # 32

Daily Totals	NB	SB	EB	WB	Total
	0	0	58	32	90

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			0		0		0		12:00			3		0		3	
00:15			0		0		0		12:15			0		0		0	
00:30			0		0		0		12:30			0		0		0	
00:45			0	0	0	0	0	0	12:45			1	4	0	0	1	4
01:00			0		0		0		13:00			0		0		0	
01:15			0		0		0		13:15			2		2		4	
01:30			0		0		0		13:30			2		1		3	
01:45			0	0	0	0	0	0	13:45			0	4	1	4	1	8
02:00			0		0		0		14:00			1		1		2	
02:15			0		0		0		14:15			1		0		1	
02:30			0		0		0		14:30			0		0		0	
02:45			0	0	0	0	0	0	14:45			2	4	2	3	4	7
03:00			0		0		0		15:00			2		0		2	
03:15			0		0		0		15:15			0		0		0	
03:30			0		0		0		15:30			1		1		2	
03:45			0	0	0	0	0	0	15:45			1	4	1	2	2	6
04:00			0		0		0		16:00			0		1		1	
04:15			0		0		0		16:15			1		1		2	
04:30			0		0		0		16:30			3		0		3	
04:45			0	0	0	0	0	0	16:45			2	6	3	5	5	11
05:00			1		0		1		17:00			0		0		0	
05:15			0		0		0		17:15			1		0		1	
05:30			0		0		0		17:30			0		1		1	
05:45			0	1	0	0	0	1	17:45			1	2	0	1	1	3
06:00			1		0		1		18:00			1		1		2	
06:15			1		0		1		18:15			1		0		1	
06:30			0		0		0		18:30			1		0		1	
06:45			0	2	0	0	0	2	18:45			0	3	1	2	1	5
07:00			0		0		0		19:00			1		1		2	
07:15			1		0		1		19:15			1		2		3	
07:30			4		0		4		19:30			0		0		0	
07:45			0	5	1	1	1	6	19:45			1	3	0	3	1	6
08:00			1		0		1		20:00			1		0		1	
08:15			0		0		0		20:15			1		1		2	
08:30			0		1		1		20:30			1		0		1	
08:45			1	2	0	1	1	3	20:45			0	3	0	1	0	4
09:00			2		1		3		21:00			1		0		1	
09:15			1		2		3		21:15			0		0		0	
09:30			0		0		0		21:30			0		0		0	
09:45			2	5	1	4	3	9	21:45			0	1	2	2	2	3
10:00			1		0		1		22:00			0		0		0	
10:15			2		0		2		22:15			1		0		1	
10:30			0		1		1		22:30			0		0		0	
10:45			0	3	0	1	0	4	22:45			1	2	0	0	1	2
11:00			0		0		0		23:00			1		0		1	
11:15			1		1		2		23:15			0		0		0	
11:30			1		1		2		23:30			0		0		0	
11:45			1	3	0	2	1	5	23:45			0	1	0	0	0	1
Totals				21		9		30	Totals				37		23		60
Split %				70.0%		30.0%		33.3%	Split %				61.7%		38.3%		66.7%

Daily Totals	NB	SB	EB	WB	Total
	0	0	58	32	90

AM Peak Hour	07:15	09:00	09:00	PM Peak Hour	16:30	16:00	16:00
AM Peak Hr Volume	6	4	9	PM Peak Hr Volume	6	5	11
AM Pk Hr Factor	0.500	0.250	0.321	PM Pk Hr Factor	0.500	1.250	0.917

EXHIBIT G-493

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Cordova Street and Avon Street

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site # 32

Daily Totals	NB	SB	EB	WB	Total
	0	0	55	24	79

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			0		0		0		12:00			1		0		1	
00:15			0		0		0		12:15			1		0		1	
00:30			0		0		0		12:30			1		1		2	
00:45			0	0	0	0	0	0	12:45			0	3	0	1	0	4
01:00			0		0		0		13:00			0		0		0	
01:15			0		0		0		13:15			1		0		1	
01:30			1		0		1		13:30			1		1		2	
01:45			0	1	0	0	0	1	13:45			1	3	1	2	2	5
02:00			0		0		0		14:00			3		1		4	
02:15			0		0		0		14:15			0		0		0	
02:30			0		0		0		14:30			2		0		2	
02:45			0	0	0	0	0	0	14:45			1	6	3	4	4	10
03:00			0		0		0		15:00			2		1		3	
03:15			0		0		0		15:15			2		0		2	
03:30			0		0		0		15:30			1		0		1	
03:45			0	0	0	0	0	0	15:45			0	5	0	1	0	6
04:00			0		0		0		16:00			1		0		1	
04:15			0		0		0		16:15			1		0		1	
04:30			0		0		0		16:30			0		0		0	
04:45			0	0	0	0	0	0	16:45			4	6	0	0	4	6
05:00			1		0		1		17:00			1		2		3	
05:15			0		0		0		17:15			1		0		1	
05:30			0		0		0		17:30			1		0		1	
05:45			0	1	0	0	0	1	17:45			1	4	0	2	1	6
06:00			0		0		0		18:00			1		0		1	
06:15			1		0		1		18:15			0		1		1	
06:30			0		0		0		18:30			4		0		4	
06:45			0	1	0	0	0	1	18:45			1	6	0	1	1	7
07:00			1		0		1		19:00			0		0		0	
07:15			2		0		2		19:15			0		0		0	
07:30			1		0		1		19:30			1		0		1	
07:45			0	4	0	0	0	4	19:45			1	2	0	0	1	2
08:00			0		0		0		20:00			0		0		0	
08:15			2		3		5		20:15			0		2		2	
08:30			1		0		1		20:30			0		0		0	
08:45			0	3	0	3	0	6	20:45			0	0	0	2	0	2
09:00			0		0		0		21:00			2		0		2	
09:15			1		1		2		21:15			0		0		0	
09:30			1		1		2		21:30			0		0		0	
09:45			0	2	0	2	0	4	21:45			0	2	0	0	0	2
10:00			0		0		0		22:00			1		0		1	
10:15			1		0		1		22:15			0		1		1	
10:30			1		1		2		22:30			1		0		1	
10:45			0	2	0	1	0	3	22:45			0	2	0	1	0	3
11:00			1		0		1		23:00			0		0		0	
11:15			0		0		0		23:15			0		0		0	
11:30			0		2		2		23:30			0		0		0	
11:45			1	2	2	4	3	6	23:45			0	0	0	0	0	0
Totals				16		10		26	Totals				39		14		53
Split %				61.5%		38.5%		32.9%	Split %				73.6%		26.4%		67.1%

Daily Totals	NB	SB	EB	WB	Total
	0	0	55	24	79

AM Peak Hour	07:00	11:00	11:00	PM Peak Hour	16:45	14:45	14:30
AM Peak Hr Volume	4	4	6	PM Peak Hr Volume	7	4	11
AM Pk Hr Factor	0.33	0.250	0.214	PM Pk Hr Factor	0.583	1.000	0.917

EXHIBIT G-494

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Avon Street and Lima Street

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site # 33

Daily Totals	NB	SB	EB	WB	Total
	0	0	66	52	118

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			0		0		0		12:00			1		0		1	
00:15			0		0		0		12:15			2		1		3	
00:30			0		0		0		12:30			0		0		0	
00:45			0	0	0	0	0	0	12:45			1	4	1	2	2	6
01:00			0		0		0		13:00			3		1		4	
01:15			0		0		0		13:15			1		1		2	
01:30			0		0		0		13:30			3		3		6	
01:45			0	0	0	0	0	0	13:45			1	8	2	7	3	15
02:00			0		0		0		14:00			1		2		3	
02:15			0		0		0		14:15			1		0		1	
02:30			0		0		0		14:30			1		2		3	
02:45			0	0	0	0	0	0	14:45			0	3	1	5	1	8
03:00			0		0		0		15:00			3		5		8	
03:15			0		0		0		15:15			1		0		1	
03:30			0		0		0		15:30			1		0		1	
03:45			0	0	0	0	0	0	15:45			3	8	1	6	4	14
04:00			0		0		0		16:00			1		2		3	
04:15			0		0		0		16:15			1		0		1	
04:30			0		0		0		16:30			0		1		1	
04:45			0	0	0	0	0	0	16:45			0	2	0	3	0	5
05:00			0		0		0		17:00			1		0		1	
05:15			0		0		0		17:15			0		1		1	
05:30			0		0		0		17:30			2		0		2	
05:45			0	0	0	0	0	0	17:45			0	3	1	2	1	5
06:00			0		0		0		18:00			1		2		3	
06:15			0		0		0		18:15			0		1		1	
06:30			0		0		0		18:30			0		1		1	
06:45			0	0	0	0	0	0	18:45			0	1	0	4	0	5
07:00			0		0		0		19:00			0		0		0	
07:15			1		1		2		19:15			0		0		0	
07:30			0		0		0		19:30			1		0		1	
07:45			1	2	0	1	1	3	19:45			0	1	0	0	0	1
08:00			3		2		5		20:00			0		0		0	
08:15			5		3		8		20:15			0		0		0	
08:30			7		6		13		20:30			0		0		0	
08:45			1	16	1	12	2	28	20:45			0	0	0	0	0	0
09:00			2		3		5		21:00			0		2		2	
09:15			2		1		3		21:15			2		0		2	
09:30			2		0		2		21:30			0		0		0	
09:45			3	9	1	5	4	14	21:45			0	2	0	2	0	4
10:00			1		0		1		22:00			0		0		0	
10:15			2		0		2		22:15			0		0		0	
10:30			0		1		1		22:30			0		0		0	
10:45			1	4	0	1	1	5	22:45			0	0	0	0	0	0
11:00			2		0		2		23:00			0		0		0	
11:15			0		1		1		23:15			0		0		0	
11:30			1		0		1		23:30			0		0		0	
11:45			0	3	1	2	1	5	23:45			0	0	0	0	0	0
Totals				34		21		55	Totals				32		31		63
Split %				61.8%		38.2%		46.6%	Split %				50.8%		49.2%		53.4%

Daily Totals	NB	SB	EB	WB	Total
	0	0	66	52	118

AM Peak Hour	08:00	08:15	08:15	PM Peak Hour	15:00	14:30	13:00
AM Peak Hr Volume	16	13	28	PM Peak Hr Volume	8	8	15
AM Pk Hr Factor	0.571	0.542	0.538	PM Pk Hr Factor	0.667	0.400	0.625

EXHIBIT G-495

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Avon Street and Lima Street

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site # 33

Daily Totals	NB	SB	EB	WB	Total
	0	0	53	62	115

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			0		0		0		12:00			0		1		1	
00:15			0		0		0		12:15			0		0		0	
00:30			0		0		0		12:30			1		1		2	
00:45			0	0	0	0	0	0	12:45			1	2	0	2	1	4
01:00			0		0		0		13:00			1		2		3	
01:15			0		0		0		13:15			0		4		4	
01:30			1		0		1		13:30			2		7		9	
01:45			0	1	0	0	0	1	13:45			0	3	1	14	1	17
02:00			0		0		0		14:00			2		1		3	
02:15			0		0		0		14:15			1		2		3	
02:30			0		0		0		14:30			2		1		3	
02:45			0	0	0	0	0	0	14:45			1	6	2	6	3	12
03:00			0		0		0		15:00			5		1		6	
03:15			0		0		0		15:15			0		0		0	
03:30			0		0		0		15:30			0		0		0	
03:45			0	0	0	0	0	0	15:45			0	5	0	1	0	6
04:00			0		0		0		16:00			0		0		0	
04:15			0		0		0		16:15			2		0		2	
04:30			0		0		0		16:30			0		2		2	
04:45			0	0	0	0	0	0	16:45			0	2	1	3	1	5
05:00			1		0		1		17:00			0		0		0	
05:15			0		1		1		17:15			0		0		0	
05:30			0		0		0		17:30			0		1		1	
05:45			0	1	0	1	0	2	17:45			2	2	2	3	4	5
06:00			0		0		0		18:00			0		1		1	
06:15			1		0		1		18:15			1		2		3	
06:30			0		0		0		18:30			1		0		1	
06:45			0	1	0	0	0	1	18:45			2	4	0	3	2	7
07:00			0		0		0		19:00			0		1		1	
07:15			0		0		0		19:15			0		0		0	
07:30			2		0		2		19:30			0		0		0	
07:45			0	2	0	0	0	2	19:45			1	1	3	4	4	5
08:00			1		2		3		20:00			1		1		2	
08:15			7		6		13		20:15			0		1		1	
08:30			1		4		5		20:30			1		0		1	
08:45			2	11	1	13	3	24	20:45			1	3	0	2	1	5
09:00			0		1		1		21:00			0		1		1	
09:15			1		1		2		21:15			0		0		0	
09:30			0		0		0		21:30			0		1		1	
09:45			2	3	1	3	3	6	21:45			1	1	0	2	1	3
10:00			0		1		1		22:00			0		0		0	
10:15			0		0		0		22:15			1		0		1	
10:30			1		1		2		22:30			0		0		0	
10:45			0	1	1	3	1	4	22:45			0	1	1	1	1	2
11:00			1		0		1		23:00			0		0		0	
11:15			1		0		1		23:15			0		0		0	
11:30			1		0		1		23:30			0		0		0	
11:45			0	3	1	1	1	4	23:45			0	0	0	0	0	0
Totals				23		21		44	Totals				30		41		71
Split %				52.3%		47.7%		38.3%	Split %				42.3%		57.7%		61.7%

Daily Totals	NB	SB	EB	WB	Total
	0	0	53	62	115

AM Peak Hour	08:00	08:00	08:00	PM Peak Hour	14:15	13:00	13:15
AM Peak Hr Volume	11	13	24	PM Peak Hr Volume	9	14	17
AM Pk Hr Factor	0.393	0.542	0.462	PM Pk Hr Factor	0.750	0.700	0.708

EXHIBIT G-496

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Avon Street and Lima Street

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site # 33

Daily Totals	NB	SB	EB	WB	Total
	0	0	55	63	118

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			0		1		1		12:00			0		1		1	
00:15			0		0		0		12:15			1		2		3	
00:30			0		0		0		12:30			1		0		1	
00:45			0	0	0	1	0	1	12:45			0	2	2	5	2	7
01:00			0		0		0		13:00			1		1		2	
01:15			0		0		0		13:15			3		1		4	
01:30			0		0		0		13:30			3		3		6	
01:45			0	0	0	0	0	0	13:45			1	8	0	5	1	13
02:00			0		0		0		14:00			5		2		7	
02:15			0		0		0		14:15			0		2		2	
02:30			0		0		0		14:30			1		1		2	
02:45			0	0	0	0	0	0	14:45			0	6	1	6	1	12
03:00			0		0		0		15:00			0		0		0	
03:15			0		0		0		15:15			1		1		2	
03:30			0		0		0		15:30			0		0		0	
03:45			0	0	0	0	0	0	15:45			2	3	1	2	3	5
04:00			0		0		0		16:00			0		0		0	
04:15			0		0		0		16:15			0		0		0	
04:30			0		0		0		16:30			0		0		0	
04:45			0	0	0	0	0	0	16:45			0	0	1	1	1	1
05:00			1		1		2		17:00			1		0		1	
05:15			0		2		2		17:15			1		1		2	
05:30			0		0		0		17:30			0		0		0	
05:45			0	1	0	3	0	4	17:45			0	2	1	2	1	4
06:00			0		0		0		18:00			1		3		4	
06:15			1		0		1		18:15			0		0		0	
06:30			0		0		0		18:30			0		1		1	
06:45			0	1	0	0	0	1	18:45			0	1	0	4	0	5
07:00			1		1		2		19:00			0		0		0	
07:15			0		0		0		19:15			0		0		0	
07:30			0		0		0		19:30			0		1		1	
07:45			1	2	0	1	1	3	19:45			0	0	0	1	0	1
08:00			1		2		3		20:00			1		1		2	
08:15			6		5		11		20:15			0		0		0	
08:30			1		3		4		20:30			1		0		1	
08:45			1	9	0	10	1	19	20:45			0	2	0	1	0	3
09:00			0		2		2		21:00			0		2		2	
09:15			1		1		2		21:15			1		0		1	
09:30			0		1		1		21:30			0		0		0	
09:45			0	1	1	5	1	6	21:45			0	1	0	2	0	3
10:00			1		0		1		22:00			0		0		0	
10:15			1		0		1		22:15			0		0		0	
10:30			0		1		1		22:30			0		0		0	
10:45			0	2	0	1	0	3	22:45			0	0	0	0	0	0
11:00			0		1		1		23:00			3		3		6	
11:15			1		0		1		23:15			3		3		6	
11:30			0		0		0		23:30			3		3		6	
11:45			1	2	0	1	1	3	23:45			3	12	3	12	6	24
Totals				18		22		40	Totals				37		41		78
Split %				45.0%		55.0%		33.9%	Split %				47.4%		52.6%		66.1%

Daily Totals	NB	SB	EB	WB	Total
	0	0	55	63	118

AM Peak Hour	08:00	08:15	08:00	PM Peak Hour	23:00	23:00	23:00
AM Peak Hr Volume	9	10	19	PM Peak Hr Volume	12	12	24
AM Pk Hr Factor	0.32	0.417	0.365	PM Pk Hr Factor	1.000	0.600	1.000

EXHIBIT G-497

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Lima Street and California Street

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site # 34

Daily Totals	NB	SB	EB	WB	Total
	0	0	52	60	112

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			0		0		0		12:00			0		0		0	
00:15			0		0		0		12:15			0		1		1	
00:30			0		0		0		12:30			0		0		0	
00:45			0	0	0	0	0	0	12:45			1	1	1	2	2	3
01:00			0		0		0		13:00			3		0		3	
01:15			0		0		0		13:15			1		1		2	
01:30			0		0		0		13:30			2		1		3	
01:45			0	0	0	0	0	0	13:45			0	6	2	4	2	10
02:00			0		0		0		14:00			0		0		0	
02:15			0		0		0		14:15			0		1		1	
02:30			0		0		0		14:30			1		1		2	
02:45			1	1	0	0	1	1	14:45			2	3	1	3	3	6
03:00			0		0		0		15:00			4		2		6	
03:15			0		0		0		15:15			2		1		3	
03:30			0		1		1		15:30			0		0		0	
03:45			0	0	0	1	0	1	15:45			1	7	0	3	1	10
04:00			0		0		0		16:00			1		0		1	
04:15			0		0		0		16:15			0		1		1	
04:30			0		0		0		16:30			0		1		1	
04:45			0	0	0	0	0	0	16:45			0	1	1	3	1	4
05:00			0		0		0		17:00			0		0		0	
05:15			1		0		1		17:15			1		0		1	
05:30			0		1		1		17:30			1		1		2	
05:45			0	1	0	1	0	2	17:45			2	4	1	2	3	6
06:00			1		0		1		18:00			0		0		0	
06:15			0		0		0		18:15			3		0		3	
06:30			0		0		0		18:30			1		2		3	
06:45			0	1	0	0	0	1	18:45			1	5	2	4	3	9
07:00			0		0		0		19:00			0		1		1	
07:15			0		1		1		19:15			0		0		0	
07:30			0		0		0		19:30			0		1		1	
07:45			2	2	1	2	3	4	19:45			0	0	1	3	1	3
08:00			0		3		3		20:00			0		0		0	
08:15			4		2		6		20:15			0		0		0	
08:30			5		2		7		20:30			0		0		0	
08:45			2	11	2	9	4	20	20:45			0	0	2	2	2	2
09:00			0		3		3		21:00			0		1		1	
09:15			1		2		3		21:15			1		2		3	
09:30			0		2		2		21:30			0		2		2	
09:45			1	2	1	8	2	10	21:45			0	1	2	7	2	8
10:00			0		1		1		22:00			0		2		2	
10:15			1		0		1		22:15			0		0		0	
10:30			2		0		2		22:30			0		0		0	
10:45			1	4	0	1	1	5	22:45			0	0	0	2	0	2
11:00			0		1		1		23:00			0		0		0	
11:15			0		0		0		23:15			0		0		0	
11:30			2		1		3		23:30			0		0		0	
11:45			0	2	1	3	1	5	23:45			0	0	0	0	0	0
Totals				24		25		49	Totals				28		35		63
Split %				49.0%		51.0%		43.8%	Split %				44.4%		55.6%		56.3%

Daily Totals	NB	SB	EB	WB	Total
	0	0	52	60	112

AM Peak Hour	08:15	08:45	08:15	PM Peak Hour	14:30	21:15	14:30
AM Peak Hr Volume	11	9	20	PM Peak Hr Volume	9	8	14
AM Pk Hr Factor	0.550	0.750	0.714	PM Pk Hr Factor	0.563	1.000	0.583

EXHIBIT G-498

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Lima Street and California Street

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site # 34

Daily Totals	NB	SB	EB	WB	Total
	0	0	57	48	105

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			1		0		1		12:00			1		0		1	
00:15			0		0		0		12:15			1		0		1	
00:30			0		0		0		12:30			0		1		1	
00:45			0	1	0	0	0	1	12:45			0	2	1	2	1	4
01:00			0		0		0		13:00			1		0		1	
01:15			0		0		0		13:15			2		1		3	
01:30			0		0		0		13:30			6		3		9	
01:45			0	0	0	0	0	0	13:45			1	10	0	4	1	14
02:00			0		0		0		14:00			3		1		4	
02:15			0		0		0		14:15			1		0		1	
02:30			0		0		0		14:30			1		2		3	
02:45			0	0	0	0	0	0	14:45			2	7	1	4	3	11
03:00			0		0		0		15:00			2		2		4	
03:15			0		0		0		15:15			1		1		2	
03:30			0		0		0		15:30			0		0		0	
03:45			0	0	0	0	0	0	15:45			0	3	0	3	0	6
04:00			0		0		0		16:00			0		1		1	
04:15			0		0		0		16:15			1		0		1	
04:30			0		0		0		16:30			4		0		4	
04:45			1	1	0	0	1	1	16:45			1	6	2	3	3	9
05:00			1		0		1		17:00			0		1		1	
05:15			0		0		0		17:15			0		0		0	
05:30			0		0		0		17:30			2		1		3	
05:45			0	1	0	0	0	1	17:45			0	2	4	6	4	8
06:00			0		0		0		18:00			1		0		1	
06:15			0		0		0		18:15			0		1		1	
06:30			0		0		0		18:30			0		1		1	
06:45			0	0	0	0	0	0	18:45			0	1	0	2	0	3
07:00			0		1		1		19:00			1		0		1	
07:15			0		1		1		19:15			0		1		1	
07:30			0		1		1		19:30			0		1		1	
07:45			0	0	0	3	0	3	19:45			1	2	1	3	2	5
08:00			0		1		1		20:00			1		0		1	
08:15			6		2		8		20:15			0		0		0	
08:30			4		1		5		20:30			0		1		1	
08:45			2	12	0	4	2	16	20:45			1	2	2	3	3	5
09:00			0		0		0		21:00			0		0		0	
09:15			0		0		0		21:15			0		0		0	
09:30			1		0		1		21:30			1		0		1	
09:45			0	1	1	1	1	2	21:45			0	1	2	2	2	3
10:00			2		1		3		22:00			0		1		1	
10:15			1		0		1		22:15			0		0		0	
10:30			0		2		2		22:30			0		1		1	
10:45			0	3	0	3	0	6	22:45			1	1	0	2	1	3
11:00			0		0		0		23:00			0		1		1	
11:15			0		1		1		23:15			0		0		0	
11:30			1		0		1		23:30			0		0		0	
11:45			0	1	1	2	1	3	23:45			0	0	0	1	0	1
Totals				20		13		33	Totals				37		35		72
Split %				60.6%		39.4%		31.4%	Split %				51.4%		48.6%		68.6%

Daily Totals	NB	SB	EB	WB	Total
	0	0	57	48	105

AM Peak Hour	08:15	09:45	08:00	PM Peak Hour	13:15	17:45	13:15
AM Peak Hr Volume	12	4	16	PM Peak Hr Volume	12	6	17
AM Pk Hr Factor	0.600	0.333	0.571	PM Pk Hr Factor	0.750	0.750	0.708

EXHIBIT G-499

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Lima Street and California Street

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site # 34

Daily Totals	NB	SB	EB	WB	Total
	0	0	51	35	86

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			1		1		2		12:00			0		0		0	
00:15			0		0		0		12:15			1		0		1	
00:30			0		0		0		12:30			1		1		2	
00:45			0	1	0	1	0	2	12:45			0	2	2	3	2	5
01:00			0		0		0		13:00			1		1		2	
01:15			0		0		0		13:15			1		0		1	
01:30			0		0		0		13:30			3		0		3	
01:45			0	0	0	0	0	0	13:45			1	6	2	3	3	9
02:00			0		0		0		14:00			2		1		3	
02:15			0		0		0		14:15			0		1		1	
02:30			0		0		0		14:30			1		1		2	
02:45			0	0	0	0	0	0	14:45			2	5	0	3	2	8
03:00			0		0		0		15:00			1		0		1	
03:15			0		0		0		15:15			0		1		1	
03:30			0		1		1		15:30			0		0		0	
03:45			0	0	0	1	0	1	15:45			0	1	0	1	0	2
04:00			0		0		0		16:00			0		0		0	
04:15			0		0		0		16:15			1		0		1	
04:30			0		0		0		16:30			0		0		0	
04:45			0	0	0	0	0	0	16:45			2	3	0	0	2	3
05:00			2		0		2		17:00			1		0		1	
05:15			0		1		1		17:15			0		2		2	
05:30			1		0		1		17:30			0		0		0	
05:45			0	3	0	1	0	4	17:45			1	2	0	2	1	4
06:00			0		0		0		18:00			1		0		1	
06:15			1		0		1		18:15			1		1		2	
06:30			0		0		0		18:30			1		0		1	
06:45			0	1	0	0	0	1	18:45			0	3	0	1	0	4
07:00			1		0		1		19:00			0		0		0	
07:15			2		1		3		19:15			0		1		1	
07:30			0		0		0		19:30			1		0		1	
07:45			2	5	0	1	2	6	19:45			0	1	0	1	0	2
08:00			1		1		2		20:00			0		1		1	
08:15			5		3		8		20:15			0		0		0	
08:30			3		0		3		20:30			0		2		2	
08:45			1	10	2	6	3	16	20:45			0	0	0	3	0	3
09:00			1		0		1		21:00			0		0		0	
09:15			0		2		2		21:15			1		0		1	
09:30			1		2		3		21:30			0		0		0	
09:45			0	2	1	5	1	7	21:45			0	1	0	0	0	1
10:00			0		0		0		22:00			0		0		0	
10:15			0		1		1		22:15			0		0		0	
10:30			0		0		0		22:30			0		1		1	
10:45			0	0	0	1	0	1	22:45			0	0	0	1	0	1
11:00			0		0		0		23:00			1		0		1	
11:15			2		0		2		23:15			0		0		0	
11:30			2		1		3		23:30			0		0		0	
11:45			0	4	0	1	0	5	23:45			0	1	0	0	0	1
Totals				26		17		43	Totals				25		18		43
Split %				60.5%		39.5%		50.0%	Split %				58.1%		41.9%		50.0%

Daily Totals	NB	SB	EB	WB	Total
	0	0	51	35	86

AM Peak Hour	07:45	08:45	08:00	PM Peak Hour	13:15	13:45	13:30
AM Peak Hr Volume	11	6	16	PM Peak Hr Volume	7	5	10
AM Pk Hr Factor	0.55	0.500	0.571	PM Pk Hr Factor	0.438	0.625	0.417

EXHIBIT G-500

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Ontario Street north of Alamea Ave

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site #: 35

Daily Totals	NB	SB	EB	WB	Total
	74	60	0	0	134

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	0		0						0	
00:15	0		0						0		12:15	0		0						0	
00:30	0		0						0		12:30	1		2						3	
00:45	0	0	0	0					0	0	12:45	2	3	1	3					3	6
01:00	0		0						0		13:00	3		2						5	
01:15	0		0						0		13:15	2		1						3	
01:30	0		0						0		13:30	0		0						0	
01:45	0	0	0	0					0	0	13:45	0	5	0	3					0	8
02:00	0		0						0		14:00	3		1						4	
02:15	0		0						0		14:15	2		1						3	
02:30	0		0						0		14:30	1		0						1	
02:45	0	0	0	0					0	0	14:45	0	6	0	2					0	8
03:00	0		0						0		15:00	0		1						1	
03:15	0		0						0		15:15	1		2						3	
03:30	0		0						0		15:30	1		1						2	
03:45	0	0	0	0					0	0	15:45	0	2	0	4					0	6
04:00	0		0						0		16:00	3		3						6	
04:15	0		0						0		16:15	0		0						0	
04:30	0		0						0		16:30	1		0						1	
04:45	0	0	0	0					0	0	16:45	3	7	1	4					4	11
05:00	0		1						1		17:00	1		2						3	
05:15	0		1						1		17:15	1		0						1	
05:30	0		1						1		17:30	1		0						1	
05:45	0	0	0	3					0	3	17:45	2	5	1	3					3	8
06:00	0		0						0		18:00	1		0						1	
06:15	0		0						0		18:15	3		2						5	
06:30	0		1						1		18:30	1		1						2	
06:45	1	1	0	1					1	2	18:45	3	8	1	4					4	12
07:00	0		1						1		19:00	1		1						2	
07:15	0		1						1		19:15	0		1						1	
07:30	0		1						1		19:30	1		0						1	
07:45	4	4	2	5					6	9	19:45	1	3	1	3					2	6
08:00	1		0						1		20:00	1		1						2	
08:15	2		4						6		20:15	0		0						0	
08:30	1		2						3		20:30	0		0						0	
08:45	2	6	1	7					3	13	20:45	0	1	0	1					0	2
09:00	2		2						4		21:00	0		0						0	
09:15	1		0						1		21:15	0		0						0	
09:30	0		1						1		21:30	0		0						0	
09:45	2	5	1	4					3	9	21:45	0	0	0	0					0	0
10:00	2		1						3		22:00	0		0						0	
10:15	4		3						7		22:15	0		0						0	
10:30	3		2						5		22:30	0		0						0	
10:45	2	11	2	8					4	19	22:45	0	0	0	0					0	0
11:00	0		0						0		23:00	0		0						0	
11:15	2		2						4		23:15	1		1						2	
11:30	0		0						0		23:30	0		0						0	
11:45	4	6	2	4					6	10	23:45	0	1	0	1					0	2
Totals	33		32						65		Totals	41		28						69	
Split %	50.8%		49.2%						48.5%		Split %	59.4%		40.6%						51.5%	

Daily Totals	NB	SB	EB	WB	Total
	74	60	0	0	134

AM Peak Hour	10:00	08:15	10:00	PM Peak Hour	18:15	15:15	12:30
AM Peak Volume	11	9	19	PM Peak Volume	8	6	14
AM Pk Hr Factor	0.688	0.563	0.679	PM Pk Hr Factor	0.667	0.500	0.700

EXHIBIT G-501

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Ontario Street north of Alamea Ave

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site #: 35

Daily Totals	NB	SB	EB	WB	Total
	84	61	0	0	145

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	1		1						2	
00:15	0		0						0		12:15	1		0						1	
00:30	0		0						0		12:30	0		0						0	
00:45	0	0	0	0					0	0	12:45	7	9	2	3					9	12
01:00	0		0						0		13:00	5		0						5	
01:15	1		0						1		13:15	4		1						5	
01:30	0		0						0		13:30	3		2						5	
01:45	0	1	0	0					0	1	13:45	1	13	2	5					3	18
02:00	0		0						0		14:00	0		0						0	
02:15	0		0						0		14:15	1		0						1	
02:30	0		0						0		14:30	2		1						3	
02:45	0	0	0	0					0	0	14:45	0	3	0	1					0	4
03:00	0		0						0		15:00	1		3						4	
03:15	0		0						0		15:15	0		0						0	
03:30	0		0						0		15:30	1		1						2	
03:45	0	0	0	0					0	0	15:45	1	3	2	6					3	9
04:00	0		0						0		16:00	1		2						3	
04:15	0		0						0		16:15	1		0						1	
04:30	0		0						0		16:30	1		2						3	
04:45	0	0	1	1					1	1	16:45	1	4	1	5					2	9
05:00	0		1						1		17:00	0		0						0	
05:15	0		1						1		17:15	0		0						0	
05:30	0		0						0		17:30	1		0						1	
05:45	0	0	2	4					2	4	17:45	1	2	1	1					2	3
06:00	0		0						0		18:00	0		0						0	
06:15	0		0						0		18:15	0		0						0	
06:30	1		0						1		18:30	0		1						1	
06:45	0	1	1	1					1	2	18:45	0	0	0	1					0	1
07:00	0		1						1		19:00	1		1						2	
07:15	0		0						0		19:15	4		4						8	
07:30	1		1						2		19:30	3		1						4	
07:45	2	3	1	3					3	6	19:45	3	11	2	8					5	19
08:00	0		0						0		20:00	3		1						4	
08:15	2		4						6		20:15	1		0						1	
08:30	1		1						2		20:30	0		0						0	
08:45	5	8	0	5					5	13	20:45	0	4	0	1					0	5
09:00	1		2						3		21:00	0		0						0	
09:15	2		1						3		21:15	0		2						2	
09:30	1		1						2		21:30	0		0						0	
09:45	5	9	1	5					6	14	21:45	1	1	0	2					1	3
10:00	3		1						4		22:00	0		2						2	
10:15	1		2						3		22:15	1		0						1	
10:30	1		0						1		22:30	0		0						0	
10:45	0	5	0	3					0	8	22:45	0	1	0	2					0	3
11:00	3		2						5		23:00	0		0						0	
11:15	0		0						0		23:15	0		1						1	
11:30	1		0						1		23:30	0		0						0	
11:45	2	6	1	3					3	9	23:45	0	0	0	1					0	1
Totals		33		25						58	Totals		51		36						87
Split %		56.9%		43.1%						40.0%	Split %		58.6%		41.4%						60.0%

Daily Totals	NB	SB	EB	WB	Total
	84	61	0	0	145

AM Peak Hour	09:15	08:15	11:00	PM Peak Hour	12:45	19:15	12:45
AM Peak Volume	11	7	16	PM Peak Volume	19	8	24
AM Pk Hr Factor	0.688	0.438	0.571	PM Pk Hr Factor	1.583	0.667	1.200

EXHIBIT G-502

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Ontario Street north of Alamea Ave

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site #: 35

Daily Totals	NB	SB	EB	WB	Total
	86	65	0	0	151

AM	NB		SB		EB		WB		Total		PM	NB		SB		EB		WB		Total	
00:00	0		0						0		12:00	1		1						2	
00:15	0		0						0		12:15	1		2						3	
00:30	0		0						0		12:30	1		1						2	
00:45	0	0	0	0					0	0	12:45	3	6	0	4					3	10
01:00	0		0						0		13:00	4		3						7	
01:15	0		0						0		13:15	1		1						2	
01:30	0		0						0		13:30	5		1						6	
01:45	0	0	0	0					0	0	13:45	3	13	1	6					4	19
02:00	0		0						0		14:00	3		0						3	
02:15	1		1						2		14:15	3		1						4	
02:30	0		0						0		14:30	1		0						1	
02:45	0	1	0	1					0	2	14:45	1	8	0	1					1	9
03:00	0		0						0		15:00	2		2						4	
03:15	0		0						0		15:15	0		1						1	
03:30	0		0						0		15:30	2		1						3	
03:45	0	0	0	0					0	0	15:45	0	4	1	5					1	9
04:00	0		0						0		16:00	3		1						4	
04:15	0		0						0		16:15	2		2						4	
04:30	0		0						0		16:30	0		1						1	
04:45	0	0	0	0					0	0	16:45	0	5	1	5					1	10
05:00	0		1						1		17:00	1		0						1	
05:15	0		1						1		17:15	2		1						3	
05:30	0		0						0		17:30	1		1						2	
05:45	0	0	1	3					1	3	17:45	1	5	0	2					1	7
06:00	0		0						0		18:00	1		1						2	
06:15	0		0						0		18:15	1		1						2	
06:30	0		0						0		18:30	1		0						1	
06:45	0	0	0	0					0	0	18:45	1	4	0	2					1	6
07:00	0		2						2		19:00	0		0						0	
07:15	3		3						6		19:15	0		0						0	
07:30	0		1						1		19:30	0		0						0	
07:45	4	7	3	9					7	16	19:45	1	1	1	1					2	2
08:00	0		0						0		20:00	0		0						0	
08:15	1		3						4		20:15	0		0						0	
08:30	1		1						2		20:30	0		0						0	
08:45	0	2	1	5					1	7	20:45	0	0	0	0					0	0
09:00	2		1						3		21:00	0		0						0	
09:15	1		1						2		21:15	0		0						0	
09:30	2		1						3		21:30	0		2						2	
09:45	2	7	1	4					3	11	21:45	1	1	1	3					2	4
10:00	1		2						3		22:00	1		0						1	
10:15	2		1						3		22:15	2		1						3	
10:30	4		3						7		22:30	0		0						0	
10:45	2	9	0	6					2	15	22:45	0	3	0	1					0	4
11:00	1		0						1		23:00	1		1						2	
11:15	2		1						3		23:15	0		0						0	
11:30	3		2						5		23:30	0		0						0	
11:45	1	7	1	4					2	11	23:45	2	3	2	3					4	6
Totals		33		32						65	Totals		53		33						86
Split %		50.8%		49.2%						43.0%	Split %		61.6%		38.4%						57.0%

Daily Totals	NB	SB	EB	WB	Total
	86	65	0	0	151

AM Peak Hour	10:30	07:00	11:00	PM Peak Hour	13:30	13:00	13:00
AM Peak Volume	9	9	16	PM Peak Volume	14	6	19
AM Pk Hr Factor	0.563	0.563	0.571	PM Pk Hr Factor	1.167	0.500	0.950

EXHIBIT G-503

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Ontario Street and Fairview Street (Behind El Torito)

Day: Tuesday, February 24, 2015 **City:** Burbank, CA

Site # 36

Daily Totals	NB	SB	EB	WB	Total
	0	0	253	216	469

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			0		0		0		12:00			8		8		16	
00:15			0		0		0		12:15			7		1		8	
00:30			0		1		1		12:30			8		5		13	
00:45			0	0	0	1	0	1	12:45			3	26	6	20	9	46
01:00			0		0		0		13:00			12		10		22	
01:15			0		0		0		13:15			8		5		13	
01:30			0		0		0		13:30			5		3		8	
01:45			0	0	0	0	0	0	13:45			5	30	5	23	10	53
02:00			0		0		0		14:00			3		4		7	
02:15			0		0		0		14:15			3		4		7	
02:30			0		0		0		14:30			3		4		7	
02:45			0	0	0	0	0	0	14:45			4	13	6	18	10	31
03:00			0		0		0		15:00			8		8		16	
03:15			0		0		0		15:15			4		6		10	
03:30			0		0		0		15:30			5		2		7	
03:45			0	0	0	0	0	0	15:45			2	19	3	19	5	38
04:00			0		1		1		16:00			6		2		8	
04:15			0		0		0		16:15			2		1		3	
04:30			0		0		0		16:30			6		6		12	
04:45			0	0	1	2	1	2	16:45			3	17	1	10	4	27
05:00			1		0		1		17:00			2		3		5	
05:15			1		1		2		17:15			4		3		7	
05:30			0		0		0		17:30			5		6		11	
05:45			2	4	0	1	2	5	17:45			4	15	5	17	9	32
06:00			0		1		1		18:00			6		3		9	
06:15			1		0		1		18:15			3		1		4	
06:30			0		0		0		18:30			5		1		6	
06:45			1	2	1	2	2	4	18:45			4	18	4	9	8	27
07:00			2		2		4		19:00			6		1		7	
07:15			1		2		3		19:15			1		2		3	
07:30			4		3		7		19:30			2		0		2	
07:45			5	12	4	11	9	23	19:45			2	11	3	6	5	17
08:00			6		6		12		20:00			1		1		2	
08:15			4		7		11		20:15			1		1		2	
08:30			6		3		9		20:30			2		2		4	
08:45			2	18	2	18	4	36	20:45			3	7	2	6	5	13
09:00			2		1		3		21:00			0		1		1	
09:15			4		4		8		21:15			1		1		2	
09:30			6		1		7		21:30			4		1		5	
09:45			7	19	6	12	13	31	21:45			0	5	0	3	0	8
10:00			6		6		12		22:00			1		1		2	
10:15			3		5		8		22:15			1		0		1	
10:30			4		4		8		22:30			0		2		2	
10:45			5	18	4	19	9	37	22:45			2	4	0	3	2	7
11:00			5		5		10		23:00			1		0		1	
11:15			2		4		6		23:15			0		0		0	
11:30			3		2		5		23:30			0		0		0	
11:45			4	14	5	16	9	30	23:45			0	1	0	0	0	1
Totals				87		82		169	Totals				166		134		300
Split %				51.5%		48.5%		36.0%	Split %				55.3%		44.7%		64.0%

Daily Totals	NB	SB	EB	WB	Total
	0	0	253	216	469

AM Peak Hour	09:15	09:45	09:45	PM Peak Hour	12:30	12:30	12:30
AM Peak Hr Volume	23	21	41	PM Peak Hr Volume	31	26	57
AM Pk Hr Factor	0.821	0.875	0.788	PM Pk Hr Factor	0.646	0.650	0.648

EXHIBIT G-504

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Ontario Street and Fairview Street (Behind El Torito)

Day: Wednesday, February 25, 2015 **City:** Burbank, CA

Site # 36

Daily Totals	NB	SB	EB	WB	Total
	0	0	263	213	476

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			0		0		0		12:00			8		3		11	
00:15			0		0		0		12:15			10		2		12	
00:30			0		0		0		12:30			5		6		11	
00:45			0	0	0	0	0	0	12:45			9	32	13	24	22	56
01:00			0		0		0		13:00			9		4		13	
01:15			0		1		1		13:15			1		3		4	
01:30			0		0		0		13:30			9		6		15	
01:45			0	0	0	1	0	1	13:45			9	28	5	18	14	46
02:00			0		0		0		14:00			3		2		5	
02:15			0		0		0		14:15			3		3		6	
02:30			0		0		0		14:30			6		0		6	
02:45			0	0	0	0	0	0	14:45			7	19	2	7	9	26
03:00			0		0		0		15:00			3		3		6	
03:15			0		0		0		15:15			4		5		9	
03:30			0		0		0		15:30			4		6		10	
03:45			0	0	0	0	0	0	15:45			3	14	8	22	11	36
04:00			0		1		1		16:00			7		4		11	
04:15			0		0		0		16:15			2		4		6	
04:30			0		0		0		16:30			7		3		10	
04:45			2	2	1	2	3	4	16:45			3	19	2	13	5	32
05:00			1		0		1		17:00			2		4		6	
05:15			2		1		3		17:15			2		2		4	
05:30			0		0		0		17:30			3		4		7	
05:45			2	5	0	1	2	6	17:45			5	12	1	11	6	23
06:00			0		0		0		18:00			7		4		11	
06:15			0		0		0		18:15			2		3		5	
06:30			1		1		2		18:30			3		1		4	
06:45			1	2	0	1	1	3	18:45			2	14	5	13	7	27
07:00			1		2		3		19:00			2		2		4	
07:15			2		7		9		19:15			7		7		14	
07:30			5		1		6		19:30			4		2		6	
07:45			6	14	2	12	8	26	19:45			2	15	6	17	8	32
08:00			4		4		8		20:00			1		0		1	
08:15			1		4		5		20:15			2		4		6	
08:30			2		3		5		20:30			1		1		2	
08:45			10	17	4	15	14	32	20:45			1	5	0	5	1	10
09:00			7		4		11		21:00			0		2		2	
09:15			8		5		13		21:15			3		1		4	
09:30			3		1		4		21:30			4		0		4	
09:45			5	23	4	14	9	37	21:45			2	9	0	3	2	12
10:00			3		2		5		22:00			2		1		3	
10:15			2		2		4		22:15			0		0		0	
10:30			4		6		10		22:30			1		1		2	
10:45			5	14	5	15	10	29	22:45			1	4	1	3	2	7
11:00			1		3		4		23:00			1		0		1	
11:15			3		7		10		23:15			1		0		1	
11:30			4		4		8		23:30			0		0		0	
11:45			5	13	2	16	7	29	23:45			0	2	0	0	0	2
Totals				90		77		167	Totals				173		136		309
Split %				53.9%		46.1%		35.1%	Split %				56.0%		44.0%		64.9%

Daily Totals	NB	SB	EB	WB	Total
	0	0	263	213	476

AM Peak Hour	08:45	10:30	08:30	PM Peak Hour	12:15	12:45	12:15
AM Peak Hr Volume	28	21	43	PM Peak Hr Volume	33	26	58
AM Pk Hr Factor	1.000	0.875	0.827	PM Pk Hr Factor	0.688	0.650	0.659

EXHIBIT G-505

Prepared by City Count, LLC (www.citycount.com)

ADT Volume Report

Alley between Ontario Street and Fairview Street (Behind El Torito)

Day: Thursday, February 26, 2015 **City:** Burbank, CA

Site # 36

Daily Totals	NB	SB	EB	WB	Total
	0	0	310	205	515

AM	NB	SB	EB		WB		Total		PM	NB	SB	EB		WB		Total	
00:00			0		0		0		12:00			3		5		8	
00:15			0		0		0		12:15			8		4		12	
00:30			1		0		1		12:30			6		4		10	
00:45			1	2	0	0	1	2	12:45			10	27	5	18	15	45
01:00			0		1		1		13:00			9		7		16	
01:15			0		0		0		13:15			5		3		8	
01:30			1		0		1		13:30			8		9		17	
01:45			0	1	0	1	0	2	13:45			8	30	5	24	13	54
02:00			0		0		0		14:00			4		3		7	
02:15			0		0		0		14:15			9		5		14	
02:30			0		0		0		14:30			6		5		11	
02:45			0	0	0	0	0	0	14:45			6	25	5	18	11	43
03:00			0		0		0		15:00			4		6		10	
03:15			0		0		0		15:15			5		2		7	
03:30			0		0		0		15:30			7		5		12	
03:45			0	0	0	0	0	0	15:45			4	20	4	17	8	37
04:00			0		1		1		16:00			3		1		4	
04:15			0		0		0		16:15			8		1		9	
04:30			0		0		0		16:30			4		1		5	
04:45			0	0	0	1	0	1	16:45			4	19	2	5	6	24
05:00			1		0		1		17:00			4		2		6	
05:15			2		1		3		17:15			3		1		4	
05:30			0		0		0		17:30			6		3		9	
05:45			0	3	0	1	0	4	17:45			0	13	2	8	2	21
06:00			0		0		0		18:00			4		3		7	
06:15			2		0		2		18:15			1		1		2	
06:30			1		1		2		18:30			3		3		6	
06:45			2	5	2	3	4	8	18:45			1	9	4	11	5	20
07:00			1		2		3		19:00			3		0		3	
07:15			3		2		5		19:15			4		3		7	
07:30			3		2		5		19:30			2		5		7	
07:45			7	14	4	10	11	24	19:45			5	14	4	12	9	26
08:00			5		4		9		20:00			4		0		4	
08:15			7		4		11		20:15			5		4		9	
08:30			5		1		6		20:30			5		1		6	
08:45			3	20	3	12	6	32	20:45			3	17	1	6	4	23
09:00			8		4		12		21:00			0		1		1	
09:15			5		4		9		21:15			1		2		3	
09:30			4		3		7		21:30			2		0		2	
09:45			14	31	3	14	17	45	21:45			1	4	0	3	1	7
10:00			3		3		6		22:00			1		0		1	
10:15			3		0		3		22:15			0		1		1	
10:30			6		4		10		22:30			2		0		2	
10:45			12	24	12	19	24	43	22:45			0	3	0	1	0	4
11:00			7		7		14		23:00			0		0		0	
11:15			7		4		11		23:15			1		0		1	
11:30			5		7		12		23:30			1		0		1	
11:45			7	26	3	21	10	47	23:45			1	3	0	0	1	3
Totals				126		82		208	Totals				184		123		307
Split %				60.6%		39.4%		40.4%	Split %				59.9%		40.1%		59.6%

Daily Totals	NB	SB	EB	WB	Total
	0	0	310	205	515

AM Peak Hour	10:30	10:45	10:45	PM Peak Hour	12:15	13:00	12:45
AM Peak Hr Volume	32	30	61	PM Peak Hr Volume	33	24	56
AM Pk Hr Factor	1.14	1.250	1.173	PM Pk Hr Factor	0.688	0.600	0.636

EXHIBIT G-506

Intersections
Post-Closure

Turning Movement Count Report AM

Location ID: 1
North/South: Hollywood Way
East/West: Oak Street

Date: 02/25/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	6	279	3	14	4	7	3	89	1	6	1	8	421
7:15	4	298	6	12	10	7	2	97	3	9	9	10	467
7:30	4	312	10	16	5	10	4	96	2	14	9	9	491
7:45	9	345	12	18	15	6	8	156	2	11	12	16	610
8:00	13	329	7	18	12	12	13	134	5	15	12	14	584
8:15	15	378	9	31	14	19	9	143	2	22	21	12	675
8:30	10	387	11	21	12	17	9	129	6	31	8	21	662
8:45	21	404	7	18	14	12	6	150	11	25	5	22	695
9:00	11	418	6	16	7	10	6	140	24	15	8	18	679
9:15	7	298	6	16	7	8	8	142	8	25	4	23	552
9:30	6	255	7	13	4	10	4	134	4	17	12	26	492
9:45	15	242	6	9	5	5	6	146	6	20	14	22	496
Total Volume:	121	3945	90	202	109	123	78	1556	74	210	115	201	6824
Approach %	3%	95%	2%	47%	25%	28%	5%	91%	4%	40%	22%	38%	
Peak Hr Begin:	8:15												
PHV	57	1587	33	86	47	58	30	562	43	93	42	73	2711
PHF	0.964			0.746			0.934			0.867			0.975

Prepared by City Count, LLC. (www.citycount.com)

EXHIBIT G-508

Turning Movement Count Report PM

Location ID: 1
North/South: Hollywood Way
East/West: Oak Street

Date: 02/25/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:30	20	182	7	5	6	9	9	255	1	11	17	21	543
16:45	12	203	6	14	9	7	8	217	6	8	22	19	531
17:00	22	196	5	5	11	13	12	216	10	4	11	15	520
17:15	19	221	12	9	8	5	14	270	6	4	21	13	602
17:30	23	177	9	12	8	7	13	228	12	3	15	21	528
17:45	16	160	8	13	12	14	9	256	15	10	19	23	555
18:00	20	163	9	12	19	13	17	264	12	7	15	12	563
18:15	20	184	8	7	10	12	9	236	8	4	16	12	526
18:30	26	171	15	8	8	8	6	291	15	13	14	13	588
18:45	27	170	11	9	9	8	7	223	4	13	17	21	519
19:00	29	198	7	17	3	8	9	215	7	6	13	14	526
19:15	15	178	11	7	5	9	8	181	5	8	12	11	450
Total Volume:	249	2203	108	118	108	113	121	2852	101	91	192	195	6451
Approach %	10%	86%	4%	35%	32%	33%	4%	93%	3%	19%	40%	41%	

Peak Hr Begin:	17:15												
PHV	78	721	38	46	47	39	53	1018	45	24	70	69	2248
PHF	0.830			0.750			0.952			0.784			0.934

Prepared by City Count, LLC. (www.citycount.com)

EXHIBIT G-509

Pedestrian/Bicycle Count Report

	Pedestrians			
Leg:	North	East	South	West
7:00	0	0	0	1
7:15	3	1	1	0
7:30	0	1	1	2
7:45	1	4	5	1
8:00	2	3	0	1
8:15	0	0	0	2
8:30	2	4	2	3
8:45	0	2	1	2
9:00	2	1	0	6
9:15	2	1	0	6
9:30	3	0	0	2
9:45	3	2	0	1

	Bicycle			
Leg:	North	East	South	West
7:00	1	0	0	0
7:15	0	0	0	0
7:30	0	0	1	0
7:45	0	0	0	0
8:00	0	0	0	3
8:15	0	0	0	2
8:30	0	0	0	1
8:45	0	0	0	0
9:00	1	0	0	0
9:15	0	0	0	2
9:30	0	0	0	1
9:45	0	0	0	0

	Pedestrians			
Leg:	North	East	South	West
16:30	0	3	0	1
16:45	1	2	0	1
17:00	0	2	1	3
17:15	1	2	0	1
17:30	2	3	2	0
17:45	3	1	1	2
18:00	5	0	0	5
18:15	4	0	3	3
18:30	3	1	0	0
18:45	1	3	2	0
19:00	4	2	0	4
19:15	1	2	0	2

	Bicycle			
Leg:	North	East	South	West
16:30	0	0	0	0
16:45	0	1	1	1
17:00	0	0	0	2
17:15	0	0	0	3
17:30	0	0	0	1
17:45	1	2	1	0
18:00	0	0	0	0
18:15	0	0	0	1
18:30	0	1	0	0
18:45	0	0	0	0
19:00	0	0	0	1
19:15	0	0	0	0

EXHIBIT G-510

Turning Movement Count Report AM

Location ID: 1
North/South: Hollywood Way
East/West: Oak Street

Date: 02/26/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	9	227	5	12	6	12	3	96	2	9	3	11	395
7:15	8	241	11	6	5	12	3	113	5	10	7	14	435
7:30	5	235	6	13	9	19	4	105	3	16	5	14	434
7:45	4	267	10	8	10	21	11	141	6	11	11	8	508
8:00	11	240	5	18	12	28	5	137	4	9	9	15	493
8:15	7	293	14	20	20	27	11	150	5	20	23	10	600
8:30	16	331	5	13	27	21	9	149	7	23	5	16	622
8:45	18	300	5	7	11	19	4	150	5	20	6	25	570
9:00	12	287	9	12	7	16	7	134	2	25	3	28	542
9:15	9	251	5	8	5	21	5	151	3	22	8	16	504
9:30	8	220	3	4	7	12	4	149	2	15	5	21	450
9:45	11	225	7	5	5	15	2	135	4	8	7	17	441
Total Volume:	118	3117	85	126	124	223	68	1610	48	188	92	195	5994
Approach %	4%	94%	3%	27%	26%	47%	4%	93%	3%	40%	19%	41%	
Peak Hr Begin:	8:15												
PHV	53	1211	33	52	65	83	31	583	19	88	37	79	2334
PHF	0.921			0.746			0.953			0.911			0.938

Prepared by City Count, LLC. (www.citycount.com)

EXHIBIT G-511

Turning Movement Count Report PM

Location ID: 1
North/South: Hollywood Way
East/West: Oak Street

Date: 02/26/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:30	23	190	5	17	11	16	12	253	3	5	11	18	564
16:45	23	175	14	12	10	9	13	246	4	3	16	19	544
17:00	20	172	8	14	19	12	13	256	6	7	11	10	548
17:15	23	168	8	10	13	8	11	255	6	10	9	11	532
17:30	22	179	14	13	16	15	15	230	8	7	12	19	550
17:45	27	169	9	16	14	7	10	240	9	5	11	15	532
18:00	10	164	14	11	6	19	11	230	4	5	13	14	501
18:15	27	165	18	18	18	11	13	252	14	8	8	18	570
18:30	21	174	17	9	13	19	12	216	11	18	9	15	534
18:45	19	165	9	10	15	10	9	245	10	5	14	15	526
19:00	24	166	9	11	6	9	5	208	6	10	6	16	476
19:15	23	167	8	14	6	7	8	209	7	5	8	11	473
Total Volume:	262	2054	133	155	147	142	132	2840	88	88	128	181	6350
Approach %	11%	84%	5%	35%	33%	32%	4%	93%	3%	22%	32%	46%	
Peak Hr Begin:	16:30												
PHV	89	705	35	53	53	45	49	1010	19	25	47	58	2188
PHF	0.951			0.839			0.980			0.855			0.970

Prepared by City Count, LLC. (www.citycount.com)

EXHIBIT G-512

Pedestrian/Bicycle Count Report

	Pedestrians			
Leg:	North	East	South	West
7:00	2	2	0	0
7:15	3	1	4	5
7:30	1	1	2	3
7:45	0	0	1	1
8:00	8	1	3	5
8:15	16	8	12	11
8:30	4	5	7	7
8:45	1	2	1	1
9:00	0	5	6	0
9:15	1	4	1	4
9:30	1	1	3	4
9:45	1	1	1	1

	Bicycle			
Leg:	North	East	South	West
7:00	0	0	0	0
7:15	0	0	0	0
7:30	0	0	0	0
7:45	0	0	0	0
8:00	0	0	0	0
8:15	0	0	0	0
8:30	0	0	0	1
8:45	0	0	0	0
9:00	0	0	0	0
9:15	0	0	0	0
9:30	0	0	1	0
9:45	0	0	0	0

	Pedestrians			
Leg:	North	East	South	West
16:30	4	2	4	4
16:45	1	1	2	2
17:00	2	4	0	3
17:15	3	1	5	3
17:30	5	2	1	2
17:45	3	2	1	2
18:00	0	2	2	3
18:15	2	1	3	2
18:30	0	1	1	0
18:45	1	4	2	1
19:00	0	0	3	1
19:15	0	5	1	1

	Bicycle			
Leg:	North	East	South	West
16:30	2	0	0	0
16:45	0	0	0	0
17:00	0	0	0	0
17:15	1	0	0	0
17:30	1	0	0	0
17:45	0	0	0	0
18:00	0	0	0	0
18:15	0	0	0	0
18:30	0	0	0	1
18:45	1	0	0	0
19:00	0	1	2	0
19:15	0	1	0	0

Turning Movement Count Report AM

Location ID: 2
North/South: Buena Vista Street
East/West: Oak Street

Date: 02/25/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	6	191	0	0	0	0	0	79	1	10	0	1	288
7:15	3	243	0	0	0	0	0	116	2	12	0	1	377
7:30	3	359	0	0	0	0	0	128	1	13	0	1	505
7:45	5	333	0	0	0	0	0	162	6	21	0	1	528
8:00	11	335	0	0	0	0	0	161	7	17	0	2	533
8:15	7	321	0	0	0	0	0	139	8	18	0	0	493
8:30	9	321	0	0	0	0	0	153	3	30	0	0	516
8:45	3	325	0	0	0	0	0	145	3	12	0	2	490
9:00	7	384	0	0	0	0	0	169	2	14	0	0	576
9:15	3	305	0	0	0	0	0	133	2	15	0	1	459
9:30	4	276	0	0	0	0	0	168	5	14	0	2	469
9:45	6	254	0	0	0	0	0	164	1	19	0	1	445
Total Volume:	67	3647	0	0	0	0	0	1717	41	195	0	12	5679
Approach %	2%	98%	0%	0%	0%	0%	0%	98%	2%	94%	0%	6%	
Peak Hr Begin:	8:15												
PHV	26	1351	0	0	0	0	0	606	16	74	0	2	2075
PHF	0.880			0.000			0.909			0.633			0.901

Prepared by City Count, LLC. (www.citycount.com)

EXHIBIT G-514

Turning Movement Count Report PM

Location ID: 2
North/South: Buena Vista Street
East/West: Oak Street

Date: 02/25/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:30	9	170	0	0	0	0	0	250	7	13	0	1	450
16:45	5	148	0	0	0	0	0	278	6	16	0	3	456
17:00	5	180	0	0	0	0	0	282	3	12	0	1	483
17:15	9	169	0	0	0	0	0	350	5	15	0	2	550
17:30	4	183	0	0	0	0	0	278	7	9	0	0	481
17:45	5	161	0	0	0	0	0	306	8	16	0	3	499
18:00	2	152	0	0	0	0	0	273	9	20	0	1	457
18:15	5	187	0	0	0	0	0	327	9	15	0	2	545
18:30	4	166	0	0	0	0	0	331	8	21	0	4	534
18:45	1	138	0	0	0	0	0	294	4	25	0	2	464
19:00	6	123	0	0	0	0	0	245	7	10	0	2	393
19:15	0	123	0	0	0	0	0	237	8	6	0	0	374
Total Volume:	55	1900	0	0	0	0	0	3451	81	178	0	21	5686
Approach %	3%	97%	0%	0%	0%	0%	0%	98%	2%	89%	0%	11%	

Peak Hr Begin:	17:45												
PHV	16	666	0	0	0	0	0	1237	34	72	0	10	2035
PHF	0.888			0.000			0.937			0.820			0.933

Prepared by City Count, LLC. (www.citycount.com)

EXHIBIT G-515

Pedestrian/Bicycle Count Report

	Pedestrians			
Leg:	North	East	South	West
7:00	0	0	0	1
7:15	3	1	1	0
7:30	0	1	1	2
7:45	1	4	5	1
8:00	2	3	0	1
8:15	0	0	0	2
8:30	2	4	2	3
8:45	0	2	1	2
9:00	2	1	0	6
9:15	2	1	0	6
9:30	3	0	0	2
9:45	3	2	0	1

	Bicycle			
Leg:	North	East	South	West
7:00	1	0	0	0
7:15	0	0	0	0
7:30	0	0	1	0
7:45	0	0	0	0
8:00	0	0	0	3
8:15	0	0	0	2
8:30	0	0	0	1
8:45	0	0	0	0
9:00	1	0	0	0
9:15	0	0	0	2
9:30	0	0	0	1
9:45	0	0	0	0

	Pedestrians			
Leg:	North	East	South	West
16:30	0	3	0	1
16:45	1	2	0	1
17:00	0	2	1	3
17:15	1	2	0	1
17:30	2	3	2	0
17:45	3	1	1	2
18:00	5	0	0	5
18:15	4	0	3	3
18:30	3	1	0	0
18:45	1	3	2	0
19:00	4	2	0	4
19:15	1	2	0	2

	Bicycle			
Leg:	North	East	South	West
16:30	0	0	0	0
16:45	0	1	1	1
17:00	0	0	0	2
17:15	0	0	0	3
17:30	0	0	0	1
17:45	1	2	1	0
18:00	0	0	0	0
18:15	0	0	0	1
18:30	0	1	0	0
18:45	0	0	0	0
19:00	0	0	0	1
19:15	0	0	0	0

EXHIBIT G-516

Turning Movement Count Report AM

Location ID: 2
North/South: Buena Vista Street
East/West: Oak Street

Date: 02/26/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	2	209	0	0	0	0	0	81	0	12	0	1	305
7:15	1	236	0	0	0	0	0	120	2	10	0	1	370
7:30	4	349	0	0	0	0	0	151	1	13	0	0	518
7:45	7	369	0	0	0	0	0	169	5	15	0	1	566
8:00	6	325	0	0	0	0	0	168	9	15	0	0	523
8:15	6	324	0	0	0	0	0	158	11	25	0	0	524
8:30	12	315	0	0	0	0	0	130	3	23	0	1	484
8:45	8	339	0	0	0	0	0	168	1	11	0	1	528
9:00	7	332	0	0	0	0	0	147	3	21	0	0	510
9:15	11	299	0	0	0	0	0	179	2	13	0	0	504
9:30	2	273	0	0	0	0	0	167	4	15	0	1	462
9:45	7	250	0	0	0	0	0	168	3	17	0	1	446
Total Volume:	73	3620	0	0	0	0	0	1806	44	190	0	7	5740
Approach %	2%	98%	0%	0%	0%	0%	0%	98%	2%	96%	0%	4%	

Peak Hr Begin:	7:30												
PHV	23	1367	0	0	0	0	0	646	26	68	0	1	2131
PHF	0.924			0.000			0.949			0.690			0.941

Prepared by City Count, LLC. (www.citycount.com)

EXHIBIT G-517

Turning Movement Count Report PM

Location ID: 2
North/South: Buena Vista Street
East/West: Oak Street

Date: 02/26/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:30	5	182	0	0	0	0	0	298	3	21	0	1	510
16:45	4	156	0	0	0	0	0	255	4	17	0	3	439
17:00	3	194	0	0	0	0	0	305	7	12	0	2	523
17:15	6	186	0	0	0	0	0	313	5	12	0	2	524
17:30	3	204	0	0	0	0	0	304	6	13	0	2	532
17:45	11	182	0	0	0	0	0	310	6	16	0	1	526
18:00	3	177	0	0	0	0	0	315	9	28	0	3	535
18:15	9	174	0	0	0	0	0	308	10	13	0	0	514
18:30	3	159	0	0	0	0	0	313	9	24	0	3	511
18:45	3	169	0	0	0	0	0	294	5	14	0	1	486
19:00	3	161	0	0	0	0	0	285	9	15	0	2	475
19:15	6	134	0	0	0	0	0	236	4	9	0	2	391
Total Volume:	59	2078	0	0	0	0	0	3536	77	194	0	22	5966
Approach %	3%	97%	0%	0%	0%	0%	0%	98%	2%	90%	0%	10%	

Peak Hr Begin:	17:15												
PHV	23	749	0	0	0	0	0	1242	26	69	0	8	2117
PHF	0.932			0.000			0.978			0.621			0.989

Prepared by City Count, LLC. (www.citycount.com)

EXHIBIT G-518

Pedestrian/Bicycle Count Report

	Pedestrians			
Leg:	North	East	South	West
7:00	0	0	0	1
7:15	0	0	0	2
7:30	0	0	0	1
7:45	0	0	0	1
8:00	0	0	0	3
8:15	0	0	0	1
8:30	0	0	0	1
8:45	0	0	0	7
9:00	0	0	0	5
9:15	0	0	0	3
9:30	0	0	0	4
9:45	0	0	0	1

	Bicycle			
Leg:	North	East	South	West
7:00	0	0	0	0
7:15	0	0	0	0
7:30	0	0	0	0
7:45	0	0	0	0
8:00	0	0	0	0
8:15	0	0	0	0
8:30	0	0	0	0
8:45	0	0	0	0
9:00	0	0	0	1
9:15	0	0	0	0
9:30	0	0	0	0
9:45	0	0	0	0

	Pedestrians			
Leg:	North	East	South	West
16:30	0	0	0	2
16:45	0	0	0	1
17:00	0	0	0	1
17:15	0	0	0	0
17:30	0	0	0	2
17:45	0	0	0	1
18:00	0	0	0	2
18:15	0	0	0	1
18:30	0	0	0	7
18:45	0	0	0	0
19:00	0	0	0	0
19:15	0	0	0	0

	Bicycle			
Leg:	North	East	South	West
16:30	1	0	0	0
16:45	0	0	0	0
17:00	0	0	0	0
17:15	0	0	0	0
17:30	0	0	0	0
17:45	0	0	0	0
18:00	0	0	0	0
18:15	0	0	0	0
18:30	0	0	0	0
18:45	0	0	0	1
19:00	0	0	0	0
19:15	0	0	0	0

Turning Movement Count Report AM

Location ID: 3
North/South: Buena Vista Street
East/West: Olive Ave

Date: 02/25/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	75	126	5	8	125	47	19	54	14	4	56	16	549
7:15	77	157	20	10	151	52	26	69	9	6	44	24	645
7:30	88	211	36	18	148	34	29	88	12	9	73	24	770
7:45	102	215	73	26	171	31	35	113	20	16	119	27	948
8:00	92	221	22	17	212	38	29	123	17	12	81	35	899
8:15	126	222	14	17	189	41	29	104	24	25	90	33	914
8:30	98	245	25	9	196	44	38	103	18	21	106	40	943
8:45	100	240	14	20	215	42	29	92	20	16	120	38	946
9:00	111	257	29	16	168	33	32	93	21	22	131	59	972
9:15	90	221	16	10	186	34	33	96	23	20	93	46	868
9:30	76	209	14	13	141	47	53	96	36	21	126	59	891
9:45	67	184	22	11	154	43	39	103	24	34	136	50	867

Total Volume:	1102	2508	290	175	2056	486	391	1134	238	206	1175	451	10212
Approach %	28%	64%	7%	6%	76%	18%	22%	64%	13%	11%	64%	25%	

Peak Hr Begin:	8:15												
PHV	435	964	82	62	768	160	128	392	83	84	447	170	3775
PHF	0.933			0.894			0.948			0.827			0.971

Prepared by City Count, LLC. (www.citycount.com)

EXHIBIT G-520

Turning Movement Count Report PM

Location ID: 3
North/South: Buena Vista Street
East/West: Olive Ave

Date: 02/25/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:30	45	112	22	17	149	25	49	175	21	25	176	50	866
16:45	45	112	16	26	110	41	40	218	18	20	178	64	888
17:00	48	124	20	19	132	39	42	188	18	31	219	81	961
17:15	47	113	22	27	145	35	43	249	19	25	209	80	1014
17:30	43	124	30	22	150	27	45	204	20	30	208	78	981
17:45	49	105	29	16	175	26	43	242	24	16	219	80	1024
18:00	38	118	30	22	137	20	52	202	22	24	238	66	969
18:15	40	125	29	21	141	22	59	235	22	26	197	93	1010
18:30	37	123	15	17	149	27	49	247	20	23	235	83	1025
18:45	37	122	21	21	146	31	43	226	19	16	223	68	973
19:00	33	82	11	19	148	25	44	168	18	22	193	77	840
19:15	34	80	11	19	112	34	50	154	18	22	166	78	778

Total Volume:	496	1340	256	246	1694	352	559	2508	239	280	2461	898	11329
Approach %	24%	64%	12%	11%	74%	15%	17%	76%	7%	8%	68%	25%	

Peak Hr Begin:	17:45												
PHV	164	471	103	76	602	95	203	926	88	89	889	322	4028
PHF	0.951			0.891			0.963			0.953			0.982

Prepared by City Count, LLC. (www.citycount.com)

EXHIBIT G-521

Pedestrian/Bicycle Count Report

	Pedestrians			
Leg:	North	East	South	West
7:00	0	0	0	1
7:15	3	1	1	0
7:30	0	1	1	2
7:45	1	4	5	1
8:00	2	3	0	1
8:15	0	0	0	2
8:30	2	4	2	3
8:45	0	2	1	2
9:00	2	1	0	6
9:15	2	1	0	6
9:30	3	0	0	2
9:45	3	2	0	1

	Bicycle			
Leg:	North	East	South	West
7:00	1	0	0	0
7:15	0	0	0	0
7:30	0	0	1	0
7:45	0	0	0	0
8:00	0	0	0	3
8:15	0	0	0	2
8:30	0	0	0	1
8:45	0	0	0	0
9:00	1	0	0	0
9:15	0	0	0	2
9:30	0	0	0	1
9:45	0	0	0	0

	Pedestrians			
Leg:	North	East	South	West
16:30	0	3	0	1
16:45	1	2	0	1
17:00	0	2	1	3
17:15	1	2	0	1
17:30	2	3	2	0
17:45	3	1	1	2
18:00	5	0	0	5
18:15	4	0	3	3
18:30	3	1	0	0
18:45	1	3	2	0
19:00	4	2	0	4
19:15	1	2	0	2

	Bicycle			
Leg:	North	East	South	West
16:30	0	0	0	0
16:45	0	1	1	1
17:00	0	0	0	2
17:15	0	0	0	3
17:30	0	0	0	1
17:45	1	2	1	0
18:00	0	0	0	0
18:15	0	0	0	1
18:30	0	1	0	0
18:45	0	0	0	0
19:00	0	0	0	1
19:15	0	0	0	0

EXHIBIT G-522

Turning Movement Count Report AM

Location ID: 3
North/South: Buena Vista Street
East/West: Olive Ave

Date: 02/26/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	65	145	15	11	136	39	21	54	9	9	48	23	575
7:15	84	168	16	12	149	42	23	89	15	11	59	25	693
7:30	95	216	37	23	156	49	34	98	23	13	89	22	855
7:45	98	221	65	24	189	36	24	119	21	15	124	31	967
8:00	86	229	27	21	204	40	21	128	20	14	105	24	919
8:15	105	234	16	15	197	35	36	109	20	19	87	45	918
8:30	111	213	19	16	205	34	24	93	15	18	98	35	881
8:45	98	246	21	19	197	44	33	99	19	21	135	46	978
9:00	96	246	23	8	178	40	28	103	22	23	121	42	930
9:15	75	198	22	14	172	21	29	116	24	22	114	46	853
9:30	74	189	19	8	139	35	39	107	29	30	113	49	831
9:45	76	184	19	13	145	48	34	113	24	23	128	47	854

Total Volume:	1063	2489	299	184	2067	463	346	1228	241	218	1221	435	10254
Approach %	28%	65%	8%	7%	76%	17%	19%	68%	13%	12%	65%	23%	

Peak Hr Begin:	8:15												
PHV	410	939	79	58	777	153	121	404	76	81	441	168	3707
PHF	0.978			0.950			0.911			0.854			0.948

Prepared by City Count, LLC. (www.citycount.com)

EXHIBIT G-523

Turning Movement Count Report PM

Location ID: 3
North/South: Buena Vista Street
East/West: Olive Ave

Date: 02/26/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:30	51	123	19	21	139	29	42	196	21	19	161	57	878
16:45	40	121	18	23	144	34	49	205	23	34	187	46	924
17:00	53	119	23	24	125	31	35	196	15	32	204	75	932
17:15	45	127	18	25	151	24	44	230	16	31	216	84	1011
17:30	47	141	26	22	167	32	49	210	23	24	212	65	1018
17:45	53	129	21	23	181	24	34	228	27	35	230	74	1059
18:00	45	124	35	15	149	26	42	213	23	18	229	69	988
18:15	34	125	31	27	135	19	61	221	24	21	215	84	997
18:30	39	118	32	29	147	30	53	219	23	26	222	75	1013
18:45	42	113	19	15	140	24	42	226	28	21	201	71	942
19:00	40	114	15	23	153	29	47	182	18	19	185	69	894
19:15	36	106	13	17	127	35	44	160	19	27	172	75	831

Total Volume:	525	1460	270	264	1758	337	542	2486	260	307	2434	844	11487
Approach %	23%	65%	12%	11%	75%	14%	16%	76%	8%	9%	68%	24%	

Peak Hr Begin:	17:15												
PHV	190	521	100	85	648	106	169	881	89	108	887	292	4076
PHF	0.947			0.920			0.982			0.949			0.962

Prepared by City Count, LLC. (www.citycount.com)

EXHIBIT G-524

Pedestrian/Bicycle Count Report

	Pedestrians			
Leg:	North	East	South	West
7:00	1	0	0	1
7:15	3	1	1	2
7:30	2	2	1	2
7:45	1	6	0	5
8:00	2	5	1	6
8:15	3	0	0	2
8:30	0	1	0	4
8:45	0	2	1	0
9:00	1	0	1	5
9:15	1	1	0	2
9:30	2	0	0	3
9:45	2	1	0	1

	Bicycle			
Leg:	North	East	South	West
7:00	0	0	0	0
7:15	0	0	0	0
7:30	0	0	0	0
7:45	1	0	0	1
8:00	0	0	0	0
8:15	0	0	1	0
8:30	0	0	0	1
8:45	0	0	1	0
9:00	0	0	2	0
9:15	0	0	0	0
9:30	0	0	0	0
9:45	0	0	0	0

	Pedestrians			
Leg:	North	East	South	West
16:30	0	3	1	0
16:45	1	6	2	0
17:00	2	4	1	1
17:15	5	5	1	2
17:30	4	2	2	4
17:45	1	4	3	2
18:00	2	1	2	2
18:15	5	2	3	1
18:30	2	6	1	2
18:45	3	0	1	2
19:00	0	2	1	1
19:15	1	2	0	1

	Bicycle			
Leg:	North	East	South	West
16:30	0	0	0	0
16:45	0	1	0	1
17:00	0	1	1	0
17:15	1	0	1	0
17:30	0	0	2	1
17:45	1	1	0	0
18:00	0	1	0	1
18:15	0	0	0	2
18:30	0	0	0	2
18:45	0	1	0	1
19:00	0	0	0	1
19:15	0	0	0	0

EXHIBIT G-525

Turning Movement Count Report AM

Location ID: 4
North/South: Hollywood Way
East/West: Alameda Ave

Date: 02/25/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	81	177	20	55	213	18	8	27	1	4	47	6	657
7:15	90	234	19	46	202	20	4	55	2	9	39	6	726
7:30	78	241	31	45	231	21	8	42	5	8	77	9	796
7:45	87	241	41	95	210	15	11	72	1	7	92	11	883
8:00	93	208	43	87	211	16	11	65	12	16	90	10	862
8:15	109	257	49	70	203	26	12	72	5	14	136	20	973
8:30	114	263	70	66	184	21	12	57	10	24	168	22	1011
8:45	116	250	55	81	231	22	20	54	9	27	202	19	1086
9:00	108	261	65	68	235	27	21	62	4	30	147	16	1044
9:15	115	258	41	60	221	29	19	84	8	26	145	20	1026
9:30	89	154	24	60	220	27	16	61	8	26	147	29	861
9:45	99	157	43	80	225	26	17	49	12	21	143	28	900
Total Volume:	1179	2701	501	813	2586	268	159	700	77	212	1433	196	10825
Approach %	27%	62%	11%	22%	71%	7%	17%	75%	8%	12%	78%	11%	

Peak Hr Begin:	8:30												
PHV	453	1032	231	275	871	99	72	257	31	107	662	77	4167
PHF	0.960			0.932			0.811			0.853			0.959

Prepared by City Count, LLC. (www.citycount.com)

EXHIBIT G-526

Turning Movement Count Report PM

Location ID: 4
North/South: Hollywood Way
East/West: Alameda Ave

Date: 02/25/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:30	81	91	15	114	224	26	70	117	20	14	148	38	958
16:45	80	140	24	86	228	11	82	138	19	14	128	37	987
17:00	79	123	16	81	256	8	77	132	28	13	168	38	1019
17:15	74	125	30	88	252	7	108	142	37	17	154	64	1098
17:30	88	129	17	83	224	12	77	147	24	12	162	45	1020
17:45	63	93	17	104	288	17	68	154	27	15	170	40	1056
18:00	75	127	18	115	260	10	108	155	20	22	167	47	1124
18:15	68	88	28	110	270	10	113	144	39	19	190	47	1126
18:30	68	111	20	102	253	4	84	178	20	15	160	45	1060
18:45	68	103	25	96	270	7	72	117	30	27	172	30	1017
19:00	81	121	18	108	241	11	81	137	30	16	134	14	992
19:15	76	114	26	71	220	15	72	102	34	11	101	36	878
Total Volume:	901	1365	254	1158	2986	138	1012	1663	328	195	1854	481	12335
Approach %	36%	54%	10%	27%	70%	3%	34%	55%	11%	8%	73%	19%	

Peak Hr Begin:	17:45												
PHV	274	419	83	431	1071	41	373	631	106	71	687	179	4366
PHF	0.882			0.943			0.938			0.915			0.969

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

	Pedestrians			
Leg:	North	East	South	West
7:00	0	0	0	1
7:15	3	1	1	0
7:30	0	1	1	2
7:45	1	4	5	1
8:00	2	3	0	1
8:15	0	0	0	2
8:30	2	4	2	3
8:45	0	2	1	2
9:00	2	1	0	6
9:15	2	1	0	6
9:30	3	0	0	2
9:45	3	2	0	1

	Bicycle			
Leg:	North	East	South	West
7:00	1	0	0	0
7:15	0	0	0	0
7:30	0	0	1	0
7:45	0	0	0	0
8:00	0	0	0	3
8:15	0	0	0	2
8:30	0	0	0	1
8:45	0	0	0	0
9:00	1	0	0	0
9:15	0	0	0	2
9:30	0	0	0	1
9:45	0	0	0	0

	Pedestrians			
Leg:	North	East	South	West
16:30	0	3	0	1
16:45	1	2	0	1
17:00	0	2	1	3
17:15	1	2	0	1
17:30	2	3	2	0
17:45	3	1	1	2
18:00	5	0	0	5
18:15	4	0	3	3
18:30	3	1	0	0
18:45	1	3	2	0
19:00	4	2	0	4
19:15	1	2	0	2

	Bicycle			
Leg:	North	East	South	West
16:30	0	0	0	0
16:45	0	1	1	1
17:00	0	0	0	2
17:15	0	0	0	3
17:30	0	0	0	1
17:45	1	2	1	0
18:00	0	0	0	0
18:15	0	0	0	1
18:30	0	1	0	0
18:45	0	0	0	0
19:00	0	0	0	1
19:15	0	0	0	0

Turning Movement Count Report AM

Location ID: 4
North/South: Hollywood Way
East/West: Alameda Ave

Date: 02/26/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	94	208	14	62	156	20	9	37	3	3	37	12	655
7:15	62	210	18	50	195	17	6	48	3	5	46	15	675
7:30	77	245	25	68	180	16	10	47	8	7	58	12	753
7:45	68	197	39	104	215	23	13	50	1	10	105	16	841
8:00	85	226	40	80	198	20	7	54	7	14	103	17	851
8:15	105	248	39	79	179	25	11	86	8	18	113	19	930
8:30	103	301	43	80	210	27	16	89	3	20	127	29	1048
8:45	106	232	46	83	211	25	13	64	15	25	150	26	996
9:00	95	257	63	80	236	40	20	50	2	33	140	24	1040
9:15	99	228	48	65	214	32	15	77	5	30	148	19	980
9:30	84	167	40	74	223	34	18	70	10	18	127	22	887
9:45	105	155	34	75	214	32	18	54	16	21	133	15	872
Total Volume:	1083	2674	449	900	2431	311	156	726	81	204	1287	226	10528
Approach %	26%	64%	11%	25%	67%	9%	16%	75%	8%	12%	75%	13%	

Peak Hr Begin:	8:30												
PHV	403	1018	200	308	871	124	64	280	25	108	565	98	4064
PHF	0.907			0.915			0.854			0.959			0.969

Prepared by City Count, LLC. (www.citycount.com)

EXHIBIT G-529

Turning Movement Count Report PM

Location ID: 4
North/South: Hollywood Way
East/West: Alameda Ave

Date: 02/26/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:30	92	133	25	98	284	14	72	156	24	23	120	49	1090
16:45	76	128	10	88	286	4	62	118	19	19	126	51	987
17:00	80	130	25	105	256	10	85	140	20	24	145	40	1060
17:15	70	133	22	83	315	15	88	146	25	9	148	47	1101
17:30	87	120	21	84	286	12	70	130	27	17	151	43	1048
17:45	69	115	22	101	289	11	98	126	14	18	154	55	1072
18:00	80	124	24	112	275	13	99	139	29	16	176	56	1143
18:15	83	127	19	94	268	13	118	169	50	14	204	55	1214
18:30	105	123	18	81	254	16	79	155	25	20	160	29	1065
18:45	74	115	26	80	269	11	76	136	30	25	172	48	1062
19:00	89	94	27	79	258	7	105	134	32	16	122	32	995
19:15	87	105	19	87	246	6	69	130	40	20	112	35	956
Total Volume:	992	1447	258	1092	3286	132	1021	1679	335	221	1790	540	12793
Approach %	37%	54%	10%	24%	73%	3%	34%	55%	11%	9%	70%	21%	

Peak Hr Begin:	17:45												
PHV	337	489	83	388	1086	53	394	589	118	68	694	195	4494
PHF	0.924			0.952			0.817			0.876			0.925

Prepared by City Count, LLC. (www.citycount.com)

EXHIBIT G-530

Pedestrian/Bicycle Count Report

	Pedestrians			
Leg:	North	East	South	West
7:00	1	1	0	0
7:15	0	0	0	0
7:30	0	0	0	0
7:45	3	4	1	0
8:00	7	3	3	4
8:15	1	1	2	2
8:30	0	6	1	5
8:45	3	1	1	11
9:00	2	9	1	3
9:15	1	5	1	5
9:30	1	0	0	2
9:45	3	1	0	2

	Bicycle			
Leg:	North	East	South	West
7:00	0	0	0	0
7:15	0	0	0	0
7:30	0	0	0	0
7:45	0	0	0	1
8:00	0	0	0	3
8:15	0	0	0	1
8:30	0	0	0	0
8:45	0	0	0	2
9:00	0	1	0	1
9:15	1	0	0	0
9:30	1	0	0	2
9:45	0	0	0	0

	Pedestrians			
Leg:	North	East	South	West
16:30	3	3	1	1
16:45	2	3	0	1
17:00	1	1	0	2
17:15	5	0	0	1
17:30	2	5	3	1
17:45	1	0	1	1
18:00	1	4	1	4
18:15	2	3	3	2
18:30	0	1	0	0
18:45	1	6	2	1
19:00	0	2	0	2
19:15	2	3	0	2

	Bicycle			
Leg:	North	East	South	West
16:30	1	0	0	1
16:45	2	0	0	0
17:00	0	1	1	0
17:15	0	0	0	1
17:30	0	0	0	0
17:45	0	0	0	0
18:00	1	2	0	0
18:15	0	1	0	0
18:30	0	0	0	0
18:45	0	1	0	1
19:00	1	0	0	0
19:15	0	0	0	0

Turning Movement Count Report AM

Location ID: 5
North/South: I-134 NB Ramps
East/West: Alameda Ave

Date: 02/25/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	0	0	0	118	0	22	0	168	8	69	0	385
7:15	0	0	0	0	107	0	39	0	164	6	65	0	381
7:30	0	0	0	1	141	0	52	0	170	10	103	0	477
7:45	0	0	0	0	157	0	61	0	149	14	122	0	503
8:00	2	0	0	0	192	0	65	0	123	16	133	2	533
8:15	2	0	0	0	171	0	62	1	158	14	155	3	566
8:30	0	0	0	0	145	0	81	0	123	16	240	1	606
8:45	0	0	0	0	161	0	93	0	188	24	237	0	703
9:00	0	0	0	0	143	0	121	0	196	24	194	3	681
9:15	0	0	0	1	175	0	84	1	150	31	191	1	634
9:30	1	0	0	0	130	0	69	0	144	26	148	1	519
9:45	1	0	0	0	183	0	55	1	160	29	158	2	589

Total Volume:	6	0	0	2	1823	0	804	3	1893	218	1815	13	6577
Approach %	100%	0%	0%	0%	100%	0%	30%	0%	70%	11%	89%	1%	

Peak Hr Begin:	8:30												
PHV	0	0	0	1	624	0	379	1	657	95	862	5	2624
PHF	#DIV/0!			0.888			0.818			0.921			0.933

Prepared by City Count, LLC. (www.citycount.com)

EXHIBIT G-532

Turning Movement Count Report PM

Location ID: 5
North/South: I-134 NB Ramps
East/West: Alameda Ave

Date: 02/25/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:30	3	0	0	1	202	0	18	0	143	103	119	1	590
16:45	2	0	0	0	215	1	23	0	122	96	147	1	607
17:00	1	0	0	0	256	0	8	0	84	122	135	2	608
17:15	1	0	0	0	251	1	6	0	73	130	159	1	622
17:30	4	0	0	0	242	0	6	0	118	101	148	1	620
17:45	1	0	0	0	245	0	14	0	132	113	138	0	643
18:00	4	0	0	1	240	0	7	0	144	133	162	1	692
18:15	2	0	0	0	269	0	8	0	104	151	154	0	688
18:30	3	0	0	0	228	0	10	0	131	139	140	0	651
18:45	2	0	0	0	200	0	10	0	140	105	159	1	617
19:00	3	0	0	2	231	0	9	0	143	99	138	0	625
19:15	1	0	0	1	184	0	22	0	125	85	108	0	526

Total Volume:	27	0	0	5	2763	2	141	0	1459	1377	1707	8	7489
Approach %	100%	0%	0%	0%	100%	0%	9%	0%	91%	45%	55%	0%	

Peak Hr Begin:	17:45												
PHV	10	0	0	1	982	0	39	0	511	536	594	1	2674
PHF	0.625			0.914			0.911			0.927			0.966

Prepared by City Count, LLC. (www.citycount.com)

EXHIBIT G-533

Pedestrian/Bicycle Count Report

	Pedestrians			
Leg:	North	East	South	West
7:00	2	0	0	0
7:15	1	0	0	0
7:30	2	0	0	0
7:45	2	0	0	0
8:00	1	0	0	0
8:15	1	1	0	0
8:30	3	2	0	0
8:45	3	1	0	0
9:00	4	0	0	0
9:15	4	1	0	0
9:30	2	1	0	0
9:45	4	0	0	0

	Bicycle			
Leg:	North	East	South	West
7:00	0	0	0	0
7:15	1	0	0	0
7:30	1	0	0	0
7:45	0	0	0	0
8:00	0	0	0	0
8:15	0	0	0	0
8:30	0	0	0	0
8:45	0	0	0	0
9:00	0	0	0	0
9:15	0	0	0	0
9:30	1	0	0	0
9:45	1	0	0	0

	Pedestrians			
Leg:	North	East	South	West
16:30	1	0	0	0
16:45	1	0	0	0
17:00	2	0	0	0
17:15	3	0	0	0
17:30	3	0	0	0
17:45	3	1	0	0
18:00	2	1	0	0
18:15	3	0	0	0
18:30	3	0	0	0
18:45	2	0	0	0
19:00	3	1	0	0
19:15	2	0	0	0

	Bicycle			
Leg:	North	East	South	West
16:30	0	0	0	0
16:45	0	0	0	0
17:00	0	0	0	0
17:15	0	0	0	0
17:30	0	1	0	0
17:45	0	2	0	0
18:00	0	0	0	0
18:15	0	0	0	0
18:30	0	0	0	0
18:45	0	0	0	0
19:00	0	0	0	0
19:15	0	0	0	0

Turning Movement Count Report AM

Location ID: 5
North/South: I-134 NB Ramps
East/West: Alameda Ave

Date: 02/26/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	1	0	0	0	117	0	24	0	120	12	52	0	326
7:15	0	0	0	1	118	0	52	0	139	10	54	0	374
7:30	1	0	0	1	136	0	59	0	116	10	88	0	411
7:45	1	0	0	0	162	0	54	0	168	13	136	0	534
8:00	0	0	0	2	161	0	50	0	142	14	138	0	507
8:15	0	0	0	1	159	0	67	0	112	16	148	0	503
8:30	0	0	0	1	149	0	70	0	173	20	159	0	572
8:45	0	0	0	2	136	0	90	0	165	13	188	0	594
9:00	1	0	0	0	177	0	121	0	175	21	196	0	691
9:15	1	0	0	0	140	0	99	0	155	26	176	0	597
9:30	0	0	0	1	171	1	68	0	170	24	159	0	594
9:45	1	0	0	0	180	0	67	0	135	32	162	0	577

Total Volume:	6	0	0	9	1806	1	821	0	1770	211	1656	0	6280
Approach %	100%	0%	0%	0%	99%	0%	32%	0%	68%	11%	89%	0%	

Peak Hr Begin:	8:45												
PHV	2	0	0	3	624	1	378	0	665	84	719	0	2476
PHF	0.500			0.887			0.881			0.925			0.896

Prepared by City Count, LLC. (www.citycount.com)

EXHIBIT G-535

Turning Movement Count Report PM

Location ID: 5
North/South: I-134 NB Ramps
East/West: Alameda Ave

Date: 02/26/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:30	1	0	0	1	272	0	12	0	140	91	125	0	642
16:45	2	0	0	0	233	0	8	0	128	80	118	0	569
17:00	3	0	0	1	234	0	11	0	131	92	154	0	626
17:15	3	0	0	2	299	0	9	0	116	107	155	0	691
17:30	4	0	0	0	265	0	8	0	110	88	143	0	618
17:45	5	0	0	2	270	1	13	0	141	115	144	0	691
18:00	1	0	0	1	276	0	6	0	117	135	171	0	707
18:15	0	0	0	0	287	1	4	0	95	161	159	0	707
18:30	2	0	0	1	223	0	14	0	112	108	163	0	623
18:45	0	0	0	1	213	1	9	0	122	101	149	0	596
19:00	1	0	0	0	209	0	11	0	150	112	140	0	623
19:15	0	0	0	0	208	0	7	0	119	97	108	0	539
Total Volume:	22	0	0	9	2989	3	112	0	1481	1287	1729	0	7632
Approach %	100%	0%	0%	0%	100%	0%	7%	0%	93%	43%	57%	0%	

Peak Hr Begin:	17:45												
PHV	8	0	0	4	1056	2	37	0	465	519	637	0	2728
PHF	0.400			0.922			0.815			0.903			0.965

Prepared by City Count, LLC. (www.citycount.com)

EXHIBIT G-536

Pedestrian/Bicycle Count Report

	Pedestrians			
Leg:	North	East	South	West
7:00	0	0	0	0
7:15	0	0	0	0
7:30	0	0	0	0
7:45	0	1	0	0
8:00	0	0	0	0
8:15	0	1	0	0
8:30	0	0	0	0
8:45	1	0	0	0
9:00	0	0	0	0
9:15	2	0	0	0
9:30	1	0	0	0
9:45	0	0	0	0

	Bicycle			
Leg:	North	East	South	West
7:00	0	0	0	0
7:15	0	0	0	0
7:30	0	0	0	0
7:45	1	0	0	0
8:00	0	0	0	0
8:15	0	0	0	0
8:30	1	0	0	0
8:45	0	0	0	0
9:00	0	0	0	0
9:15	0	0	0	0
9:30	0	0	0	0
9:45	0	0	0	0

	Pedestrians			
Leg:	North	East	South	West
16:30	1	0	0	0
16:45	1	2	0	0
17:00	2	1	0	0
17:15	1	0	0	0
17:30	1	1	0	0
17:45	1	0	0	0
18:00	4	0	0	0
18:15	2	1	0	0
18:30	0	0	0	0
18:45	1	0	0	0
19:00	2	0	0	0
19:15	0	0	0	0

	Bicycle			
Leg:	North	East	South	West
16:30	0	0	0	0
16:45	1	0	0	0
17:00	0	0	0	0
17:15	0	0	0	0
17:30	0	0	0	0
17:45	1	0	0	0
18:00	0	0	0	0
18:15	1	0	0	0
18:30	0	0	0	0
18:45	0	0	0	0
19:00	0	0	0	0
19:15	0	0	0	0

Turning Movement Count Report AM

Location ID: 6
North/South: Lima Street
East/West: Alameda Ave

Date: 02/25/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	0	0	0	114	1	0	0	2	10	62	0	189
7:15	0	0	0	0	111	2	0	0	1	15	60	0	189
7:30	0	0	0	0	140	3	0	0	3	23	107	0	276
7:45	0	0	0	0	162	2	2	0	3	17	134	0	320
8:00	0	0	0	0	176	2	1	0	1	21	150	0	351
8:15	0	0	0	0	164	7	1	0	1	37	151	0	361
8:30	0	0	0	0	143	3	1	0	1	53	221	0	422
8:45	0	0	0	0	152	4	0	0	5	61	234	0	456
9:00	0	0	0	0	139	7	3	0	0	72	185	0	406
9:15	0	0	0	0	176	6	1	0	1	54	186	0	424
9:30	0	0	0	0	132	4	1	0	3	51	163	0	354
9:45	0	0	0	0	180	6	1	0	3	46	159	0	395
Total Volume:	0	0	0	0	1789	47	11	0	24	460	1812	0	4143
Approach %	0%	0%	0%	0%	97%	3%	31%	0%	69%	20%	80%	0%	
Peak Hr Begin:	8:30												
PHV	0	0	0	0	610	20	5	0	7	240	826	0	1708
PHF	0.000			0.865			0.600			0.903			0.936

Prepared by City Count, LLC. (www.citycount.com)

EXHIBIT G-538

Turning Movement Count Report PM

Location ID: 6
North/South: Lima Street
East/West: Alameda Ave

Date: 02/25/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:30	0	0	0	0	193	5	1	0	14	6	129	0	348
16:45	0	0	0	0	214	4	3	0	16	7	148	0	392
17:00	0	0	0	0	232	5	3	0	19	10	128	0	397
17:15	0	0	0	0	226	7	2	0	19	7	165	0	426
17:30	0	0	0	0	204	4	1	0	23	7	133	0	372
17:45	0	0	0	0	248	9	1	0	15	6	159	0	438
18:00	0	0	0	0	211	5	2	0	32	15	134	0	399
18:15	0	0	0	0	237	6	8	0	30	12	162	0	455
18:30	0	0	0	0	206	2	4	0	17	4	134	0	367
18:45	0	0	0	0	213	4	2	0	12	6	168	0	405
19:00	0	0	0	0	190	6	2	0	15	3	136	0	352
19:15	0	0	0	0	161	9	2	0	21	16	119	0	328
Total Volume:	0	0	0	0	2535	66	31	0	233	99	1715	0	4679
Approach %	0%	0%	0%	0%	97%	3%	12%	0%	88%	5%	95%	0%	

Peak Hr Begin:	17:30												
PHV	0	0	0	0	900	24	12	0	100	40	588	0	1664
PHF	0.000			0.899			0.737			0.902			0.914

Prepared by City Count, LLC. (www.citycount.com)

EXHIBIT G-539

Pedestrian/Bicycle Count Report

	Pedestrians			
Leg:	North	East	South	West
7:00	0	0	0	0
7:15	2	1	0	0
7:30	2	0	1	0
7:45	3	2	2	0
8:00	1	2	0	0
8:15	0	3	1	0
8:30	2	1	2	0
8:45	1	2	2	0
9:00	2	1	2	0
9:15	3	2	0	0
9:30	2	2	3	0
9:45	4	1	1	0

	Bicycle			
Leg:	North	East	South	West
7:00	1	0	0	0
7:15	0	0	0	0
7:30	1	0	0	1
7:45	0	0	0	0
8:00	0	0	0	0
8:15	0	0	0	0
8:30	0	1	0	0
8:45	0	0	0	0
9:00	0	0	0	0
9:15	0	0	0	1
9:30	2	0	0	0
9:45	0	0	0	0

	Pedestrians			
Leg:	North	East	South	West
16:30	1	2	2	0
16:45	3	5	2	0
17:00	3	2	2	0
17:15	4	3	2	0
17:30	3	0	0	0
17:45	1	0	0	0
18:00	5	3	2	0
18:15	5	2	2	0
18:30	3	4	0	0
18:45	1	1	0	0
19:00	2	1	2	0
19:15	3	2	0	0

	Bicycle			
Leg:	North	East	South	West
16:30	0	0	0	0
16:45	1	0	0	0
17:00	0	0	0	0
17:15	1	0	0	0
17:30	1	0	0	1
17:45	0	0	1	0
18:00	0	0	0	0
18:15	0	0	0	0
18:30	0	0	0	0
18:45	0	0	0	0
19:00	1	1	1	0
19:15	0	0	0	0

EXHIBIT G-540

Turning Movement Count Report AM

Location ID: 6
North/South: Lima Street
East/West: Alameda Ave

Date: 02/26/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	0	0	0	111	1	1	0	0	9	46	0	168
7:15	0	0	0	0	116	1	1	0	1	11	57	0	187
7:30	0	0	0	0	141	4	0	0	1	23	78	0	247
7:45	0	0	0	0	163	2	1	0	0	23	131	0	320
8:00	0	0	0	0	152	2	1	0	3	24	123	0	305
8:15	0	0	0	0	160	5	0	0	4	40	131	0	340
8:30	0	0	0	0	143	6	1	0	0	46	163	0	359
8:45	0	0	0	0	146	10	2	0	2	57	155	0	372
9:00	0	0	0	0	163	3	1	0	3	72	182	0	424
9:15	0	0	0	0	163	7	1	0	2	51	159	0	383
9:30	0	0	0	0	162	7	3	0	3	52	156	0	383
9:45	0	0	0	0	164	6	2	0	3	44	162	0	381
Total Volume:	0	0	0	0	1784	54	14	0	22	452	1543	0	3869
Approach %	0%	0%	0%	0%	97%	3%	39%	0%	61%	23%	77%	0%	

Peak Hr Begin:	9:00												
PHV	0	0	0	0	652	23	7	0	11	219	659	0	1571
PHF	0.000			0.993			0.750			0.864			0.926

Prepared by City Count, LLC. (www.citycount.com)

EXHIBIT G-541

Turning Movement Count Report PM

Location ID: 6
North/South: Lima Street
East/West: Alameda Ave

Date: 02/26/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:30	0	0	0	0	254	10	3	0	11	10	136	0	424
16:45	0	0	0	0	215	8	0	0	14	4	109	0	350
17:00	0	0	0	0	214	7	2	0	19	3	168	0	413
17:15	0	0	0	0	276	12	0	0	17	4	150	0	459
17:30	0	0	0	0	244	4	1	0	21	4	142	0	416
17:45	0	0	0	0	233	4	0	0	27	10	150	0	424
18:00	0	0	0	0	251	5	0	0	29	4	162	0	451
18:15	0	0	0	0	242	9	1	0	41	5	165	0	463
18:30	0	0	0	0	207	3	3	0	29	11	164	0	417
18:45	0	0	0	0	198	4	3	0	16	4	155	0	380
19:00	0	0	0	0	205	6	4	0	17	7	135	0	374
19:15	0	0	0	0	167	4	2	0	16	4	105	0	298

Total Volume:	0	0	0	0	2706	76	19	0	257	70	1741	0	4869
Approach %	0%	0%	0%	0%	97%	3%	7%	0%	93%	4%	96%	0%	

Peak Hr Begin:	17:45												
PHV	0	0	0	0	933	21	4	0	126	30	641	0	1755
PHF	0.000			0.932			0.774			0.959			0.948

Prepared by City Count, LLC. (www.citycount.com)

EXHIBIT G-542

Pedestrian/Bicycle Count Report

	Pedestrians			
Leg:	North	East	South	West
7:00	0	0	0	0
7:15	3	0	0	0
7:30	1	0	0	0
7:45	3	2	0	0
8:00	3	1	0	0
8:15	1	4	1	0
8:30	2	1	0	0
8:45	1	1	2	0
9:00	3	4	2	0
9:15	4	0	0	0
9:30	2	3	3	0
9:45	1	0	0	0

	Bicycle			
Leg:	North	East	South	West
7:00	0	0	0	0
7:15	0	0	0	0
7:30	0	0	0	0
7:45	0	0	0	0
8:00	0	0	0	0
8:15	0	0	0	0
8:30	0	0	0	0
8:45	0	0	0	0
9:00	0	0	0	0
9:15	1	0	2	0
9:30	2	0	0	0
9:45	0	0	0	0

	Pedestrians			
Leg:	North	East	South	West
16:30	5	3	1	0
16:45	2	2	2	0
17:00	2	2	1	0
17:15	3	5	2	1
17:30	5	2	2	0
17:45	3	3	2	0
18:00	2	5	1	0
18:15	2	0	1	0
18:30	5	3	0	0
18:45	2	0	1	0
19:00	4	5	2	0
19:15	4	1	1	0

	Bicycle			
Leg:	North	East	South	West
16:30	0	0	0	0
16:45	1	1	0	0
17:00	0	0	0	0
17:15	0	0	0	0
17:30	0	0	0	0
17:45	0	0	0	0
18:00	0	0	0	0
18:15	0	1	0	0
18:30	0	0	0	0
18:45	0	0	0	0
19:00	2	2	0	0
19:15	0	0	0	0

Location ID: 7
North/South: Ontario Street
East/West: Alameda/Olive

Date: 02/25/15
City: Burbank, CA

	Ontario St			Alameda St			Olive Ave			Alameda St			Olive Ave			
	Southbound			*Westbound*			*North-Eastbound*			*Eastbound*			*South-Westbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	Totals:
Movements:	R	T	L	R	T	L-SW	R	T	L	T	L-NE	L	R-N	R	T	
7:00	0	0	0	4	37	64	19	49	0	35	24	0	1	69	147	449
7:15	2	0	0	2	65	53	33	66	0	37	26	0	0	57	172	513
7:30	2	0	0	6	88	47	28	54	0	74	28	1	0	53	148	529
7:45	2	0	0	7	100	58	60	95	0	69	53	2	1	66	171	684
8:00	5	0	0	6	93	42	45	78	0	77	40	2	3	95	212	698
8:15	7	0	0	6	77	43	43	100	0	101	46	0	1	87	190	701
8:30	7	0	0	4	62	71	52	82	0	148	55	2	3	83	186	755
8:45	10	0	0	1	72	54	60	118	0	128	86	1	3	76	250	859
9:00	9	0	0	4	71	54	91	120	0	95	67	4	2	73	225	815
9:15	6	0	0	4	74	50	76	115	0	92	69	1	3	86	173	749
9:30	6	0	0	7	71	28	59	117	0	76	57	1	3	67	162	654
9:45	6	0	0	6	69	54	67	130	0	74	66	0	3	96	135	706
Total Volume:	62	0	0	57	879	618	633	1124	0	1006	617	14	23	908	2171	8112
Approach %	100%	0%	0%	4%	57%	40%	36%	64%	0%	61%	38%	1%	1%	55%	70%	

	Ontario St			Alameda St			Olive Ave			Alameda St			Olive Ave			
	Southbound			*Westbound*			*North-Eastbound*			*Eastbound*			*South-Westbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	Totals:
Movements:	R	T	L	R	T	L-SW	R	T	L	T	L-NE	L	R-N	R	T	
16:30	7	0	0	2	142	43	62	137	0	70	57	0	8	69	124	721
16:45	9	0	0	4	132	49	57	180	0	67	78	1	0	73	118	768
17:00	4	0	0	5	162	57	60	179	0	70	56	0	0	86	129	808
17:15	5	0	0	6	176	52	58	230	0	77	65	1	0	85	129	884
17:30	2	0	0	3	151	58	61	192	0	84	63	0	0	83	114	811
17:45	3	0	0	7	166	52	54	225	0	86	68	0	0	92	151	904
18:00	5	0	0	4	164	53	56	211	0	92	44	0	1	61	102	793
18:15	3	0	0	5	162	55	77	257	0	85	75	0	1	99	139	958
18:30	4	0	0	3	163	51	44	196	0	77	65	1	1	76	121	802
18:45	5	0	0	5	162	48	57	214	0	86	68	1	0	88	103	837
19:00	2	0	0	8	163	54	37	153	0	73	64	0	3	71	111	739
19:15	2	0	0	5	138	30	47	183	0	50	61	0	0	70	110	696
Total Volume:	51	0	0	57	1881	602	670	2357	0	917	764	4	14	953	1451	9721
Approach %	100%	0%	0%	2%	74%	24%	22%	78%	0%	54%	45%	0%	1%	57%	60%	

	Pedestrians				***Bicycle***					***Pedestrians***				***Bicycle***			
Leg:	North	East	South	West	North	East	South	West	Leg:	North	East	South	West	North	East	South	West
7:00	2	0	0	1	0	1	0	0	16:30	2	2	0	3	0	1	0	0
7:15	0	1	0	0	0	0	0	0	16:45	4	2	0	1	0	0	0	0
7:30	2	2	0	3	1	1	0	0	17:00	7	7	0	5	0	1	0	1
7:45	3	2	0	1	0	0	0	0	17:15	10	6	0	4	0	0	0	0
8:00	1	2	0	1	0	0	0	0	17:30	9	3	0	4	0	0	0	0
8:15	0	1	0	1	0	0	0	0	17:45	5	4	0	1	0	0	0	1
8:30	4	4	0	1	0	0	0	0	18:00	6	4	0	0	0	0	0	0
8:45	5	5	0	0	0	0	0	0	18:15	5	0	0	0	0	0	0	0
9:00	3	2	0	0	2	0	0	0	18:30	7	0	0	5	1	0	0	1
9:15	5	4	0	3	1	0	0	0	18:45	0	0	0	0	0	0	0	0
9:30	5	3	0	2	0	0	0	0	19:00	1	1	0	5	0	0	0	0
9:45	4	2	0	5	0	0	0	0	19:15	5	1	0	1	0	0	0	0

Location ID: 7
North/South: Ontario Street
East/West: Alameda/Olive

Date: 02/26/15
City: Burbank, CA

	Ontario St			Alameda St			Olive Ave			Alameda St			Olive Ave			
	Southbound			*Westbound*			*North-Eastbound*			*Eastbound*			*South-Westbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	Totals:
Movements:	R	T	L	R	T	L-SW	R	T	L	T	L-NE	L	R-N	R	T	
7:00	1	0	0	4	58	57	14	32	0	47	27	1	1	60	173	475
7:15	4	0	0	5	54	48	18	37	0	68	21	2	2	59	160	478
7:30	4	0	0	1	87	40	29	78	0	80	35	1	1	56	153	565
7:45	1	0	0	7	105	52	29	76	0	82	58	2	2	64	181	659
8:00	4	0	0	7	68	60	44	83	0	90	52	2	0	87	201	698
8:15	4	0	0	4	76	55	49	95	0	101	47	3	0	69	194	697
8:30	5	0	0	2	55	59	48	97	0	116	59	2	1	86	214	744
8:45	11	0	0	4	82	56	40	116	0	135	70	1	2	84	214	815
9:00	4	0	0	7	93	66	69	102	0	107	81	1	0	89	213	832
9:15	8	0	0	2	66	69	71	92	0	125	80	1	2	79	178	773
9:30	5	0	0	1	79	70	55	97	0	121	76	0	1	90	144	739
9:45	6	0	0	4	84	44	53	90	0	114	76	3	2	61	131	668
Total Volume:	57	0	0	48	907	676	519	995	0	1186	682	19	14	884	2156	8143
Approach %	100%	0%	0%	3%	56%	41%	34%	66%	0%	63%	36%	1%	0%	47%	71%	

	Ontario St			Alameda St			Olive Ave			Alameda St			Olive Ave			
	Southbound			*Westbound*			*North-Eastbound*			*Eastbound*			*South-Westbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	Totals:
Movements:	R	T	L	R	T	L-SW	R	T	L	T	L-NE	L	R-N	R	T	
16:30	9	0	0	3	167	49	54	179	0	60	56	2	8	79	104	770
16:45	4	0	0	3	160	54	57	184	0	72	53	2	0	71	113	773
17:00	7	0	0	4	150	68	71	212	0	89	68	1	0	80	138	888
17:15	7	0	0	5	159	45	64	194	0	73	68	0	0	94	132	841
17:30	3	0	0	6	165	62	58	193	0	83	67	0	0	80	118	835
17:45	5	0	0	12	154	39	40	183	0	85	68	0	0	84	127	797
18:00	4	0	0	1	180	48	57	218	0	87	74	0	1	81	138	889
18:15	5	0	0	3	176	44	61	198	0	77	79	0	1	71	126	841
18:30	4	0	0	2	146	45	51	187	0	84	65	0	1	65	125	775
18:45	4	0	0	2	145	35	59	182	0	80	64	0	0	56	113	740
19:00	5	0	0	4	139	48	44	179	0	67	69	1	2	65	107	730
19:15	1	0	0	3	135	29	42	169	0	61	56	0	0	49	121	666
Total Volume:	58	0	0	48	1876	566	658	2278	0	918	787	6	13	875	1462	9545
Approach %	100%	0%	0%	2%	75%	23%	22%	78%	0%	54%	46%	0%	1%	51%	62%	

	Pedestrians				***Bicycle***					***Pedestrians***				***Bicycle***			
Leg:	North	East	South	West	North	East	South	West	Leg:	North	East	South	West	North	East	South	West
7:00	1	1	0	1	0	0	0	0	16:30	0	2	0	0	0	0	0	0
7:15	2	2	0	2	0	0	0	0	16:45	0	5	0	2	0	0	0	1
7:30	0	0	0	1	0	0	0	0	17:00	4	8	0	2	1	1	0	1
7:45	4	2	0	3	0	0	0	0	17:15	5	5	0	0	0	0	0	0
8:00	2	4	0	2	0	0	0	0	17:30	4	7	0	0	0	0	0	0
8:15	0	3	0	4	0	0	0	0	17:45	3	5	0	1	1	0	0	0
8:30	3	1	0	3	0	0	0	0	18:00	3	4	0	1	0	0	0	0
8:45	1	8	0	4	0	1	0	0	18:15	1	1	0	0	0	0	0	0
9:00	4	4	0	1	0	1	0	1	18:30	2	2	0	0	1	0	0	0
9:15	4	8	0	9	0	0	0	2	18:45	3	2	0	0	0	0	0	0
9:30	4	2	0	0	0	0	0	0	19:00	2	1	0	0	0	0	0	1
9:45	1	3	0	0	0	1	0	0	19:15	4	0	0	0	1	0	0	0

EXHIBIT G-545

Location ID: 8
North/South: Hollywood Way
East/West: Verdugo Avenue

Date: 12/08/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	27	290	8	7	48	21	5	78	7	6	39	32	568
7:15	35	309	11	9	61	28	9	92	3	8	58	37	660
7:30	28	348	24	13	60	22	12	107	4	6	92	31	747
7:45	35	339	22	17	91	33	9	153	5	19	108	50	881
8:00	41	398	23	14	74	33	9	173	10	12	66	40	893
8:15	32	347	25	18	83	37	9	129	5	16	98	43	842
8:30	34	378	16	11	71	59	8	146	7	27	89	40	886
8:45	10	408	17	13	81	39	8	142	5	31	104	48	906
9:00	28	372	25	13	75	28	7	147	5	23	90	31	844
9:15	30	352	19	8	65	49	13	118	7	20	95	32	808
9:30	24	302	22	9	63	39	12	119	4	29	101	44	768
9:45	35	237	3	20	62	29	13	148	7	13	100	40	707

Total Volume:	359	4080	215	152	834	417	114	1552	69	210	1040	468	9510
Approach %	8%	88%	5%	11%	59%	30%	7%	89%	4%	12%	61%	27%	

Peak Hr Begin:	8:00												
PHV	117	1531	81	56	309	168	34	590	27	86	357	171	3527
PHF	0.936			0.945			0.848			0.839			0.973

EXHIBIT G-546

Location ID: 8
North/South: Hollywood Way
East/West: Verdugo Avenue

Date: 12/08/15
City: Burbank, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:30	30	207	13	22	78	20	7	265	10	7	126	62	847
16:45	18	174	13	28	107	25	13	242	11	4	121	73	829
17:00	28	203	16	18	106	23	25	235	24	12	120	66	876
17:15	34	192	13	21	126	29	24	227	9	10	120	58	863
17:30	37	150	19	22	97	17	17	292	22	10	114	73	870
17:45	26	149	17	22	121	27	14	241	14	12	116	70	829
18:00	24	145	10	16	96	27	22	237	21	8	137	55	798
18:15	32	146	17	20	133	27	26	267	18	13	150	49	898
18:30	27	159	17	17	98	28	24	232	23	6	119	56	806
18:45	26	123	10	15	117	26	18	200	20	5	167	55	782
19:00	27	160	18	20	76	21	22	228	14	12	84	31	713
19:15	26	115	12	7	101	31	15	212	20	11	102	45	697

Total Volume:	335	1923	175	228	1256	301	227	2878	206	110	1476	693	9808
Approach %	14%	79%	7%	13%	70%	17%	7%	87%	6%	5%	65%	30%	

Peak Hr Begin:	16:45												
PHV	117	719	61	89	436	94	79	996	66	36	475	270	3438
PHF	0.908			0.879			0.862			0.986			0.981

EXHIBIT G-547

Location ID: 8
North/South: Hollywood Way
East/West: Verdugo Avenue

Date: 12/08/15
City: Burbank, CA

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	5	0	4	0	3	0	1	0
7:15	0	0	2	0	2	1	0	0
7:30	3	0	1	0	1	0	1	1
7:45	1	0	2	0	2	0	3	0
8:00	4	0	1	0	3	0	6	0
8:15	0	0	5	0	4	1	0	0
8:30	2	0	2	0	2	0	3	1
8:45	6	3	0	0	3	0	7	0
9:00	3	0	1	0	3	0	4	0
9:15	1	1	3	0	2	1	2	3
9:30	2	0	1	0	7	0	4	0
9:45	7	0	0	0	3	1	4	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
16:30	1	0	1	0	2	0	1	0
16:45	4	0	5	0	1	1	3	1
17:00	9	0	6	0	2	1	6	0
17:15	3	0	4	0	11	0	6	1
17:30	5	1	5	0	4	0	1	0
17:45	2	2	7	0	1	2	1	1
18:00	3	0	2	0	7	0	2	0
18:15	3	0	5	0	9	0	3	0
18:30	6	0	5	0	3	0	4	0
18:45	6	0	4	0	3	0	6	0
19:00	7	1	5	0	4	0	5	0
19:15	4	0	3	0	4	0	2	1

Travel Speeds
Post-Closure

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Oak east of Avon
LIMITS..... to

DIRECTION(S).....EB/WB
DATE.....2/25/15
TIME.....13:20
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....20
85TH PERCENTILE SPEED.....22
10 MPH PACE SPEED.....15 through 24
PERCENT IN PACE SPEED..... 96.0
PERCENT OVER PACE SPEED..... 4.0
PERCENT UNDER PACE SPEED..... 0.0
RANGE OF SPEEDS.....15 to 30
VEHICLES OBSERVED..... 100
AVERAGE SPEED.....19.9

SPEED	NO.	PCT.	CUM. PCT.
15	5	5.0	5.0
16	4	4.0	9.0
17	14	14.0	23.0
18	11	11.0	34.0
19	11	11.0	45.0
20	13	13.0	58.0
21	16	16.0	74.0
22	13	13.0	87.0
23	6	6.0	93.0
24	3	3.0	96.0
25	0	0.0	96.0
26	2	2.0	98.0
27	1	1.0	99.0
28	0	0.0	99.0
29	0	0.0	99.0
30	1	1.0	100.0

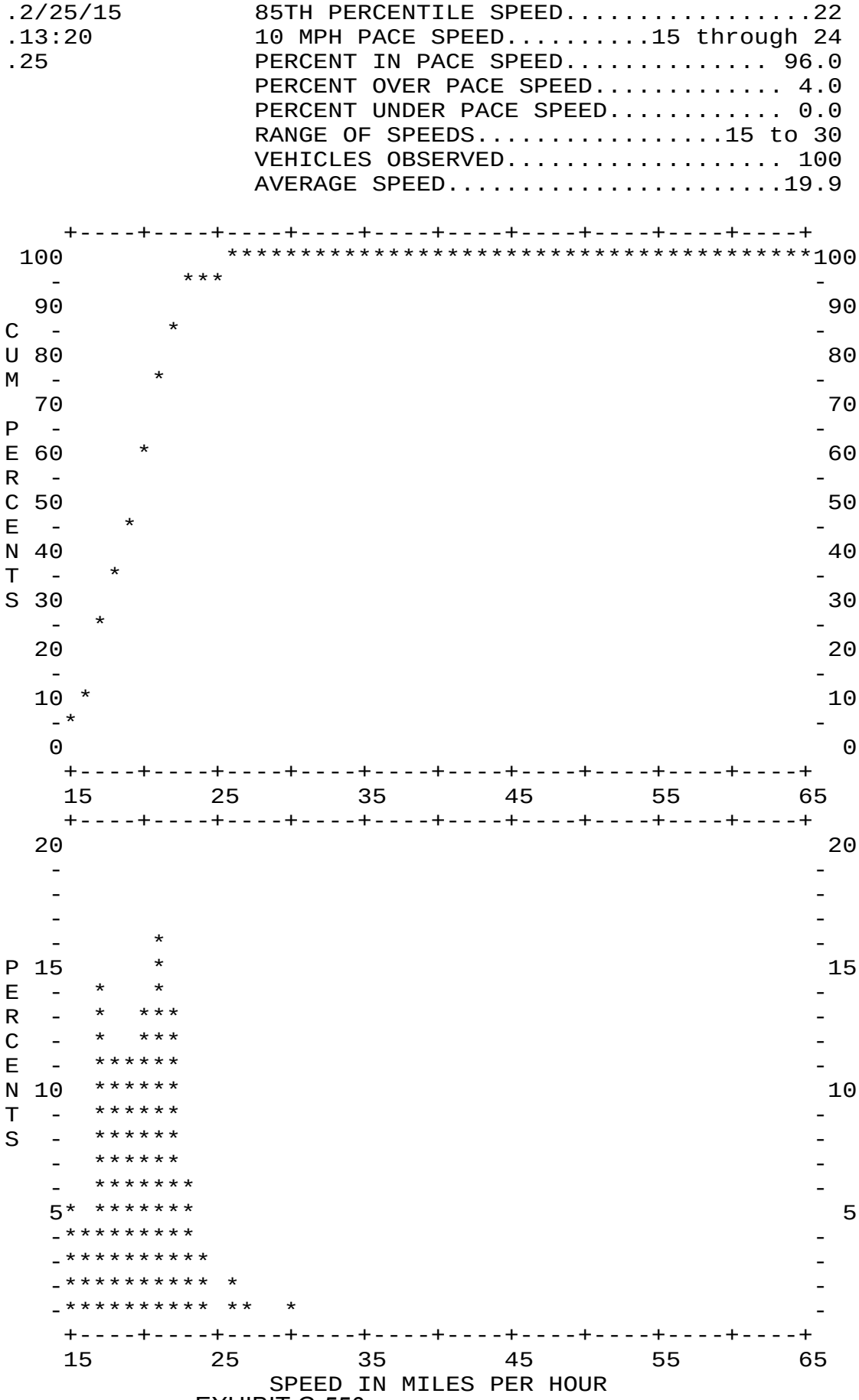


EXHIBIT G-550

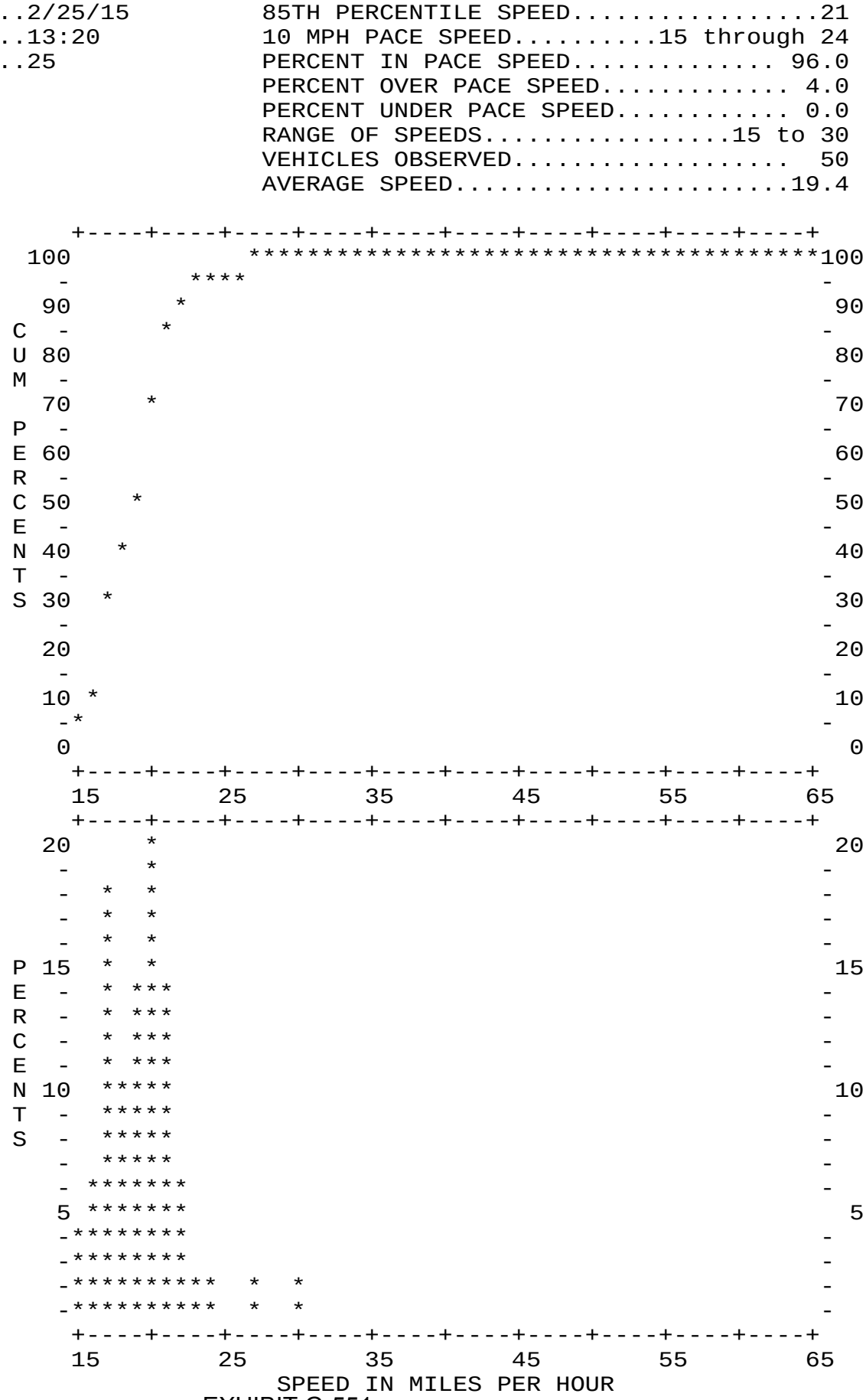
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Oak east of Avon
LIMITS..... to

DIRECTION(S).....EB
DATE.....2/25/15
TIME.....13:20
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....19
85TH PERCENTILE SPEED.....21
10 MPH PACE SPEED.....15 through 24
PERCENT IN PACE SPEED..... 96.0
PERCENT OVER PACE SPEED..... 4.0
PERCENT UNDER PACE SPEED..... 0.0
RANGE OF SPEEDS.....15 to 30
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....19.4

SPEED	NO.	PCT.	CUM. PCT.
15	2	4.0	4.0
16	3	6.0	10.0
17	9	18.0	28.0
18	5	10.0	38.0
19	7	14.0	52.0
20	10	20.0	72.0
21	7	14.0	86.0
22	3	6.0	92.0
23	1	2.0	94.0
24	1	2.0	96.0
25	0	0.0	96.0
26	0	0.0	96.0
27	1	2.0	98.0
28	0	0.0	98.0
29	0	0.0	98.0
30	1	2.0	100.0



Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Oak east of Avon
LIMITS..... to

DIRECTION(S).....WB
DATE.....2/25/15
TIME.....13:20
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....21
85TH PERCENTILE SPEED.....23
10 MPH PACE SPEED.....15 through 24
PERCENT IN PACE SPEED..... 96.0
PERCENT OVER PACE SPEED..... 4.0
PERCENT UNDER PACE SPEED..... 0.0
RANGE OF SPEEDS.....15 to 26
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....20.3

SPEED	NO.	PCT.	CUM. PCT.
15	3	6.0	6.0
16	1	2.0	8.0
17	5	10.0	18.0
18	6	12.0	30.0
19	4	8.0	38.0
20	3	6.0	44.0
21	9	18.0	62.0
22	10	20.0	82.0
23	5	10.0	92.0
24	2	4.0	96.0
25	0	0.0	96.0
26	2	4.0	100.0

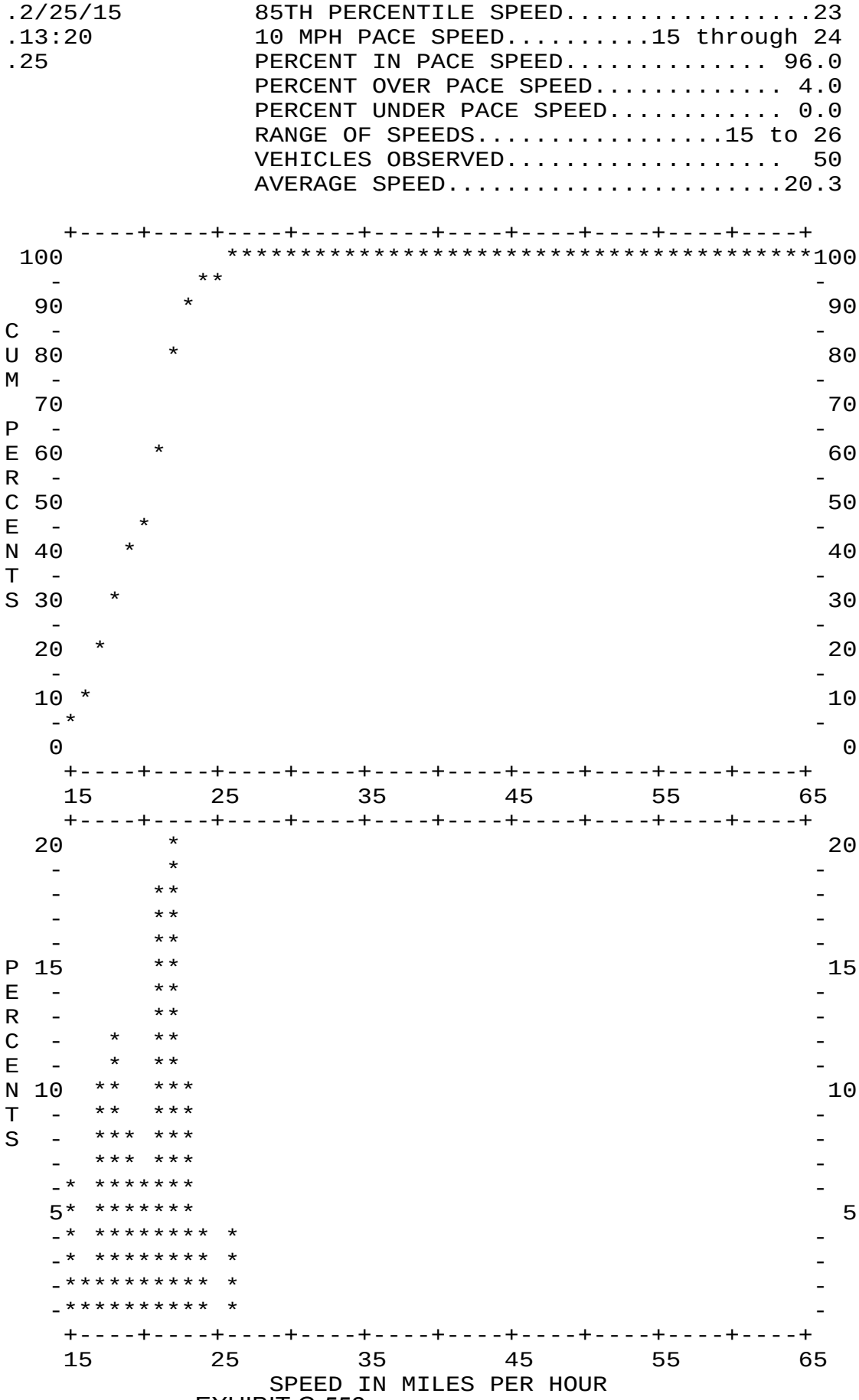


EXHIBIT G-552

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Oaks St east of Fairview
LIMITS..... to

DIRECTION(S).....EB/WB
DATE.....2/25/15
TIME.....11:30
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....28
85TH PERCENTILE SPEED.....34
10 MPH PACE SPEED.....25 through 34
PERCENT IN PACE SPEED..... 66.0
PERCENT OVER PACE SPEED.....12.0
PERCENT UNDER PACE SPEED.....22.0
RANGE OF SPEEDS.....16 to 45
VEHICLES OBSERVED..... 100
AVERAGE SPEED.....28.2

SPEED	NO.	PCT.	CUM. PCT.
16	2	2.0	2.0
17	2	2.0	4.0
18	1	1.0	5.0
19	2	2.0	7.0
20	1	1.0	8.0
21	4	4.0	12.0
22	5	5.0	17.0
23	2	2.0	19.0
24	3	3.0	22.0
25	5	5.0	27.0
26	8	8.0	35.0
27	11	11.0	46.0
28	4	4.0	50.0
29	11	11.0	61.0
30	5	5.0	66.0
31	9	9.0	75.0
32	7	7.0	82.0
33	2	2.0	84.0
34	4	4.0	88.0
35	5	5.0	93.0
36	1	1.0	94.0
37	1	1.0	95.0
38	0	0.0	95.0
39	4	4.0	99.0
40	0	0.0	99.0
41	0	0.0	99.0
42	0	0.0	99.0
43	0	0.0	99.0
44	0	0.0	99.0
45	1	1.0	100.0

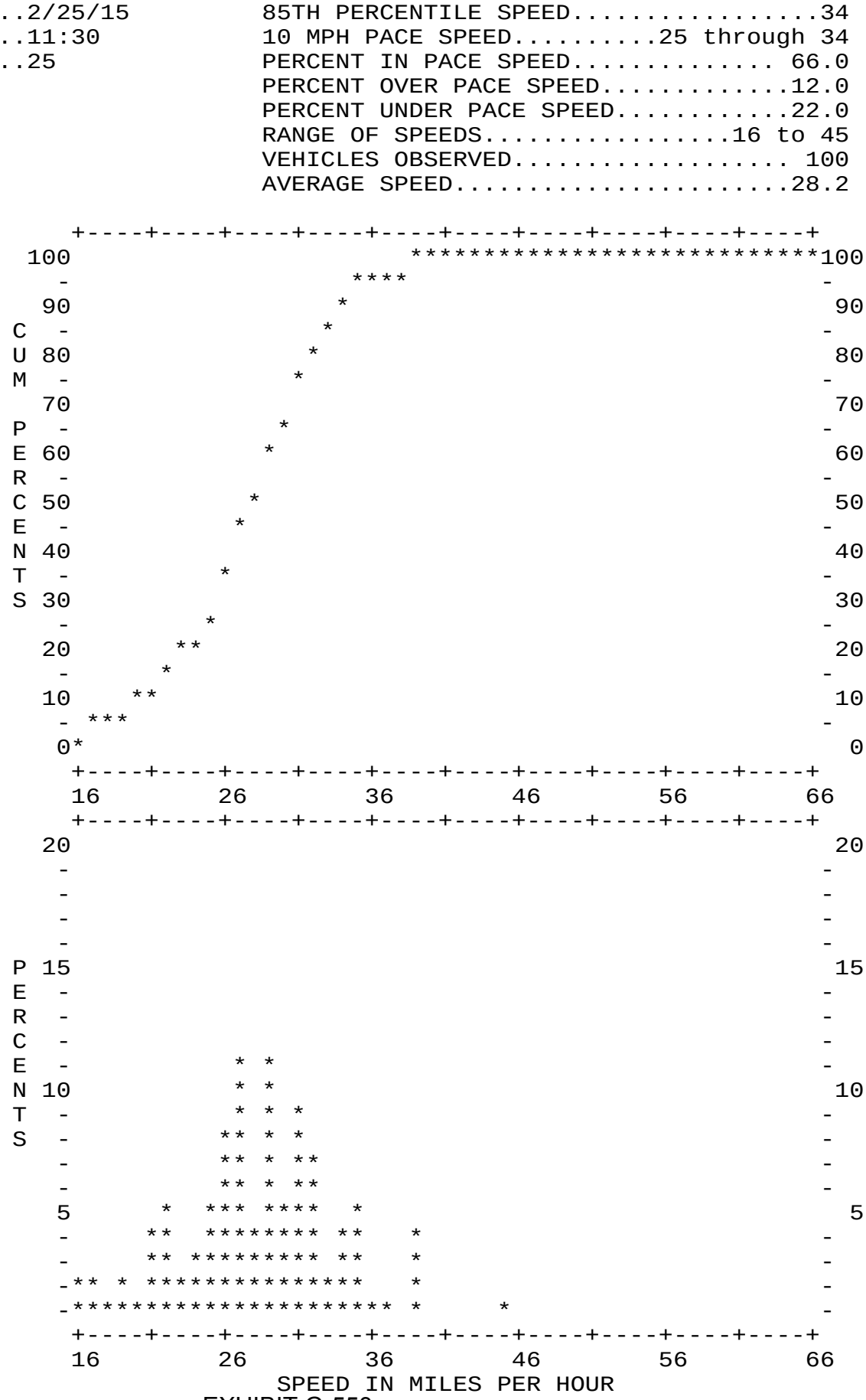


EXHIBIT G-553

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Oaks St east of Fairview
LIMITS..... to

DIRECTION(S).....EB
DATE.....2/25/15
TIME.....11:30
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....27
85TH PERCENTILE SPEED.....32
10 MPH PACE SPEED.....26 through 35
PERCENT IN PACE SPEED..... 64.0
PERCENT OVER PACE SPEED..... 2.0
PERCENT UNDER PACE SPEED.....34.0
RANGE OF SPEEDS.....16 to 39
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....27.0

SPEED	NO.	PCT.	CUM. PCT.
16	1	2.0	2.0
17	2	4.0	6.0
18	1	2.0	8.0
19	2	4.0	12.0
20	1	2.0	14.0
21	3	6.0	20.0
22	3	6.0	26.0
23	0	0.0	26.0
24	3	6.0	32.0
25	1	2.0	34.0
26	4	8.0	42.0
27	5	10.0	52.0
28	3	6.0	58.0
29	4	8.0	66.0
30	1	2.0	68.0
31	5	10.0	78.0
32	4	8.0	86.0
33	1	2.0	88.0
34	2	4.0	92.0
35	3	6.0	98.0
36	0	0.0	98.0
37	0	0.0	98.0
38	0	0.0	98.0
39	1	2.0	100.0

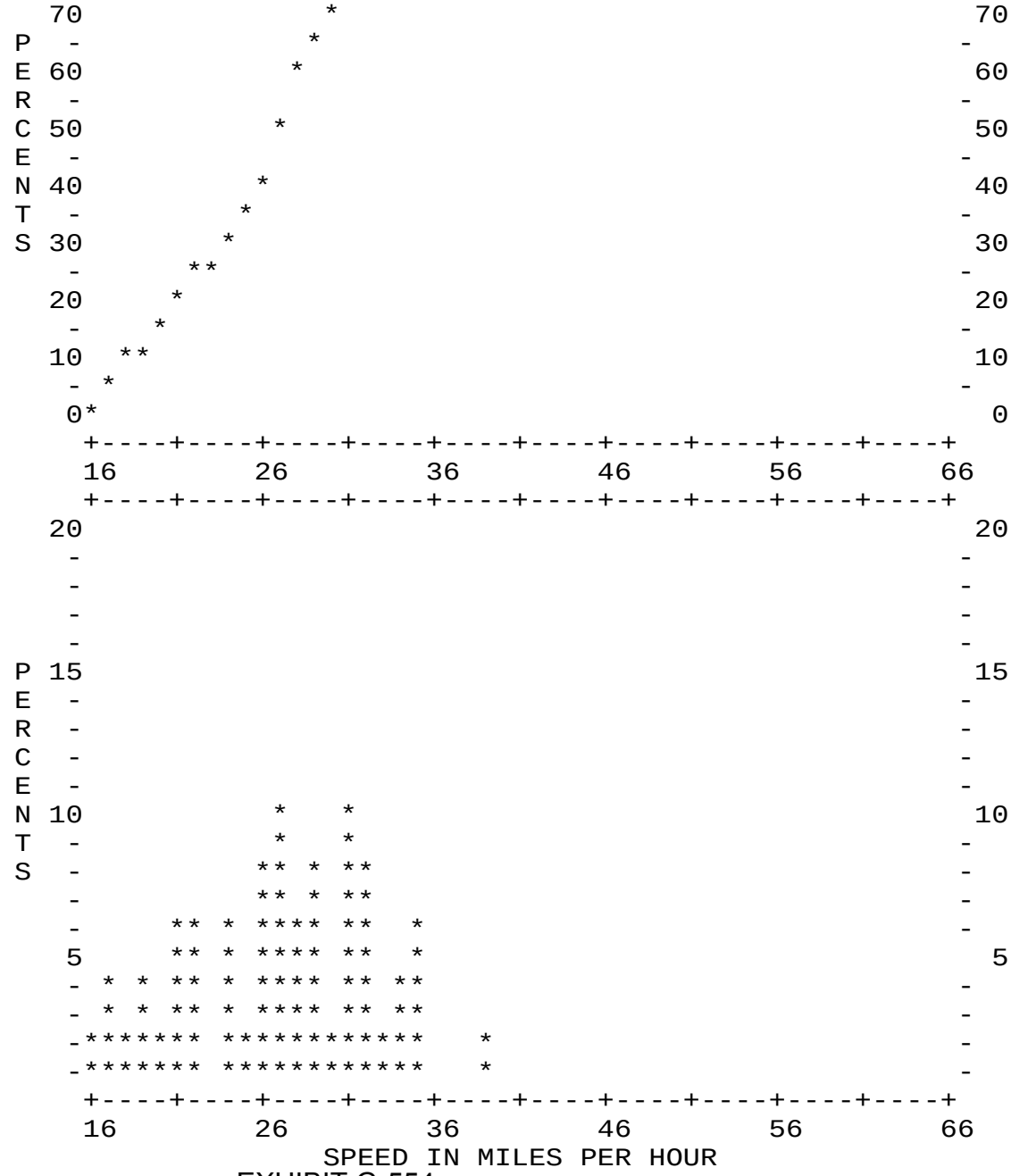


EXHIBIT G-554

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Oaks St east of Fairview
LIMITS..... to

DIRECTION(S).....WB
DATE.....2/25/15
TIME.....11:30
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....29
85TH PERCENTILE SPEED.....35
10 MPH PACE SPEED.....25 through 34
PERCENT IN PACE SPEED..... 72.0
PERCENT OVER PACE SPEED.....16.0
PERCENT UNDER PACE SPEED.....12.0
RANGE OF SPEEDS.....16 to 45
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....29.4

SPEED	NO.	PCT.	CUM. PCT.
16	1	2.0	2.0
17	0	0.0	2.0
18	0	0.0	2.0
19	0	0.0	2.0
20	0	0.0	2.0
21	1	2.0	4.0
22	2	4.0	8.0
23	2	4.0	12.0
24	0	0.0	12.0
25	4	8.0	20.0
26	4	8.0	28.0
27	6	12.0	40.0
28	1	2.0	42.0
29	7	14.0	56.0
30	4	8.0	64.0
31	4	8.0	72.0
32	3	6.0	78.0
33	1	2.0	80.0
34	2	4.0	84.0
35	2	4.0	88.0
36	1	2.0	90.0
37	1	2.0	92.0
38	0	0.0	92.0
39	3	6.0	98.0
40	0	0.0	98.0
41	0	0.0	98.0
42	0	0.0	98.0
43	0	0.0	98.0
44	0	0.0	98.0
45	1	2.0	100.0

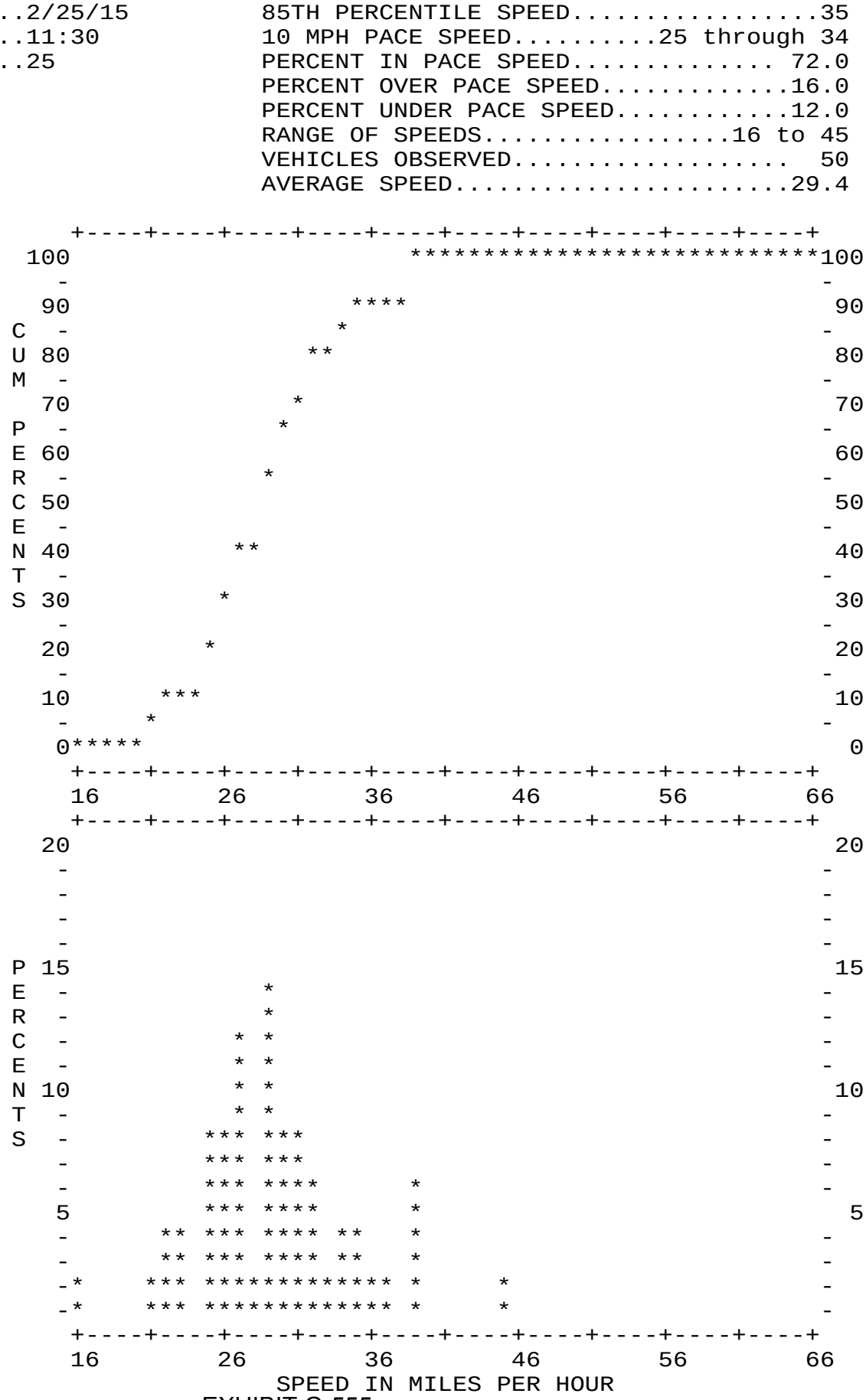


EXHIBIT G-555

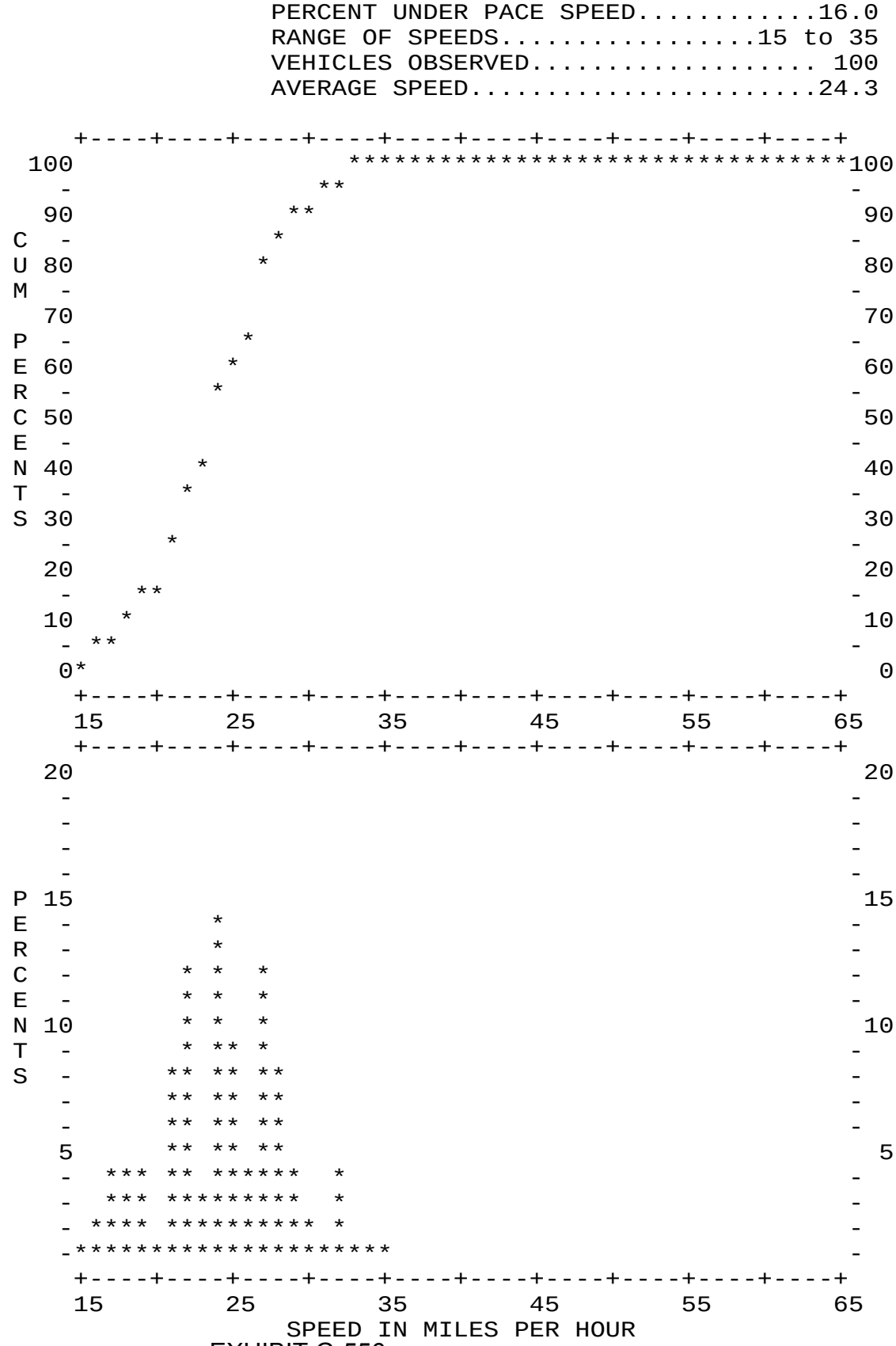
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Oak St east of Florence St
LIMITS..... to

DIRECTION(S).....EB/WB
DATE.....2/25/15
TIME.....13:30
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....24
85TH PERCENTILE SPEED.....28
10 MPH PACE SPEED.....21 through 30
PERCENT IN PACE SPEED..... 76.0
PERCENT OVER PACE SPEED..... 8.0
PERCENT UNDER PACE SPEED.....16.0
RANGE OF SPEEDS.....15 to 35
VEHICLES OBSERVED..... 100
AVERAGE SPEED.....24.3

SPEED	NO.	PCT.	CUM. PCT.
15	1	1.0	1.0
16	2	2.0	3.0
17	4	4.0	7.0
18	4	4.0	11.0
19	4	4.0	15.0
20	1	1.0	16.0
21	8	8.0	24.0
22	12	12.0	36.0
23	3	3.0	39.0
24	14	14.0	53.0
25	9	9.0	62.0
26	4	4.0	66.0
27	12	12.0	78.0
28	8	8.0	86.0
29	4	4.0	90.0
30	2	2.0	92.0
31	1	1.0	93.0
32	4	4.0	97.0
33	1	1.0	98.0
34	1	1.0	99.0
35	1	1.0	100.0



Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Oak St east of Florence St
LIMITS..... to

DIRECTION(S).....EB
DATE.....2/25/15
TIME.....13:30
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....25
85TH PERCENTILE SPEED.....29
10 MPH PACE SPEED.....21 through 30
PERCENT IN PACE SPEED..... 78.0
PERCENT OVER PACE SPEED.....12.0
PERCENT UNDER PACE SPEED.....10.0
RANGE OF SPEEDS.....16 to 35
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....25.1

SPEED	NO.	PCT.	CUM. PCT.
16	2	4.0	4.0
17	1	2.0	6.0
18	1	2.0	8.0
19	1	2.0	10.0
20	0	0.0	10.0
21	4	8.0	18.0
22	5	10.0	28.0
23	2	4.0	32.0
24	8	16.0	48.0
25	6	12.0	60.0
26	3	6.0	66.0
27	5	10.0	76.0
28	1	2.0	78.0
29	4	8.0	86.0
30	1	2.0	88.0
31	0	0.0	88.0
32	3	6.0	94.0
33	1	2.0	96.0
34	1	2.0	98.0
35	1	2.0	100.0

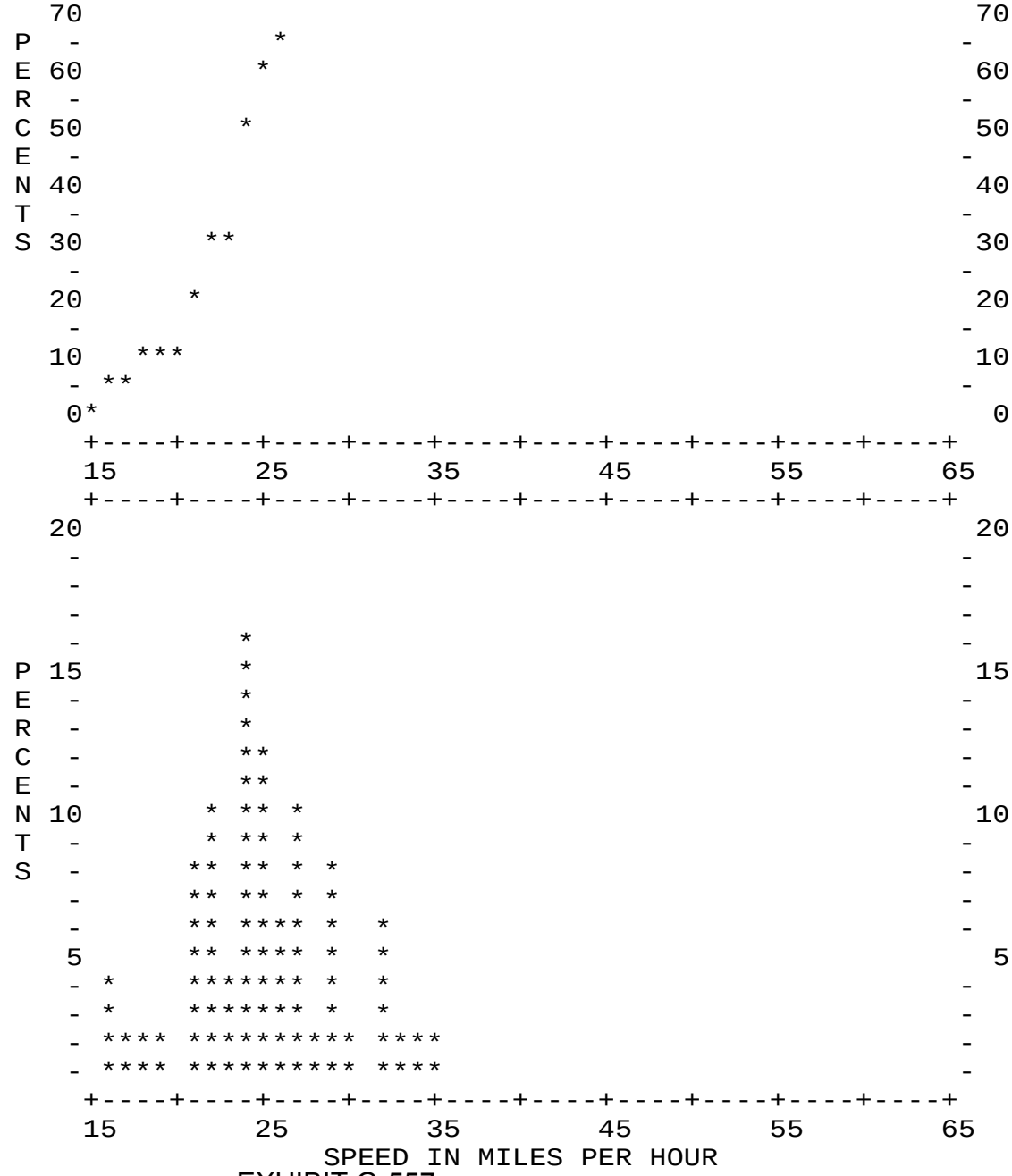


EXHIBIT G-557

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Oak St east of Florence St
LIMITS..... to

DIRECTION(S).....WB
DATE.....2/25/15
TIME.....13:30
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....24
85TH PERCENTILE SPEED.....28
10 MPH PACE SPEED.....19 through 28
PERCENT IN PACE SPEED..... 80.0
PERCENT OVER PACE SPEED..... 6.0
PERCENT UNDER PACE SPEED.....14.0
RANGE OF SPEEDS.....15 to 32
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....23.6

SPEED	NO.	PCT.	CUM. PCT.
15	1	2.0	2.0
16	0	0.0	2.0
17	3	6.0	8.0
18	3	6.0	14.0
19	3	6.0	20.0
20	1	2.0	22.0
21	4	8.0	30.0
22	7	14.0	44.0
23	1	2.0	46.0
24	6	12.0	58.0
25	3	6.0	64.0
26	1	2.0	66.0
27	7	14.0	80.0
28	7	14.0	94.0
29	0	0.0	94.0
30	1	2.0	96.0
31	1	2.0	98.0
32	1	2.0	100.0

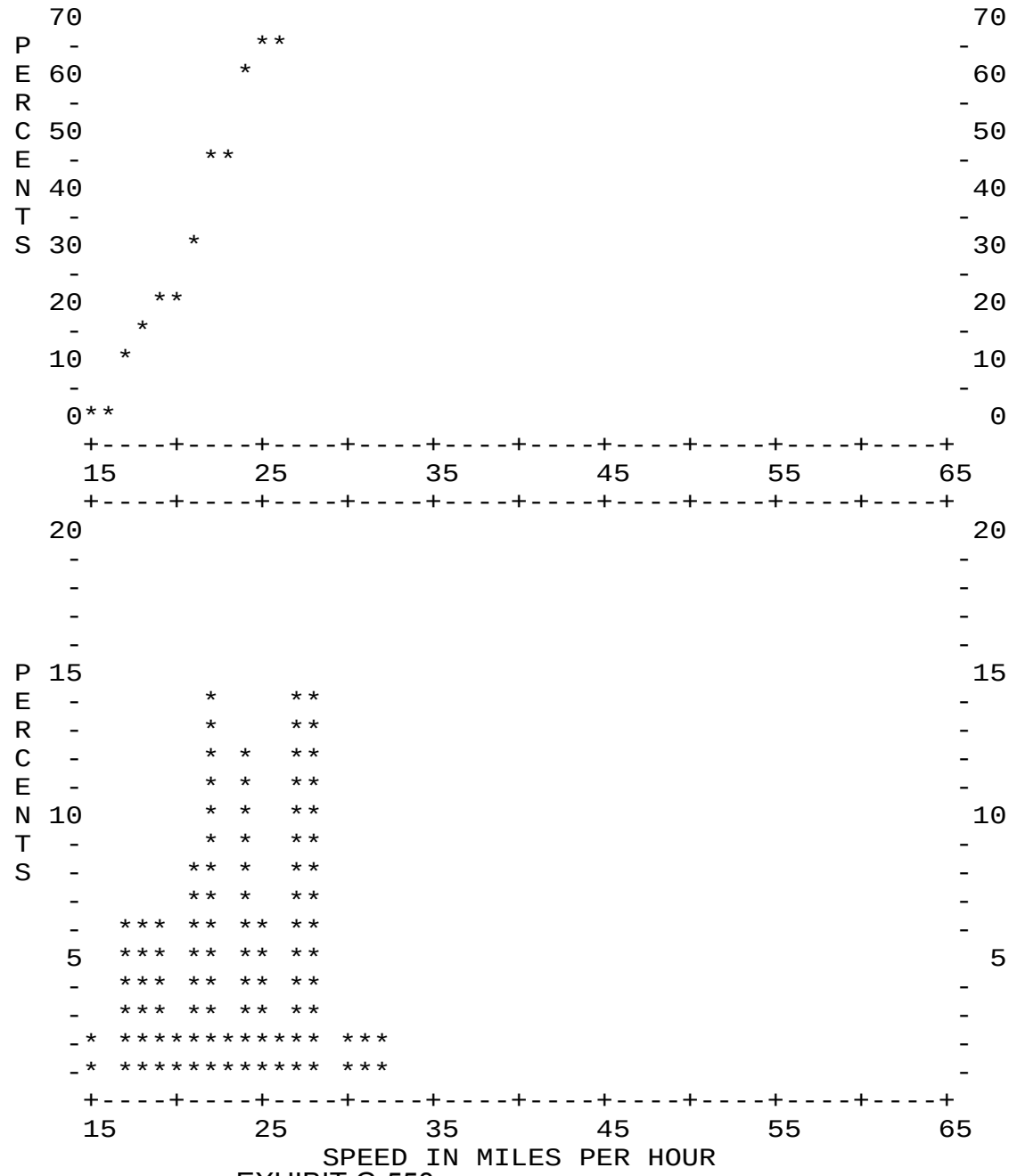


EXHIBIT G-558

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. N Whitnall Hwy south of Oak
LIMITS..... to

DIRECTION(S).....NB/SB
DATE.....2/25/15
TIME.....14:00
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....30
85TH PERCENTILE SPEED.....35
10 MPH PACE SPEED.....26 through 35
PERCENT IN PACE SPEED..... 75.0
PERCENT OVER PACE SPEED.....10.0
PERCENT UNDER PACE SPEED.....15.0
RANGE OF SPEEDS.....18 to 42
VEHICLES OBSERVED..... 100
AVERAGE SPEED.....30.1

SPEED	NO.	PCT.	CUM. PCT.
18	1	1.0	1.0
19	1	1.0	2.0
20	0	0.0	2.0
21	2	2.0	4.0
22	4	4.0	8.0
23	0	0.0	8.0
24	4	4.0	12.0
25	3	3.0	15.0
26	1	1.0	16.0
27	14	14.0	30.0
28	4	4.0	34.0
29	12	12.0	46.0
30	9	9.0	55.0
31	5	5.0	60.0
32	12	12.0	72.0
33	2	2.0	74.0
34	8	8.0	82.0
35	8	8.0	90.0
36	1	1.0	91.0
37	3	3.0	94.0
38	1	1.0	95.0
39	4	4.0	99.0
40	0	0.0	99.0
41	0	0.0	99.0
42	1	1.0	100.0

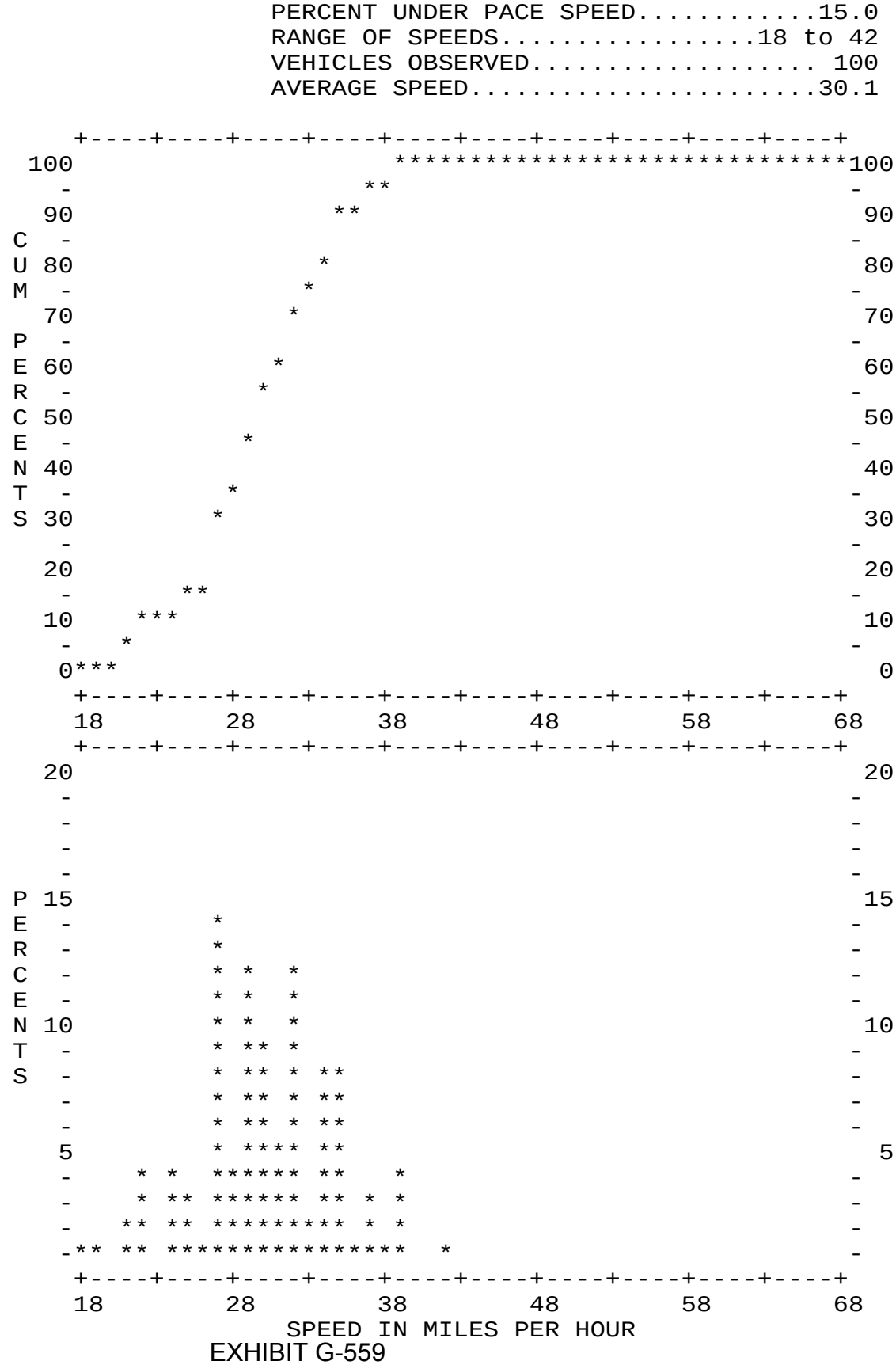


EXHIBIT G-559

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. N Whitnall Hwy south of Oak
LIMITS..... to

DIRECTION(S).....NB
DATE.....2/25/15
TIME.....14:00
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....30
85TH PERCENTILE SPEED.....35
10 MPH PACE SPEED.....25 through 34
PERCENT IN PACE SPEED..... 72.0
PERCENT OVER PACE SPEED.....16.0
PERCENT UNDER PACE SPEED.....12.0
RANGE OF SPEEDS.....18 to 42
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....30.4

SPEED	NO.	PCT.	CUM. PCT.
18	1	2.0	2.0
19	0	0.0	2.0
20	0	0.0	2.0
21	1	2.0	4.0
22	1	2.0	6.0
23	0	0.0	6.0
24	3	6.0	12.0
25	2	4.0	16.0
26	1	2.0	18.0
27	5	10.0	28.0
28	2	4.0	32.0
29	8	16.0	48.0
30	4	8.0	56.0
31	1	2.0	58.0
32	6	12.0	70.0
33	1	2.0	72.0
34	6	12.0	84.0
35	1	2.0	86.0
36	0	0.0	86.0
37	2	4.0	90.0
38	1	2.0	92.0
39	3	6.0	98.0
40	0	0.0	98.0
41	0	0.0	98.0
42	1	2.0	100.0

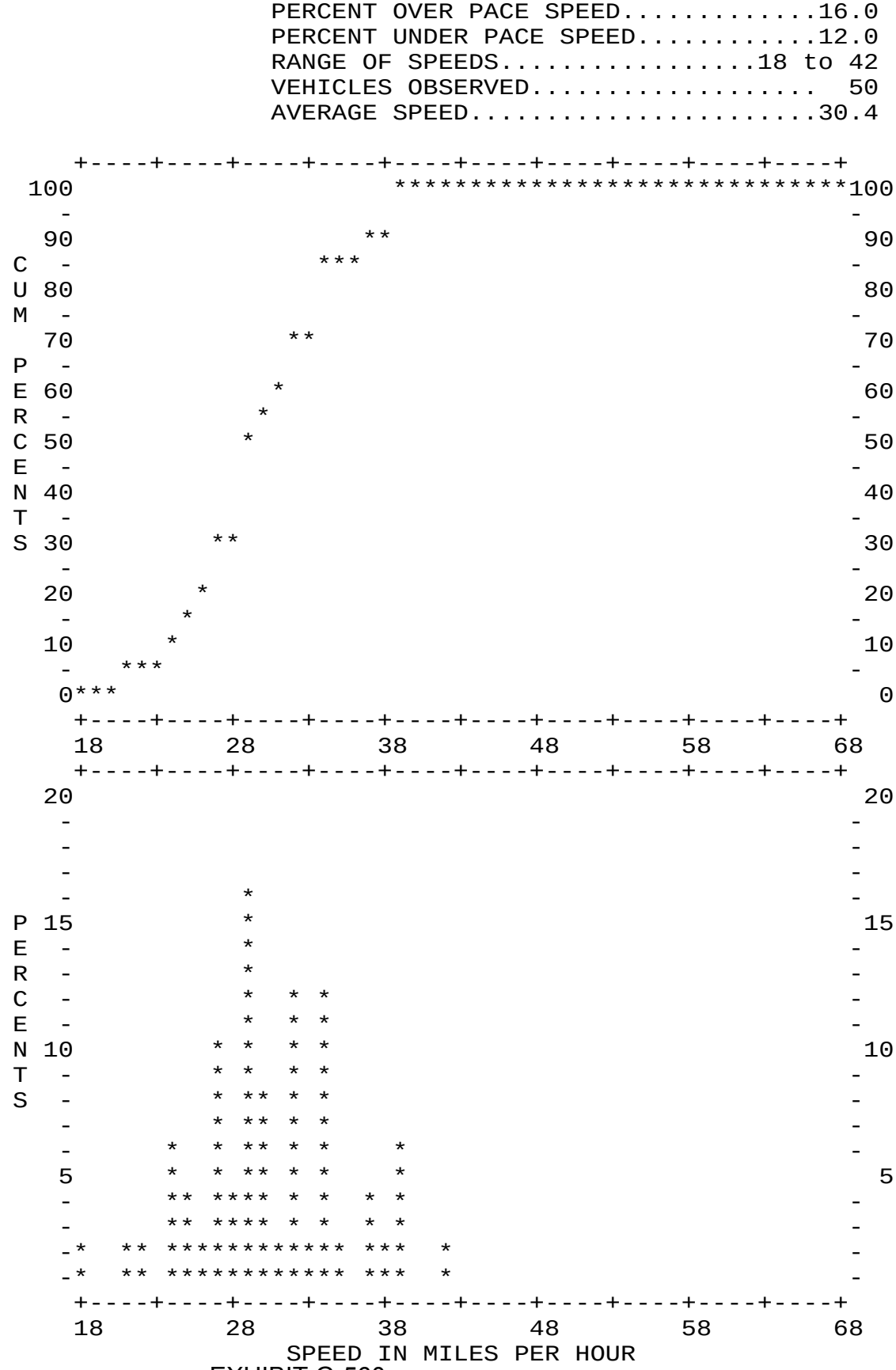


EXHIBIT G-560

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. N Whitnall Hwy south of Oak
LIMITS..... to

DIRECTION(S).....SB
DATE.....2/25/15
TIME.....14:00
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....30
85TH PERCENTILE SPEED.....35
10 MPH PACE SPEED.....27 through 36
PERCENT IN PACE SPEED..... 82.0
PERCENT OVER PACE SPEED..... 4.0
PERCENT UNDER PACE SPEED.....14.0
RANGE OF SPEEDS.....19 to 39
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....29.9

SPEED	NO.	PCT.	CUM. PCT.
19	1	2.0	2.0
20	0	0.0	2.0
21	1	2.0	4.0
22	3	6.0	10.0
23	0	0.0	10.0
24	1	2.0	12.0
25	1	2.0	14.0
26	0	0.0	14.0
27	9	18.0	32.0
28	2	4.0	36.0
29	4	8.0	44.0
30	5	10.0	54.0
31	4	8.0	62.0
32	6	12.0	74.0
33	1	2.0	76.0
34	2	4.0	80.0
35	7	14.0	94.0
36	1	2.0	96.0
37	1	2.0	98.0
38	0	0.0	98.0
39	1	2.0	100.0

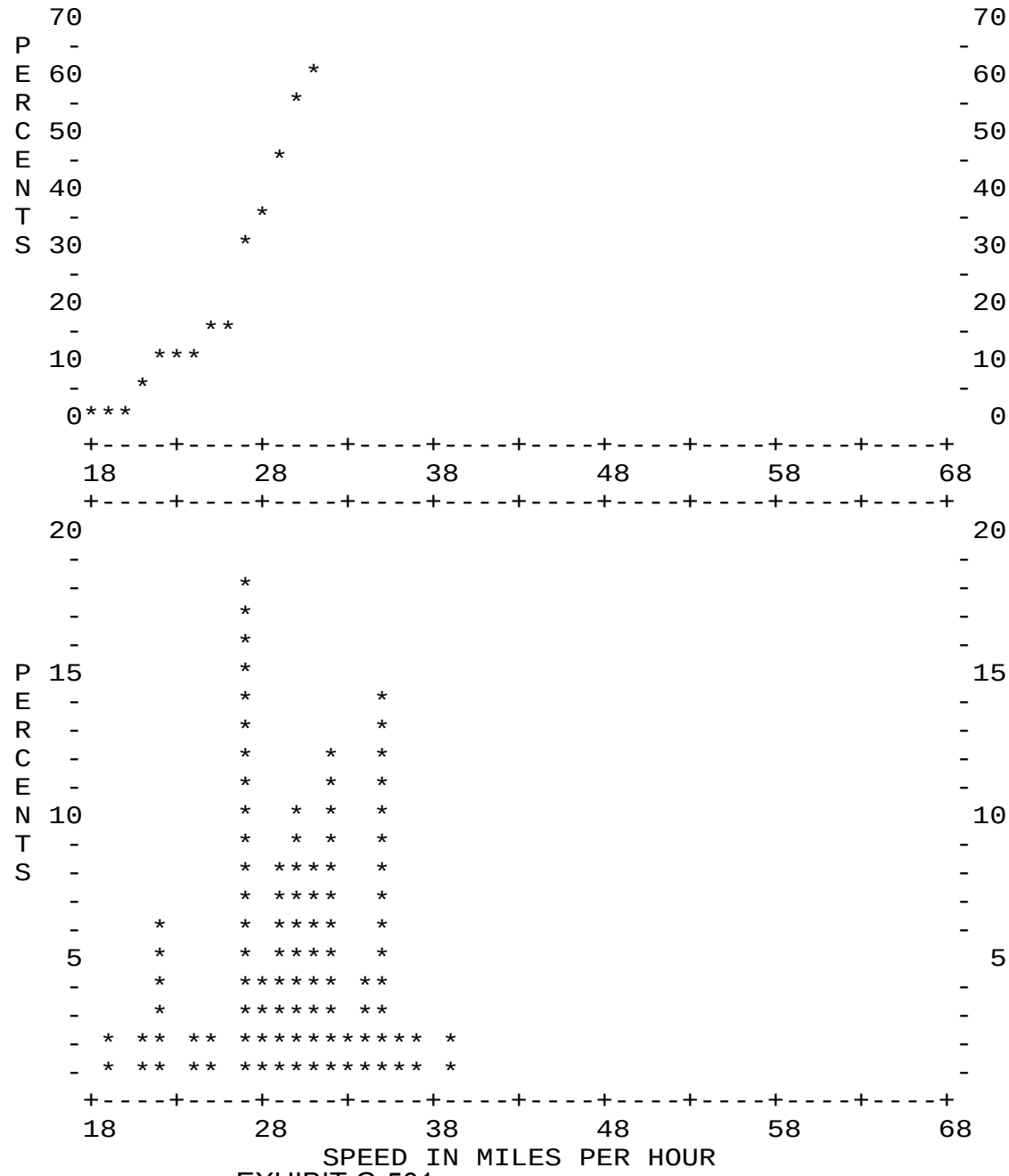


EXHIBIT G-561

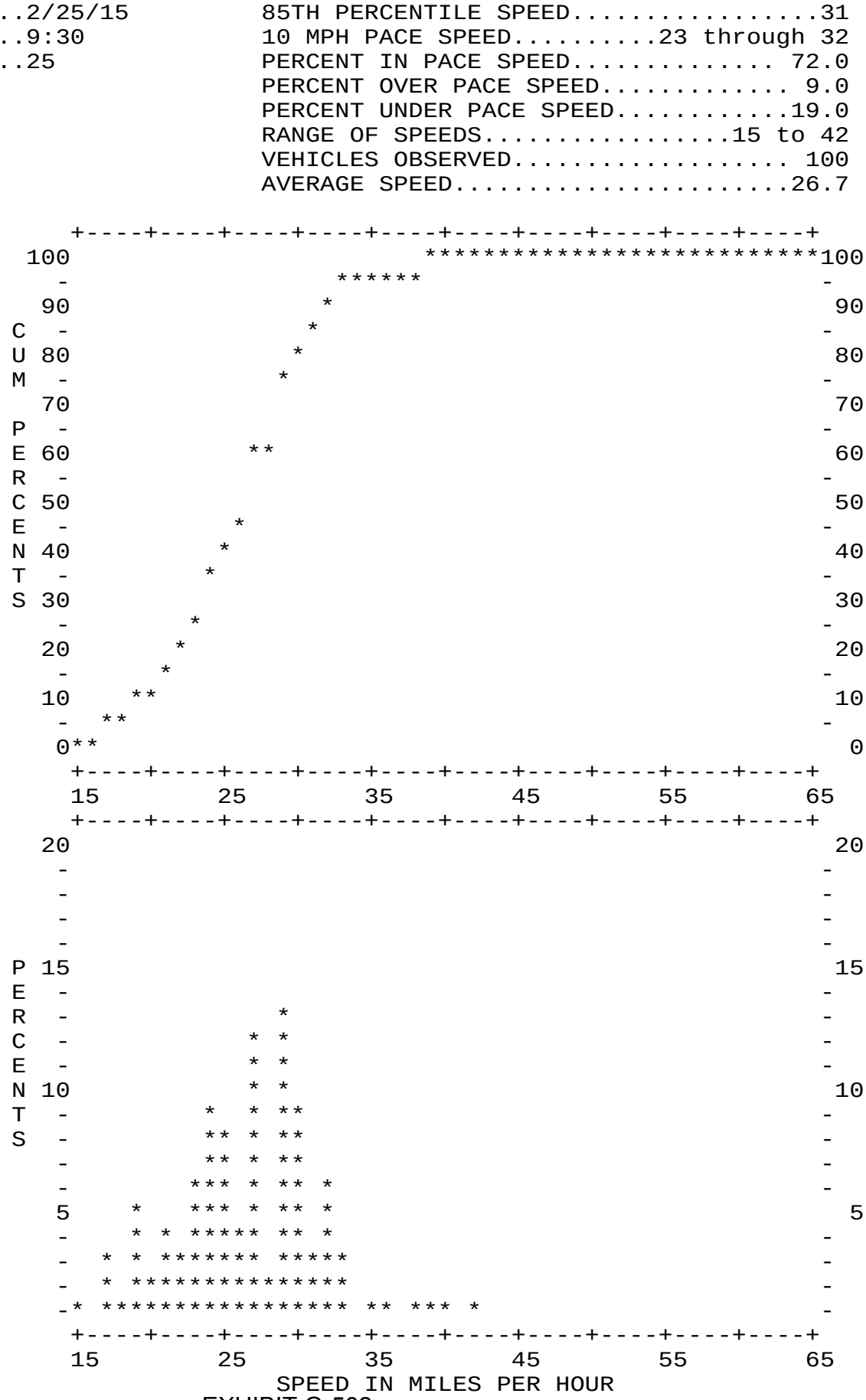
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Fairview south of Oak
LIMITS..... to

DIRECTION(S).....NB/SB
DATE.....2/25/15
TIME.....9:30
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....27
85TH PERCENTILE SPEED.....31
10 MPH PACE SPEED.....23 through 32
PERCENT IN PACE SPEED..... 72.0
PERCENT OVER PACE SPEED..... 9.0
PERCENT UNDER PACE SPEED.....19.0
RANGE OF SPEEDS.....15 to 42
VEHICLES OBSERVED..... 100
AVERAGE SPEED.....26.7

SPEED	NO.	PCT.	CUM. PCT.
15	1	1.0	1.0
16	0	0.0	1.0
17	3	3.0	4.0
18	1	1.0	5.0
19	5	5.0	10.0
20	2	2.0	12.0
21	4	4.0	16.0
22	3	3.0	19.0
23	6	6.0	25.0
24	9	9.0	34.0
25	8	8.0	42.0
26	4	4.0	46.0
27	12	12.0	58.0
28	2	2.0	60.0
29	13	13.0	73.0
30	9	9.0	82.0
31	3	3.0	85.0
32	6	6.0	91.0
33	3	3.0	94.0
34	0	0.0	94.0
35	1	1.0	95.0
36	1	1.0	96.0
37	0	0.0	96.0
38	1	1.0	97.0
39	1	1.0	98.0
40	1	1.0	99.0
41	0	0.0	99.0
42	1	1.0	100.0



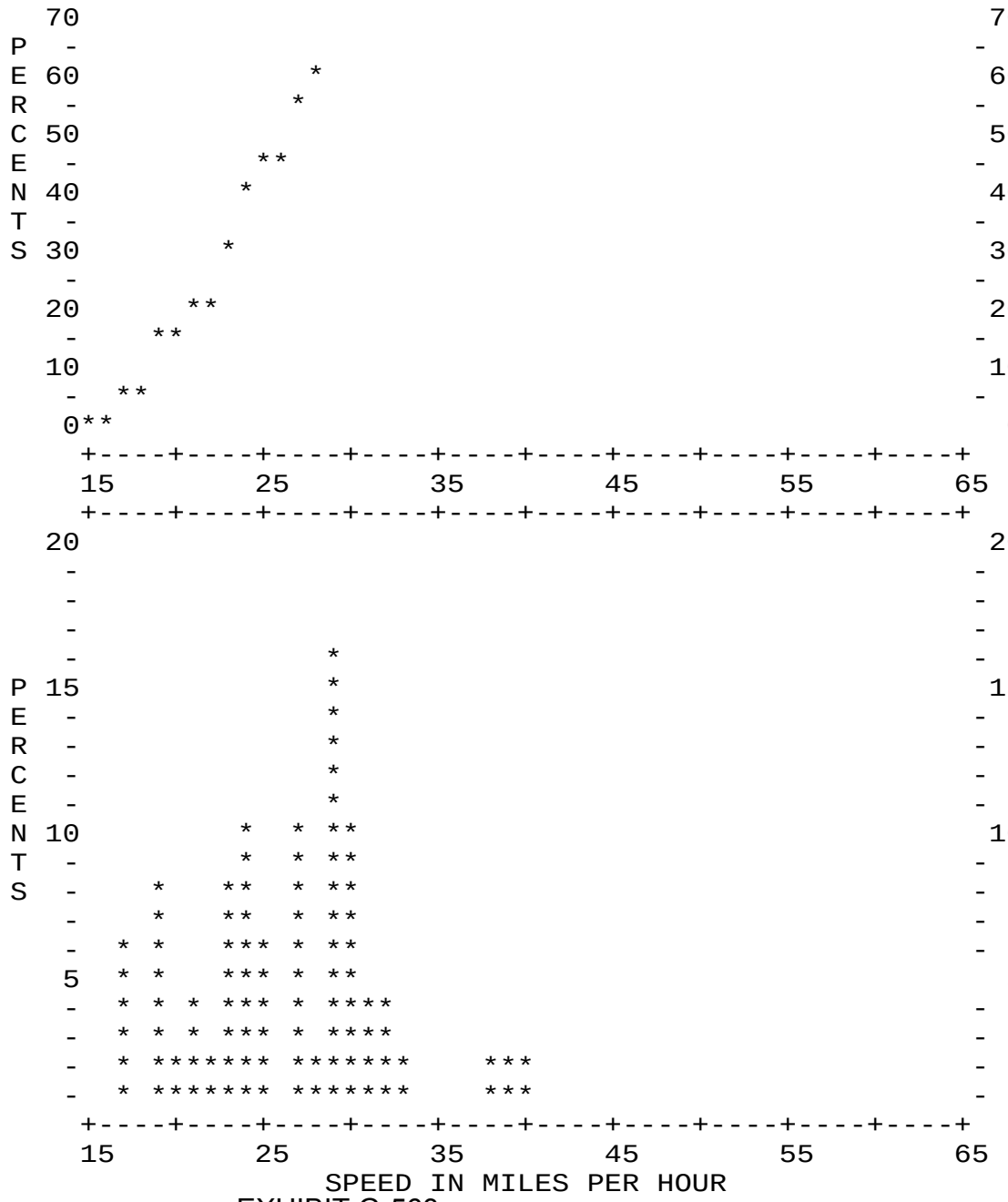
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Fairview south of Oak
LIMITS..... to

DIRECTION(S).....NB
DATE.....2/25/15
TIME.....9:30
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....27
85TH PERCENTILE SPEED.....31
10 MPH PACE SPEED.....23 through 32
PERCENT IN PACE SPEED..... 70.0
PERCENT OVER PACE SPEED..... 8.0
PERCENT UNDER PACE SPEED.....22.0
RANGE OF SPEEDS.....17 to 40
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....26.4

SPEED	NO.	PCT.	CUM. PCT.
17	3	6.0	6.0
18	0	0.0	6.0
19	4	8.0	14.0
20	1	2.0	16.0
21	2	4.0	20.0
22	1	2.0	22.0
23	4	8.0	30.0
24	5	10.0	40.0
25	3	6.0	46.0
26	0	0.0	46.0
27	5	10.0	56.0
28	1	2.0	58.0
29	8	16.0	74.0
30	5	10.0	84.0
31	2	4.0	88.0
32	2	4.0	92.0
33	1	2.0	94.0
34	0	0.0	94.0
35	0	0.0	94.0
36	0	0.0	94.0
37	0	0.0	94.0
38	1	2.0	96.0
39	1	2.0	98.0
40	1	2.0	100.0



Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Fairview south of Oak
LIMITS..... to

DIRECTION(S).....SB
DATE.....2/25/15
TIME.....9:30
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....27
85TH PERCENTILE SPEED.....32
10 MPH PACE SPEED.....23 through 32
PERCENT IN PACE SPEED..... 74.0
PERCENT OVER PACE SPEED.....10.0
PERCENT UNDER PACE SPEED.....16.0
RANGE OF SPEEDS.....15 to 42
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....27.0

SPEED	NO.	PCT.	CUM. PCT.
15	1	2.0	2.0
16	0	0.0	2.0
17	0	0.0	2.0
18	1	2.0	4.0
19	1	2.0	6.0
20	1	2.0	8.0
21	2	4.0	12.0
22	2	4.0	16.0
23	2	4.0	20.0
24	4	8.0	28.0
25	5	10.0	38.0
26	4	8.0	46.0
27	7	14.0	60.0
28	1	2.0	62.0
29	5	10.0	72.0
30	4	8.0	80.0
31	1	2.0	82.0
32	4	8.0	90.0
33	2	4.0	94.0
34	0	0.0	94.0
35	1	2.0	96.0
36	1	2.0	98.0
37	0	0.0	98.0
38	0	0.0	98.0
39	0	0.0	98.0
40	0	0.0	98.0
41	0	0.0	98.0
42	1	2.0	100.0

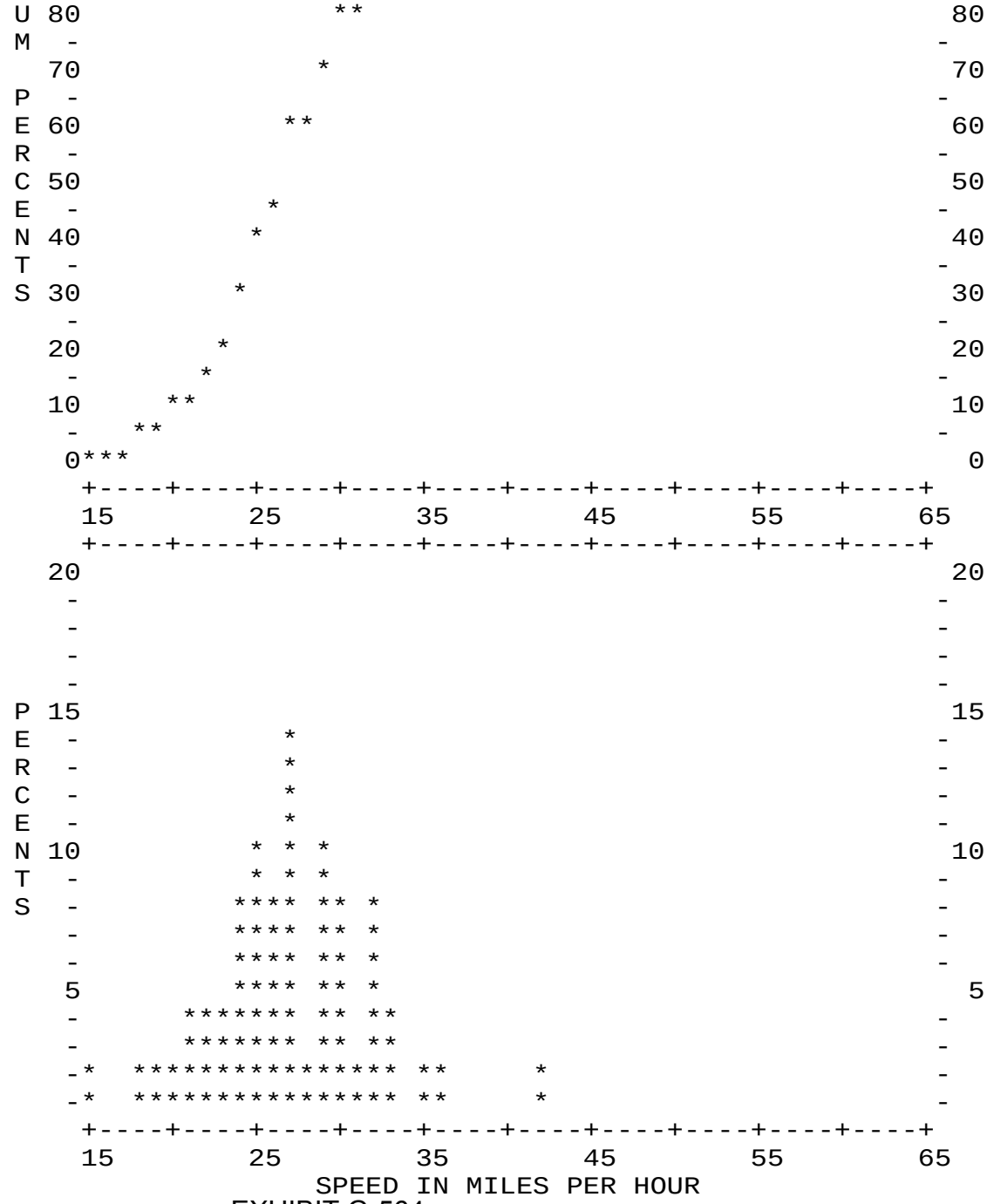


EXHIBIT G-564

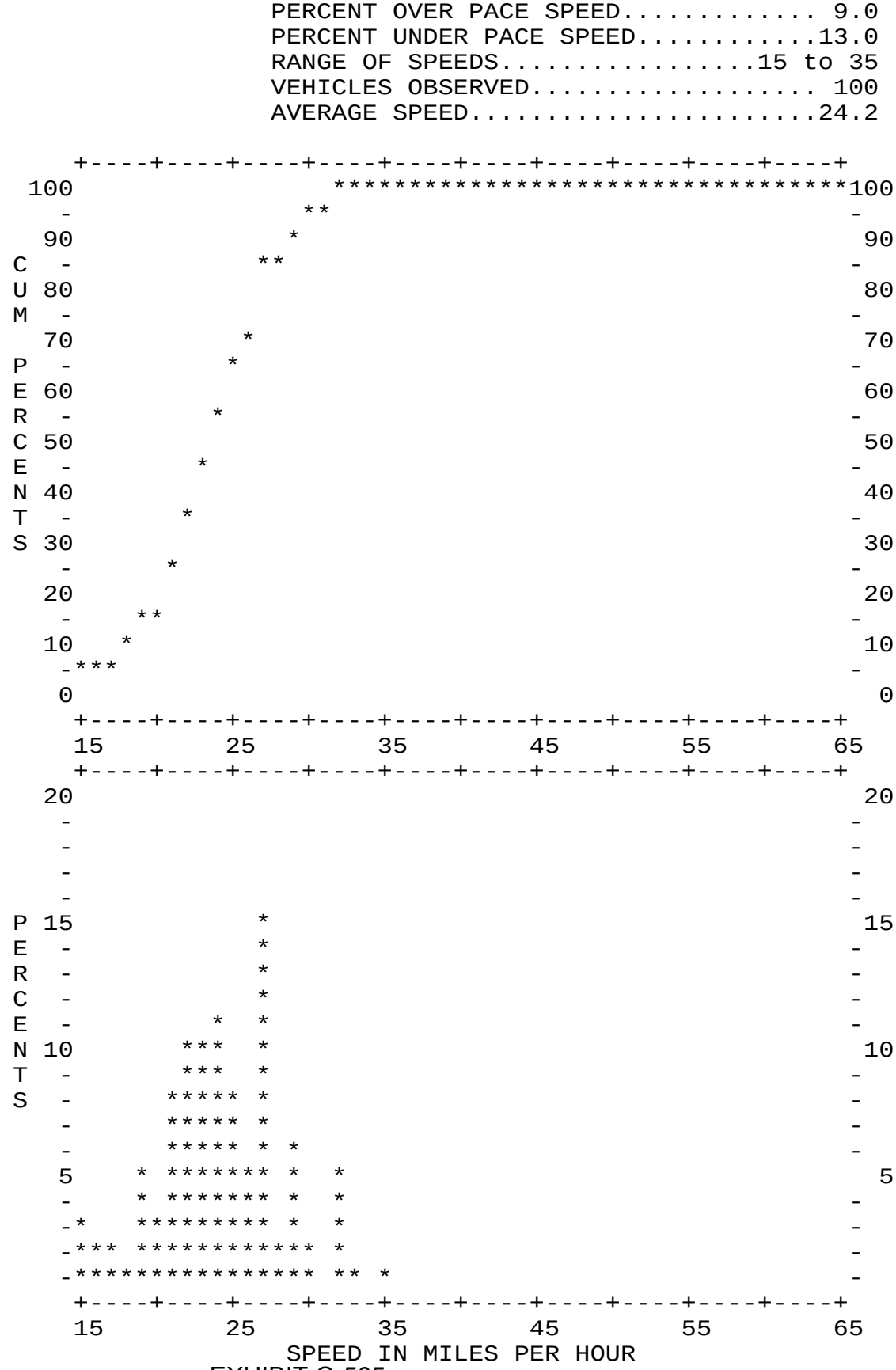
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Niagra south of Oak
LIMITS..... to

DIRECTION(S).....NB/SB
DATE.....2/25/15
TIME.....10:45
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....24
85TH PERCENTILE SPEED.....28
10 MPH PACE SPEED.....20 through 29
PERCENT IN PACE SPEED..... 78.0
PERCENT OVER PACE SPEED..... 9.0
PERCENT UNDER PACE SPEED.....13.0
RANGE OF SPEEDS.....15 to 35
VEHICLES OBSERVED..... 100
AVERAGE SPEED.....24.2

SPEED	NO.	PCT.	CUM. PCT.
15	3	3.0	3.0
16	2	2.0	5.0
17	2	2.0	7.0
18	1	1.0	8.0
19	5	5.0	13.0
20	3	3.0	16.0
21	8	8.0	24.0
22	10	10.0	34.0
23	10	10.0	44.0
24	11	11.0	55.0
25	8	8.0	63.0
26	5	5.0	68.0
27	15	15.0	83.0
28	2	2.0	85.0
29	6	6.0	91.0
30	2	2.0	93.0
31	0	0.0	93.0
32	5	5.0	98.0
33	1	1.0	99.0
34	0	0.0	99.0
35	1	1.0	100.0



Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Niagra south of Oak
LIMITS..... to

DIRECTION(S).....NB
DATE.....2/25/15
TIME.....10:45
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....25
85TH PERCENTILE SPEED.....29
10 MPH PACE SPEED.....20 through 29
PERCENT IN PACE SPEED..... 80.0
PERCENT OVER PACE SPEED.....10.0
PERCENT UNDER PACE SPEED.....10.0
RANGE OF SPEEDS.....15 to 35
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....25.0

SPEED	NO.	PCT.	CUM. PCT.
15	1	2.0	2.0
16	1	2.0	4.0
17	1	2.0	6.0
18	1	2.0	8.0
19	1	2.0	10.0
20	1	2.0	12.0
21	3	6.0	18.0
22	4	8.0	26.0
23	2	4.0	30.0
24	6	12.0	42.0
25	5	10.0	52.0
26	5	10.0	62.0
27	9	18.0	80.0
28	1	2.0	82.0
29	4	8.0	90.0
30	1	2.0	92.0
31	0	0.0	92.0
32	2	4.0	96.0
33	1	2.0	98.0
34	0	0.0	98.0
35	1	2.0	100.0

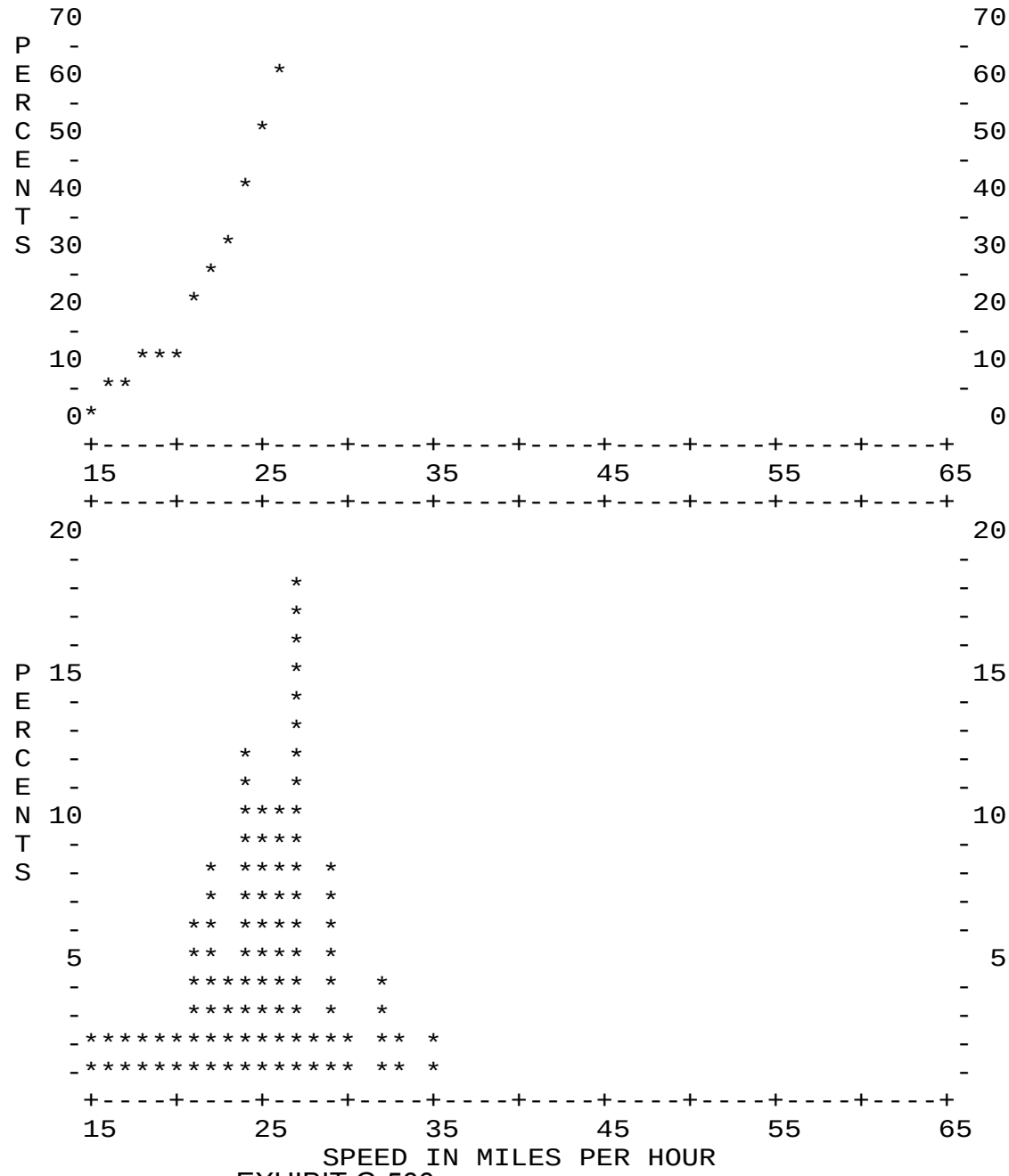


EXHIBIT G-566

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Niagra south of Oak
LIMITS..... to

DIRECTION(S).....SB
DATE.....2/25/15
TIME.....10:45
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....23
85TH PERCENTILE SPEED.....27
10 MPH PACE SPEED.....19 through 28
PERCENT IN PACE SPEED..... 80.0
PERCENT OVER PACE SPEED.....12.0
PERCENT UNDER PACE SPEED..... 8.0
RANGE OF SPEEDS.....15 to 32
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....23.4

SPEED	NO.	PCT.	CUM. PCT.
15	2	4.0	4.0
16	1	2.0	6.0
17	1	2.0	8.0
18	0	0.0	8.0
19	4	8.0	16.0
20	2	4.0	20.0
21	5	10.0	30.0
22	6	12.0	42.0
23	8	16.0	58.0
24	5	10.0	68.0
25	3	6.0	74.0
26	0	0.0	74.0
27	6	12.0	86.0
28	1	2.0	88.0
29	2	4.0	92.0
30	1	2.0	94.0
31	0	0.0	94.0
32	3	6.0	100.0

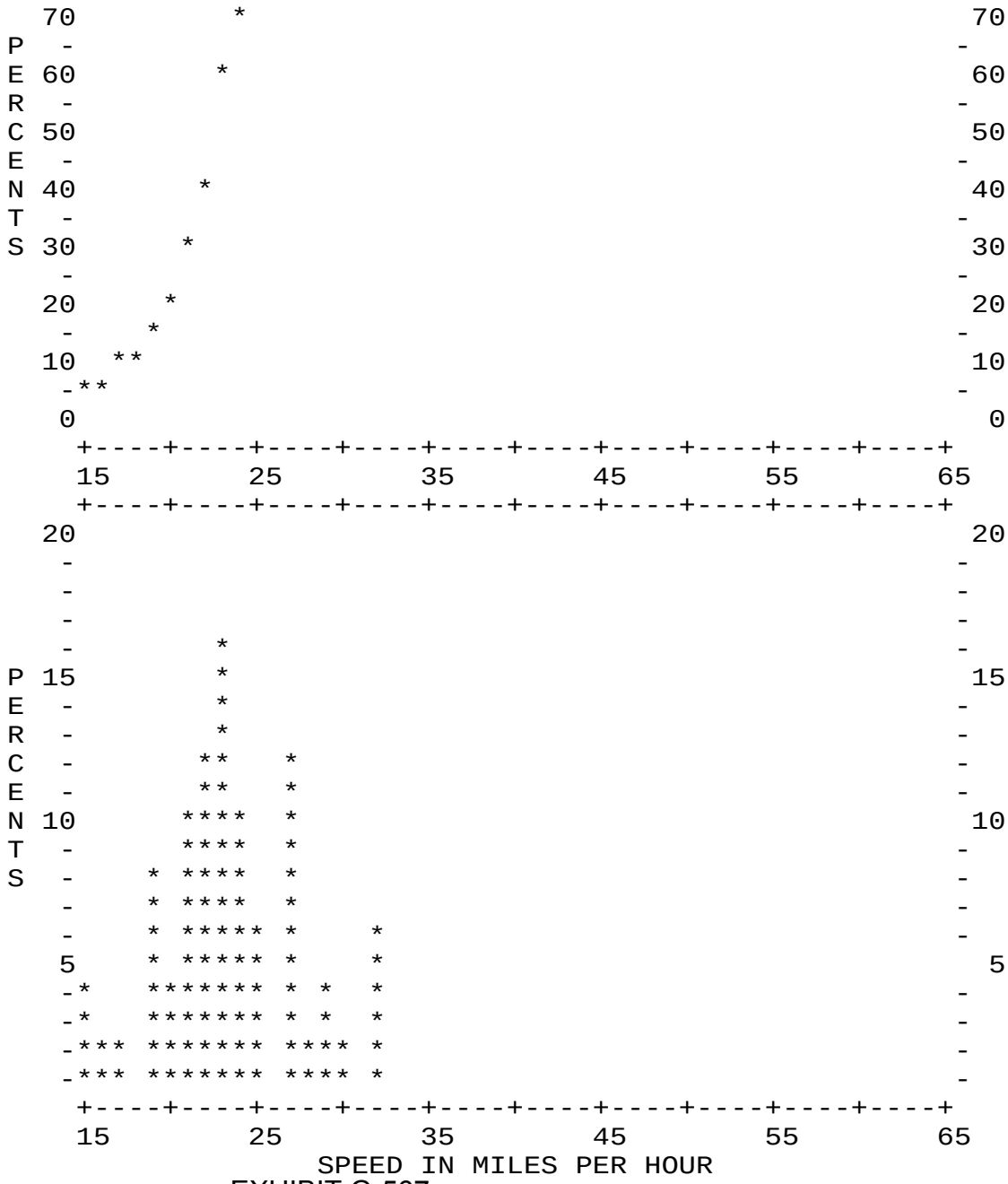


EXHIBIT G-567

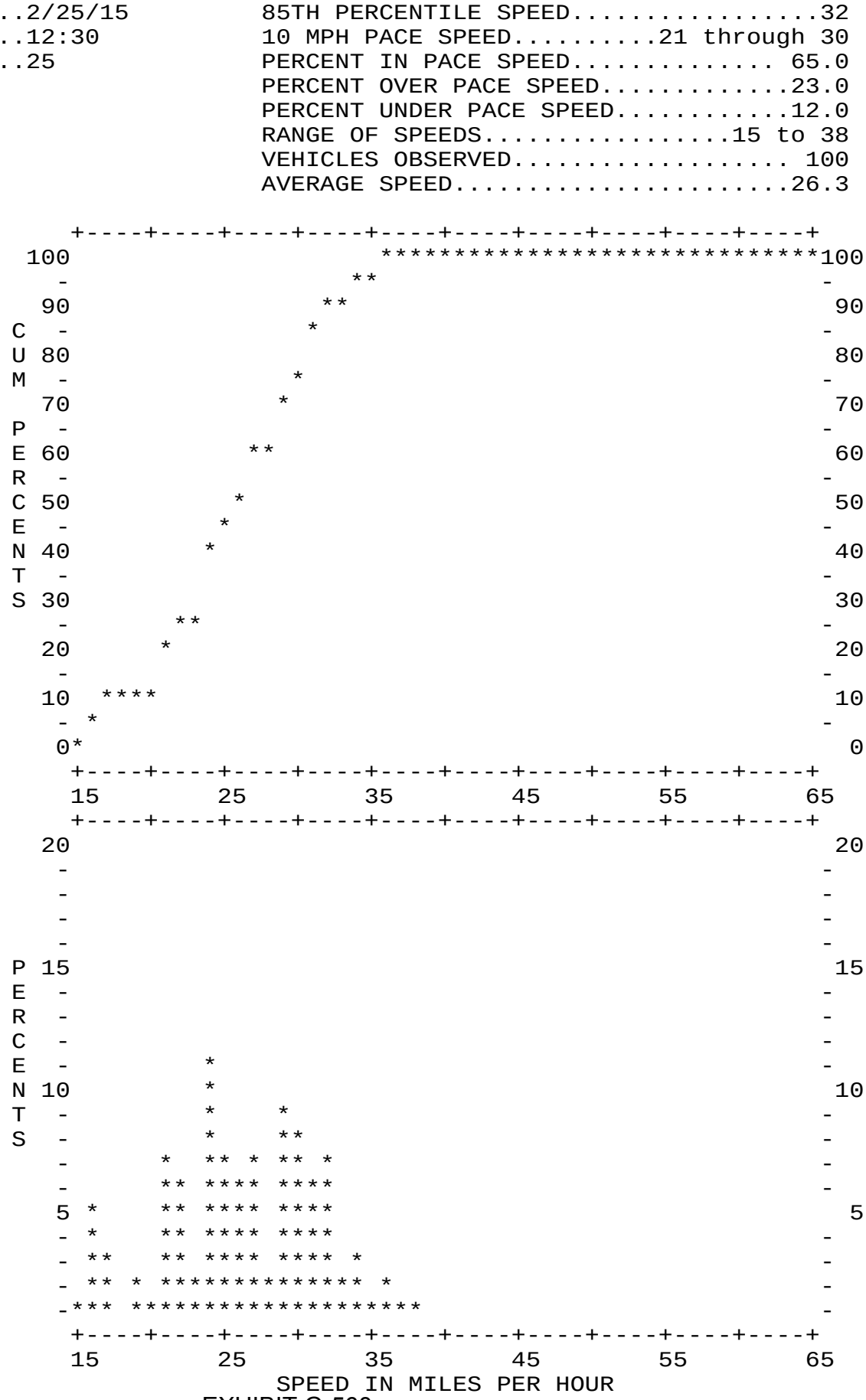
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Catalina south of Oak
LIMITS..... to

DIRECTION(S).....NB/SB
DATE.....2/25/15
TIME.....12:30
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....26
85TH PERCENTILE SPEED.....32
10 MPH PACE SPEED.....21 through 30
PERCENT IN PACE SPEED..... 65.0
PERCENT OVER PACE SPEED.....23.0
PERCENT UNDER PACE SPEED.....12.0
RANGE OF SPEEDS.....15 to 38
VEHICLES OBSERVED..... 100
AVERAGE SPEED.....26.3

SPEED	NO.	PCT.	CUM. PCT.
15	1	1.0	1.0
16	5	5.0	6.0
17	3	3.0	9.0
18	0	0.0	9.0
19	2	2.0	11.0
20	1	1.0	12.0
21	7	7.0	19.0
22	6	6.0	25.0
23	2	2.0	27.0
24	11	11.0	38.0
25	7	7.0	45.0
26	6	6.0	51.0
27	7	7.0	58.0
28	2	2.0	60.0
29	9	9.0	69.0
30	8	8.0	77.0
31	6	6.0	83.0
32	7	7.0	90.0
33	2	2.0	92.0
34	3	3.0	95.0
35	1	1.0	96.0
36	2	2.0	98.0
37	1	1.0	99.0
38	1	1.0	100.0



Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Catalina south of Oak
LIMITS..... to

DIRECTION(S).....NB
DATE.....2/25/15
TIME.....12:30
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....27
85TH PERCENTILE SPEED.....33
10 MPH PACE SPEED.....24 through 33
PERCENT IN PACE SPEED..... 70.0
PERCENT OVER PACE SPEED.....12.0
PERCENT UNDER PACE SPEED.....18.0
RANGE OF SPEEDS.....16 to 38
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....27.6

SPEED	NO.	PCT.	CUM. PCT.
16	2	4.0	4.0
17	2	4.0	8.0
18	0	0.0	8.0
19	1	2.0	10.0
20	0	0.0	10.0
21	2	4.0	14.0
22	1	2.0	16.0
23	1	2.0	18.0
24	8	16.0	34.0
25	2	4.0	38.0
26	2	4.0	42.0
27	4	8.0	50.0
28	0	0.0	50.0
29	3	6.0	56.0
30	4	8.0	64.0
31	4	8.0	72.0
32	6	12.0	84.0
33	2	4.0	88.0
34	2	4.0	92.0
35	0	0.0	92.0
36	2	4.0	96.0
37	1	2.0	98.0
38	1	2.0	100.0

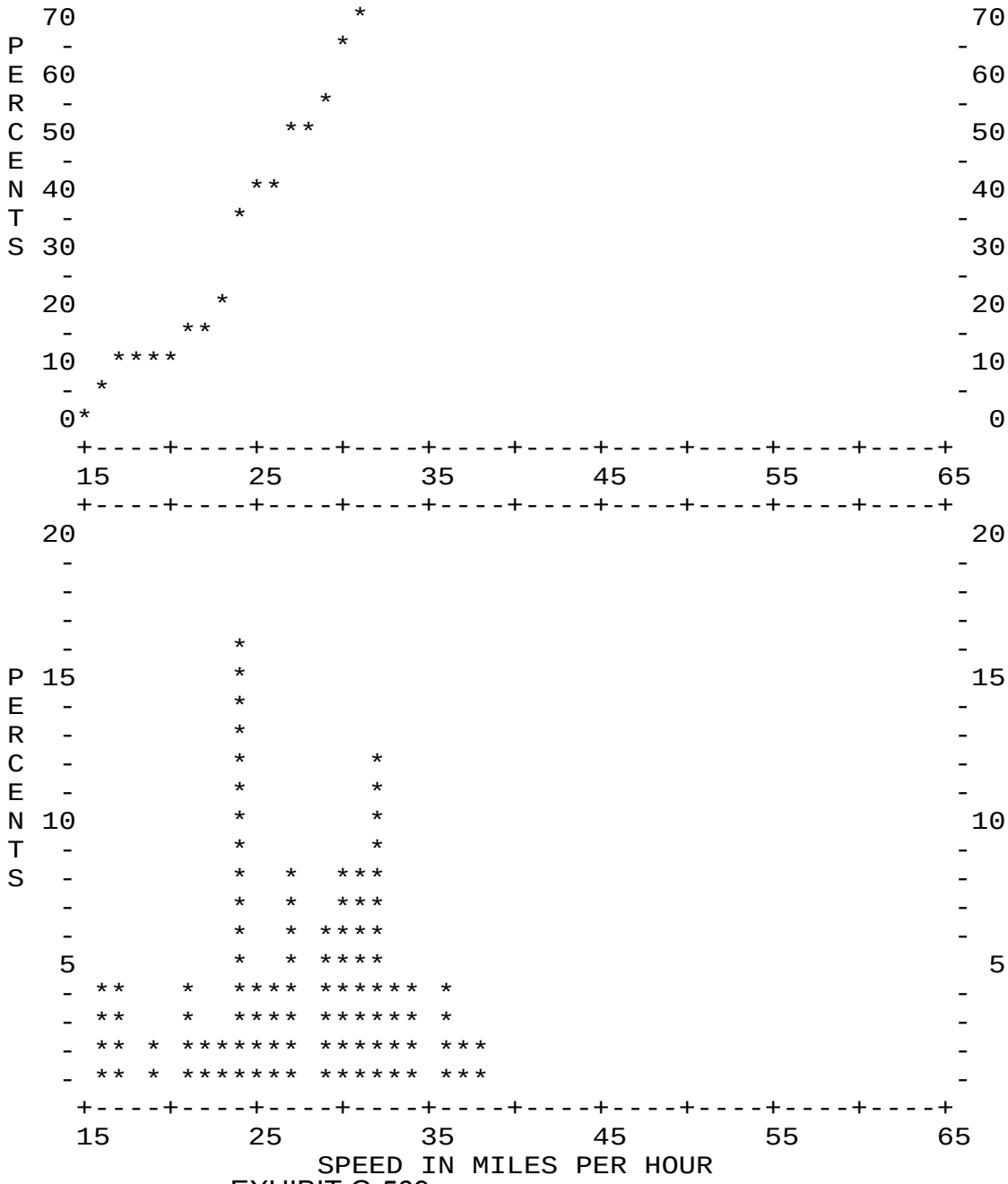


EXHIBIT G-569

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Catalina south of Oak

LIMITS..... to

DIRECTION(S).....SB

DATE.....2/25/15

TIME.....12:30

POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....25

85TH PERCENTILE SPEED.....30

10 MPH PACE SPEED.....21 through 30

PERCENT IN PACE SPEED..... 76.0

PERCENT OVER PACE SPEED.....10.0

PERCENT UNDER PACE SPEED.....14.0

RANGE OF SPEEDS.....15 to 35

VEHICLES OBSERVED..... 50

AVERAGE SPEED.....25.0

SPEED	NO.	PCT.	CUM. PCT.
15	1	2.0	2.0
16	3	6.0	8.0
17	1	2.0	10.0
18	0	0.0	10.0
19	1	2.0	12.0
20	1	2.0	14.0
21	5	10.0	24.0
22	5	10.0	34.0
23	1	2.0	36.0
24	3	6.0	42.0
25	5	10.0	52.0
26	4	8.0	60.0
27	3	6.0	66.0
28	2	4.0	70.0
29	6	12.0	82.0
30	4	8.0	90.0
31	2	4.0	94.0
32	1	2.0	96.0
33	0	0.0	96.0
34	1	2.0	98.0
35	1	2.0	100.0

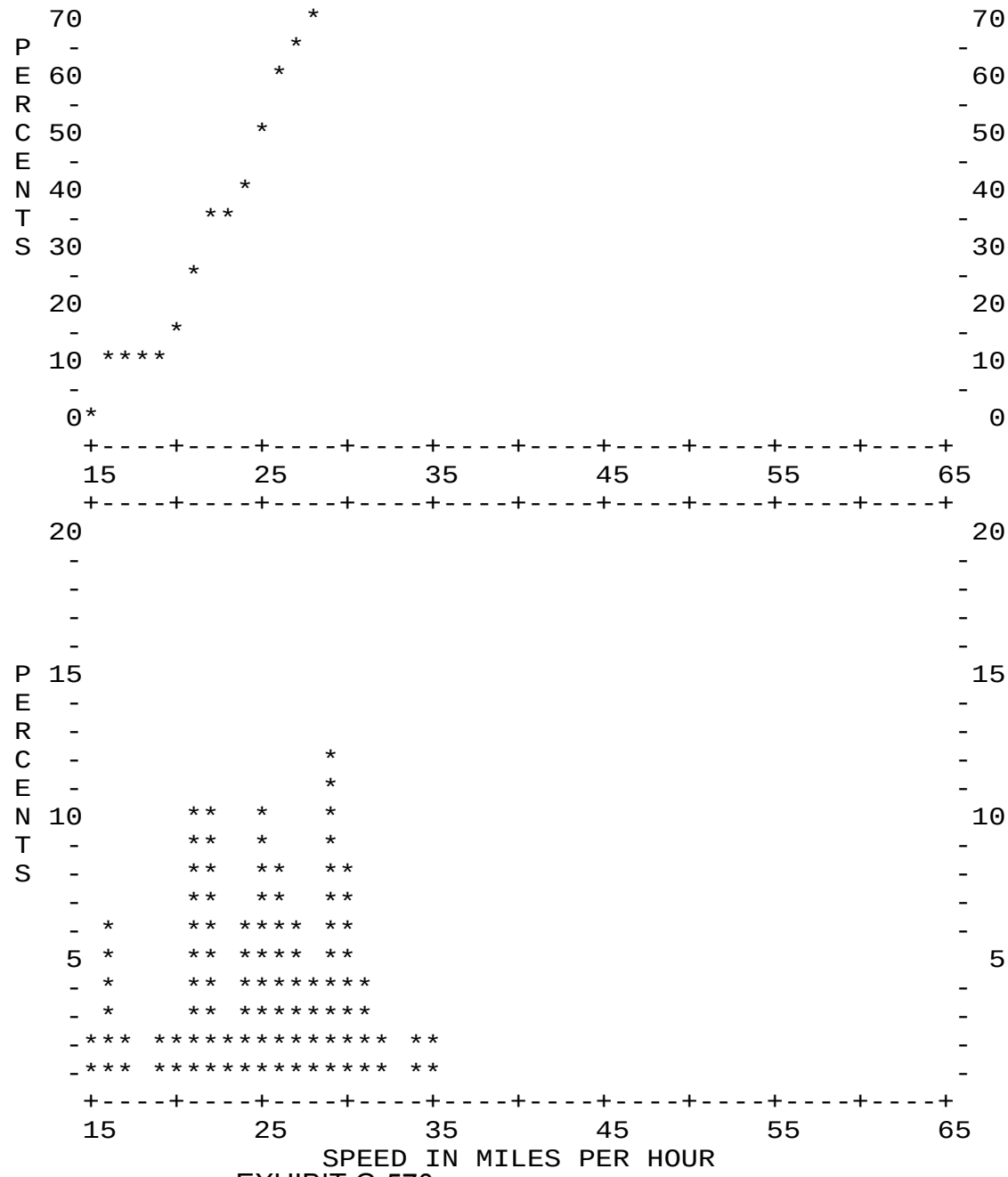


EXHIBIT G-570

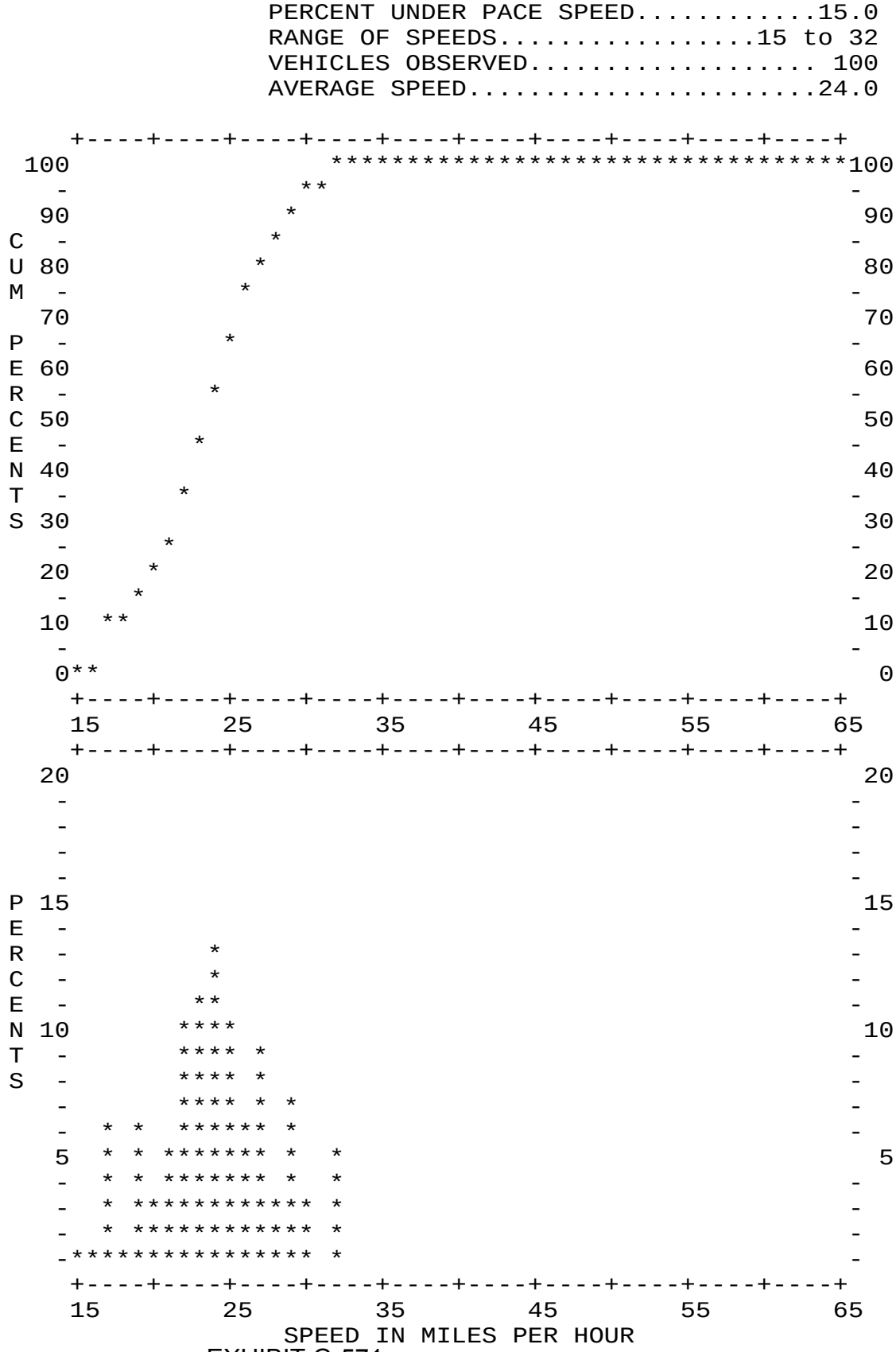
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Florence south of Oak
LIMITS..... to

DIRECTION(S).....NB/SB
DATE.....2/25/15
TIME.....11:50
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....24
85TH PERCENTILE SPEED.....28
10 MPH PACE SPEED.....20 through 29
PERCENT IN PACE SPEED..... 77.0
PERCENT OVER PACE SPEED..... 8.0
PERCENT UNDER PACE SPEED.....15.0
RANGE OF SPEEDS.....15 to 32
VEHICLES OBSERVED..... 100
AVERAGE SPEED.....24.0

SPEED	NO.	PCT.	CUM. PCT.
15	1	1.0	1.0
16	1	1.0	2.0
17	6	6.0	8.0
18	1	1.0	9.0
19	6	6.0	15.0
20	3	3.0	18.0
21	5	5.0	23.0
22	10	10.0	33.0
23	11	11.0	44.0
24	13	13.0	57.0
25	10	10.0	67.0
26	6	6.0	73.0
27	9	9.0	82.0
28	3	3.0	85.0
29	7	7.0	92.0
30	3	3.0	95.0
31	0	0.0	95.0
32	5	5.0	100.0



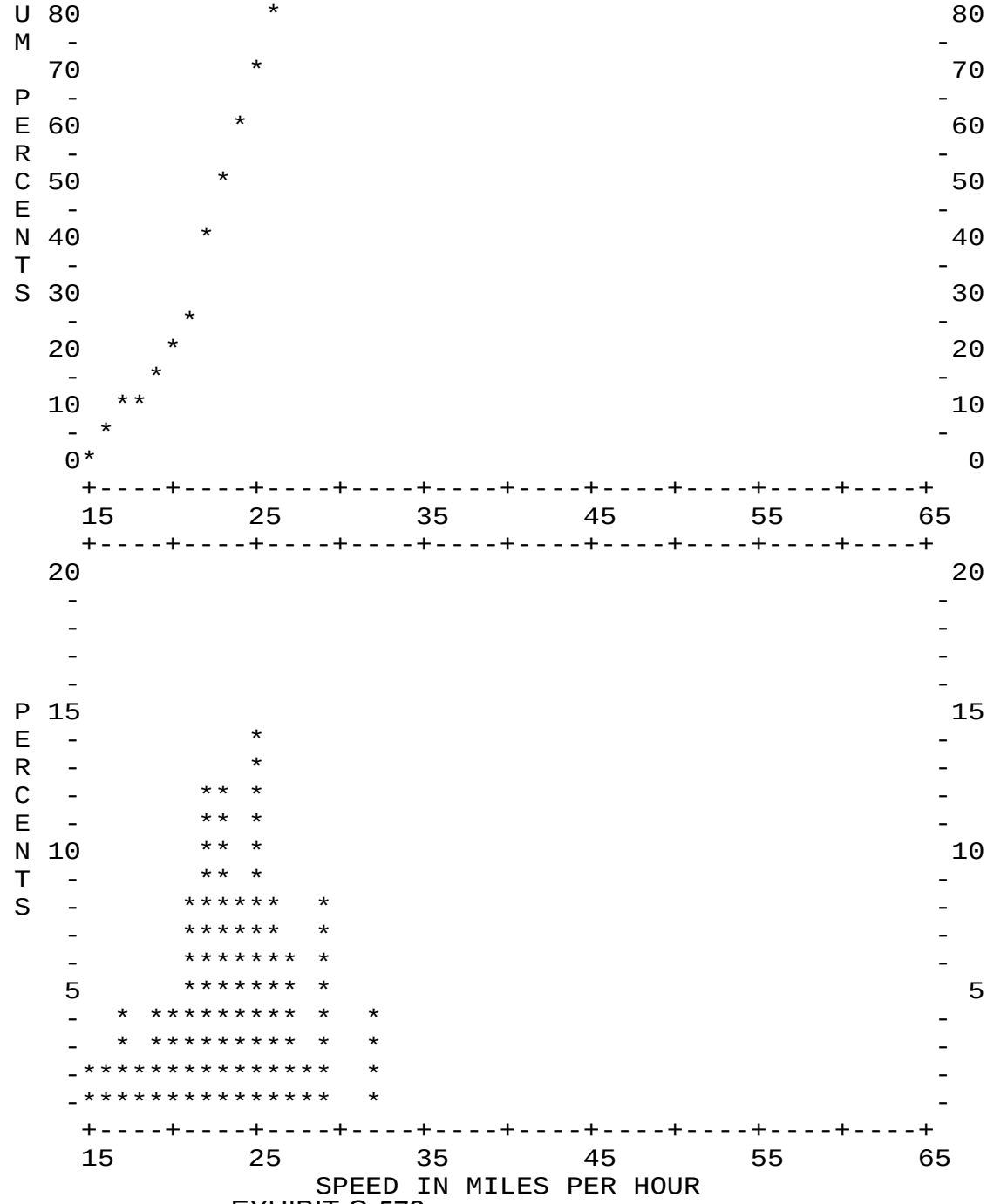
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Florence south of Oak
LIMITS..... to

DIRECTION(S).....SB
DATE.....2/25/15
TIME.....11:50
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....23
85TH PERCENTILE SPEED.....27
10 MPH PACE SPEED.....20 through 29
PERCENT IN PACE SPEED..... 82.0
PERCENT OVER PACE SPEED..... 4.0
PERCENT UNDER PACE SPEED.....14.0
RANGE OF SPEEDS.....15 to 32
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....23.6

SPEED	NO.	PCT.	CUM. PCT.
15	1	2.0	2.0
16	1	2.0	4.0
17	2	4.0	8.0
18	1	2.0	10.0
19	2	4.0	14.0
20	2	4.0	18.0
21	4	8.0	26.0
22	6	12.0	38.0
23	6	12.0	50.0
24	4	8.0	58.0
25	7	14.0	72.0
26	4	8.0	80.0
27	3	6.0	86.0
28	1	2.0	88.0
29	4	8.0	96.0
30	0	0.0	96.0
31	0	0.0	96.0
32	2	4.0	100.0



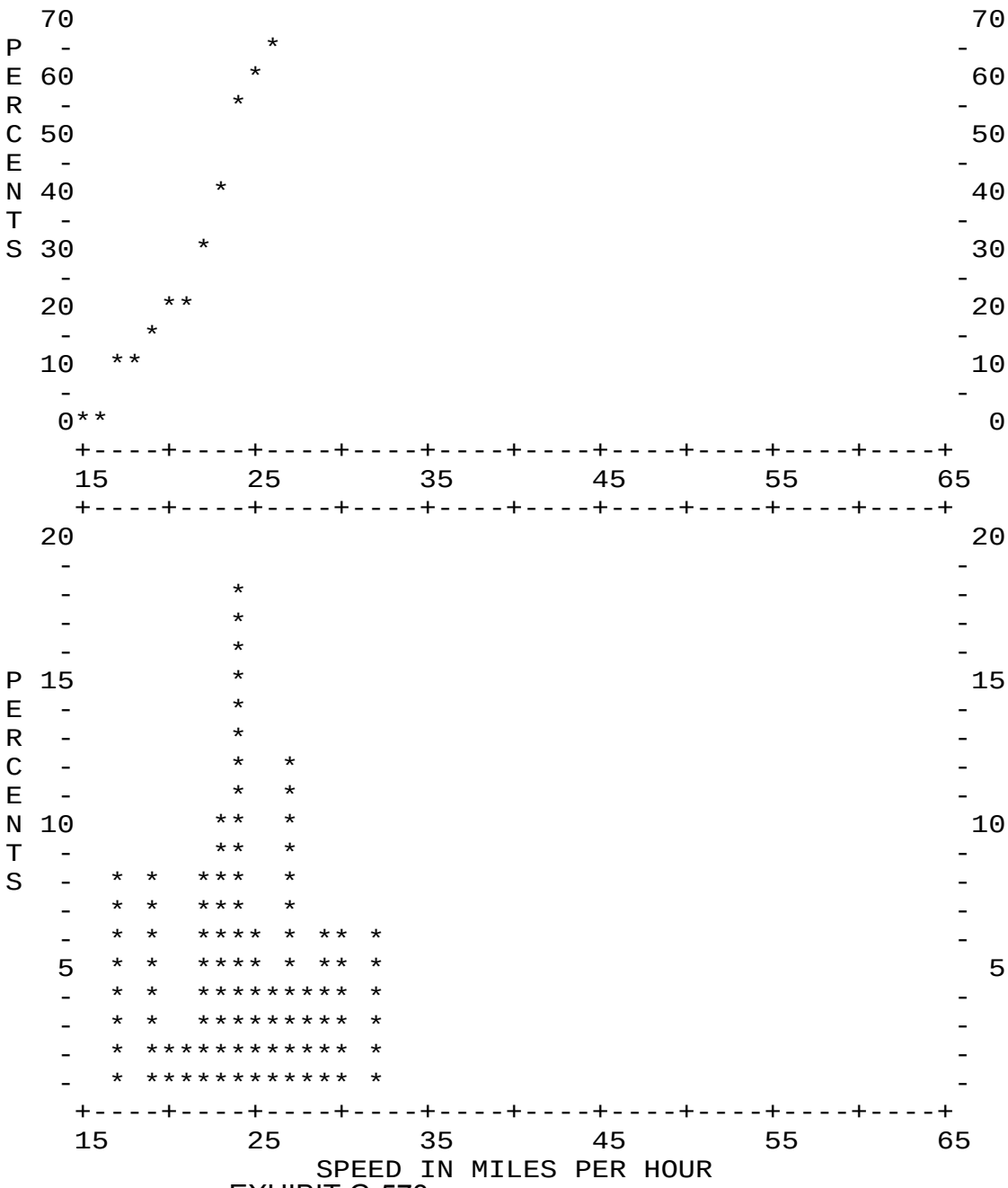
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Florence south of Oak
LIMITS..... to

DIRECTION(S).....NB
DATE.....2/25/15
TIME.....11:50
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....24
85TH PERCENTILE SPEED.....29
10 MPH PACE SPEED.....21 through 30
PERCENT IN PACE SPEED..... 76.0
PERCENT OVER PACE SPEED..... 6.0
PERCENT UNDER PACE SPEED.....18.0
RANGE OF SPEEDS.....17 to 32
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....24.4

SPEED	NO.	PCT.	CUM. PCT.
17	4	8.0	8.0
18	0	0.0	8.0
19	4	8.0	16.0
20	1	2.0	18.0
21	1	2.0	20.0
22	4	8.0	28.0
23	5	10.0	38.0
24	9	18.0	56.0
25	3	6.0	62.0
26	2	4.0	66.0
27	6	12.0	78.0
28	2	4.0	82.0
29	3	6.0	88.0
30	3	6.0	94.0
31	0	0.0	94.0
32	3	6.0	100.0



Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Naomi south of Oak
LIMITS..... to

DIRECTION(S).....NB/SB
DATE.....2/25/15
TIME.....11:15
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....23
85TH PERCENTILE SPEED.....28
10 MPH PACE SPEED.....18 through 27
PERCENT IN PACE SPEED..... 67.0
PERCENT OVER PACE SPEED.....18.0
PERCENT UNDER PACE SPEED.....15.0
RANGE OF SPEEDS.....15 to 35
VEHICLES OBSERVED..... 100
AVERAGE SPEED.....22.9

SPEED	NO.	PCT.	CUM. PCT.
15	5	5.0	5.0
16	5	5.0	10.0
17	5	5.0	15.0
18	4	4.0	19.0
19	12	12.0	31.0
20	1	1.0	32.0
21	8	8.0	40.0
22	9	9.0	49.0
23	6	6.0	55.0
24	7	7.0	62.0
25	6	6.0	68.0
26	7	7.0	75.0
27	7	7.0	82.0
28	3	3.0	85.0
29	6	6.0	91.0
30	3	3.0	94.0
31	2	2.0	96.0
32	3	3.0	99.0
33	0	0.0	99.0
34	0	0.0	99.0
35	1	1.0	100.0

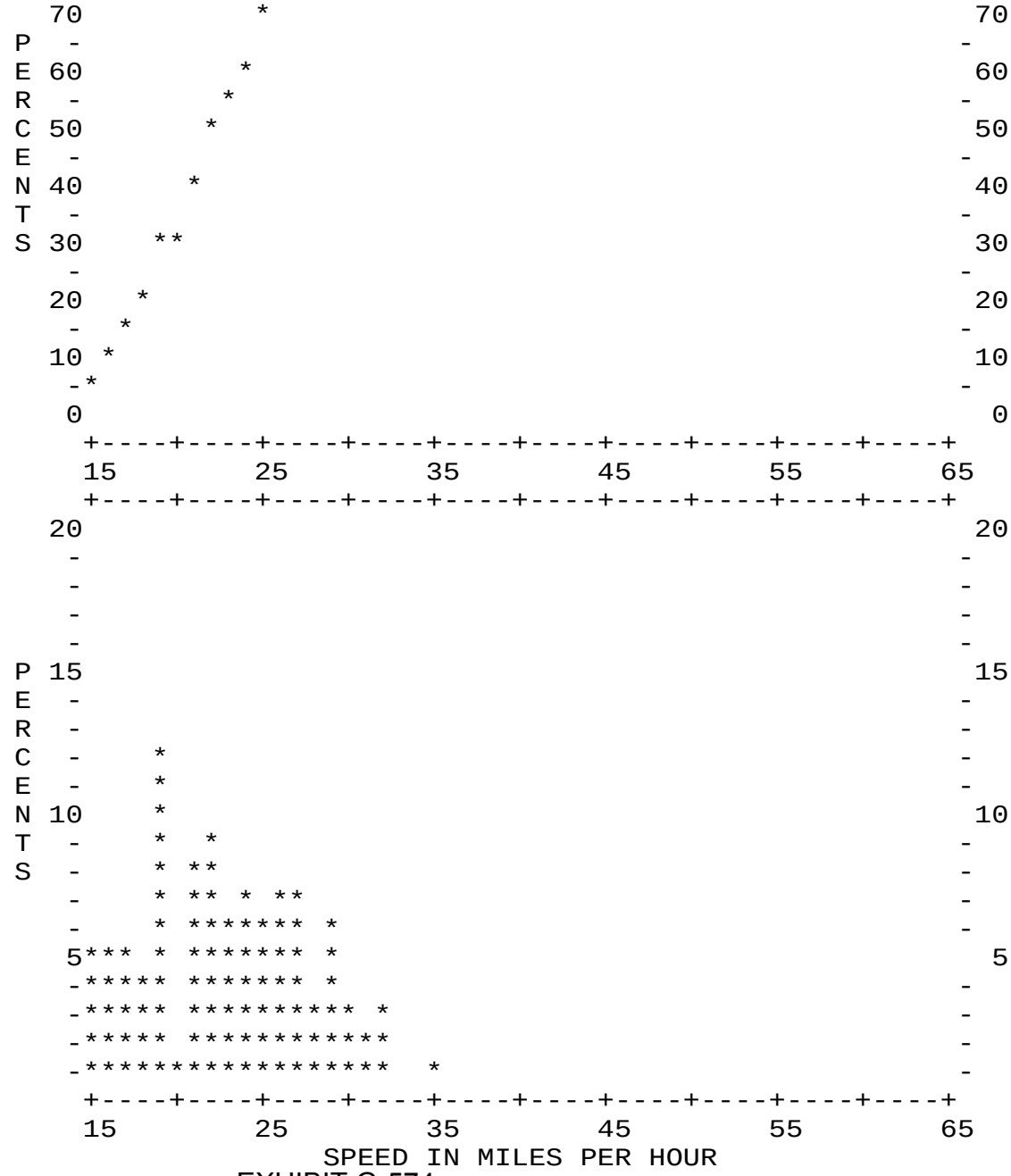


EXHIBIT G-574

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Naomi south of Oak
LIMITS..... to

DIRECTION(S).....NB
DATE.....2/25/15
TIME.....11:15
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....21
85TH PERCENTILE SPEED.....26
10 MPH PACE SPEED.....17 through 26
PERCENT IN PACE SPEED..... 78.0
PERCENT OVER PACE SPEED.....10.0
PERCENT UNDER PACE SPEED.....12.0
RANGE OF SPEEDS.....15 to 31
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....21.5

SPEED	NO.	PCT.	CUM. PCT.
15	3	6.0	6.0
16	3	6.0	12.0
17	4	8.0	20.0
18	4	8.0	28.0
19	4	8.0	36.0
20	1	2.0	38.0
21	8	16.0	54.0
22	5	10.0	64.0
23	2	4.0	68.0
24	3	6.0	74.0
25	3	6.0	80.0
26	5	10.0	90.0
27	0	0.0	90.0
28	1	2.0	92.0
29	2	4.0	96.0
30	1	2.0	98.0
31	1	2.0	100.0

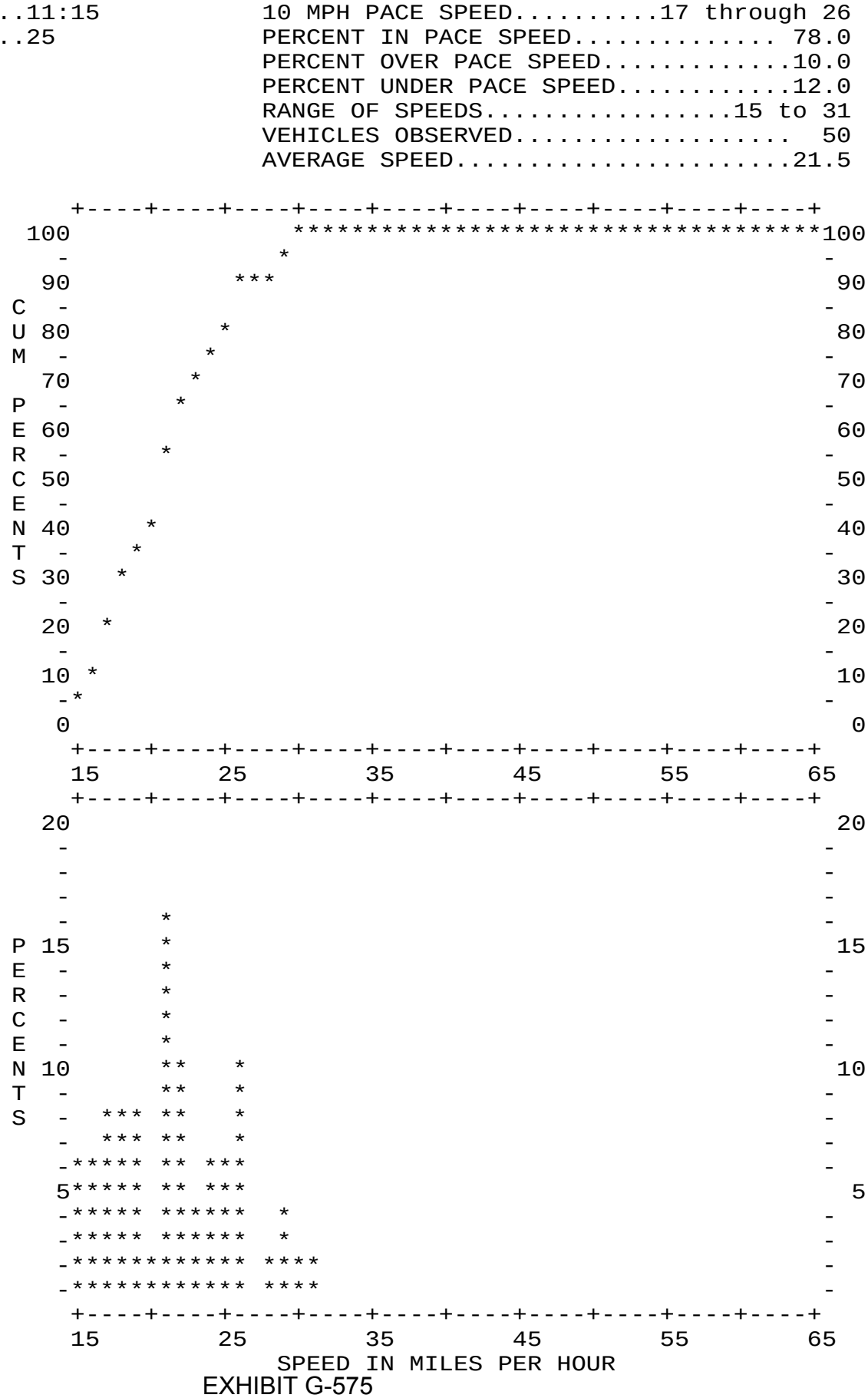


EXHIBIT G-575

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Naomi south of Oak
LIMITS..... to

DIRECTION(S).....SB
DATE.....2/25/15
TIME.....11:15
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....24
85TH PERCENTILE SPEED.....29
10 MPH PACE SPEED.....19 through 28
PERCENT IN PACE SPEED..... 68.0
PERCENT OVER PACE SPEED.....22.0
PERCENT UNDER PACE SPEED.....10.0
RANGE OF SPEEDS.....15 to 35
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....24.3

SPEED	NO.	PCT.	CUM. PCT.
15	2	4.0	4.0
16	2	4.0	8.0
17	1	2.0	10.0
18	0	0.0	10.0
19	8	16.0	26.0
20	0	0.0	26.0
21	0	0.0	26.0
22	4	8.0	34.0
23	4	8.0	42.0
24	4	8.0	50.0
25	3	6.0	56.0
26	2	4.0	60.0
27	7	14.0	74.0
28	2	4.0	78.0
29	4	8.0	86.0
30	2	4.0	90.0
31	1	2.0	92.0
32	3	6.0	98.0
33	0	0.0	98.0
34	0	0.0	98.0
35	1	2.0	100.0

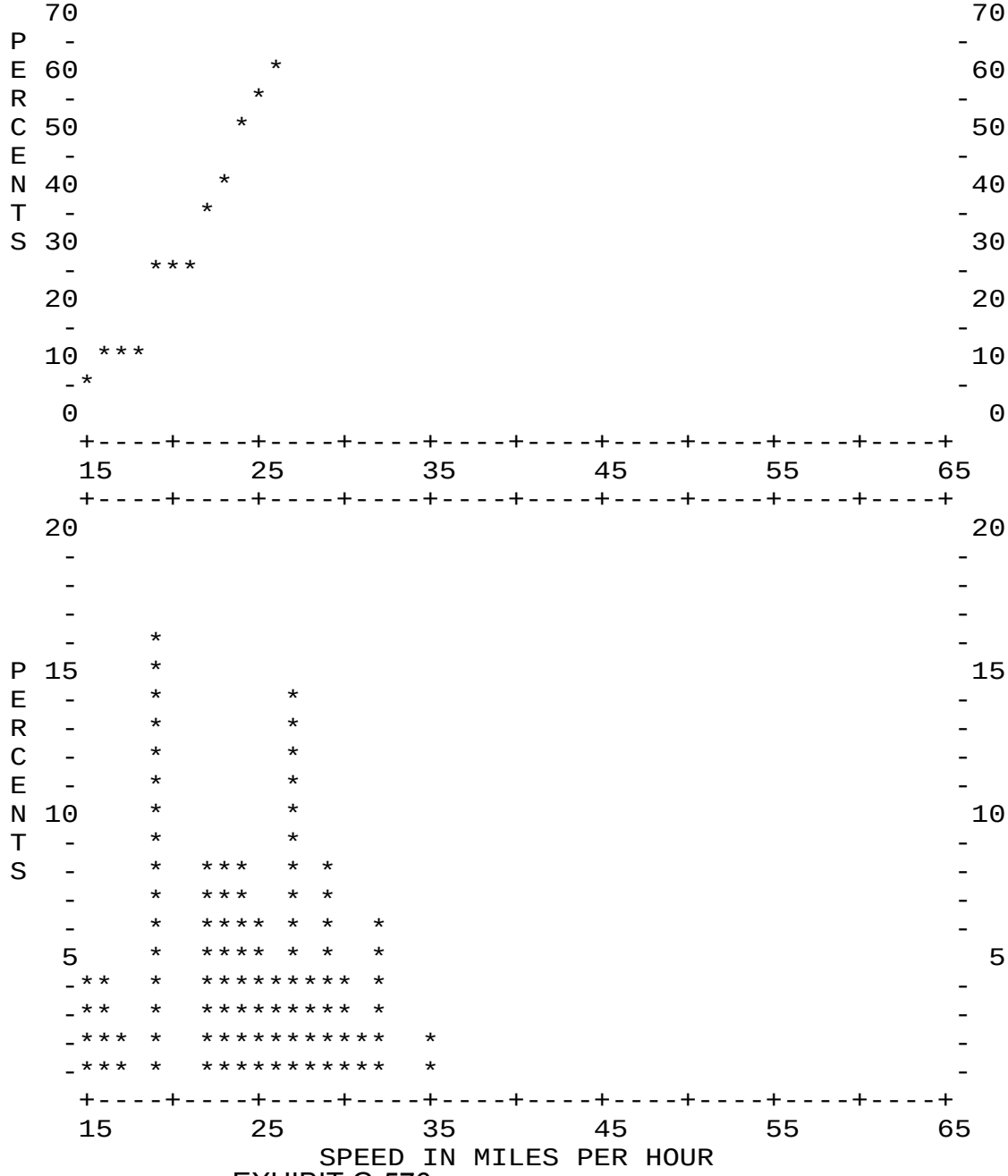


EXHIBIT G-576

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Alley south of Oak btwn Hollywood Way an
LIMITS..... to

DIRECTION(S).....NB/SB
DATE.....02/25/15
TIME.....9:30
POSTED SPEED LIMIT....15

50TH PERCENTILE SPEED.....14
85TH PERCENTILE SPEED.....17
10 MPH PACE SPEED..... 9 through 18
PERCENT IN PACE SPEED..... 92.0
PERCENT OVER PACE SPEED..... 3.0
PERCENT UNDER PACE SPEED..... 5.0
RANGE OF SPEEDS..... 6 to 23
VEHICLES OBSERVED..... 100
AVERAGE SPEED.....13.6

SPEED	NO.	PCT.	CUM. PCT.
6	3	3.0	3.0
7	1	1.0	4.0
8	1	1.0	5.0
9	3	3.0	8.0
10	7	7.0	15.0
11	10	10.0	25.0
12	15	15.0	40.0
13	6	6.0	46.0
14	13	13.0	59.0
15	14	14.0	73.0
16	6	6.0	79.0
17	11	11.0	90.0
18	7	7.0	97.0
19	1	1.0	98.0
20	0	0.0	98.0
21	1	1.0	99.0
22	0	0.0	99.0
23	1	1.0	100.0

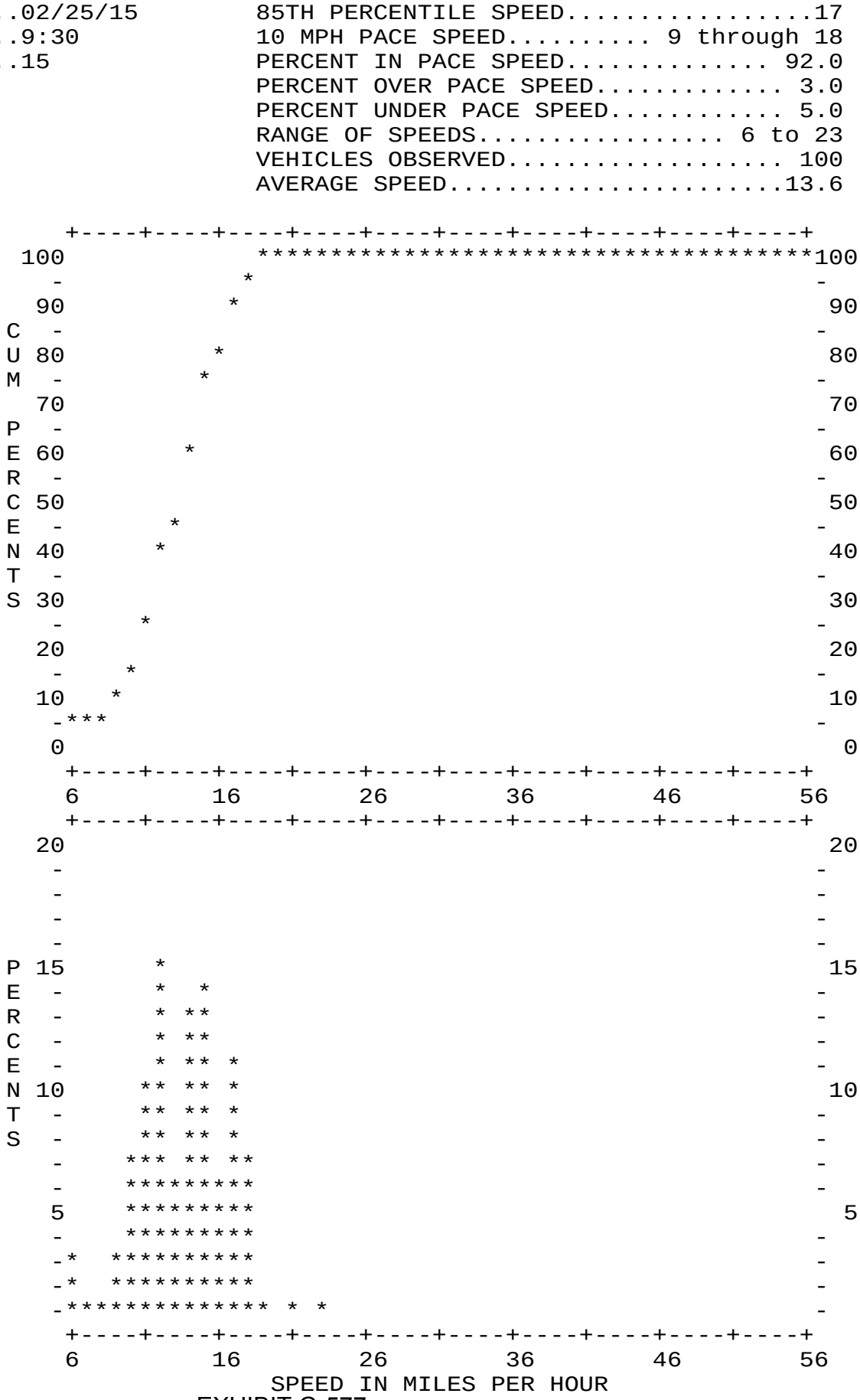


EXHIBIT G-577

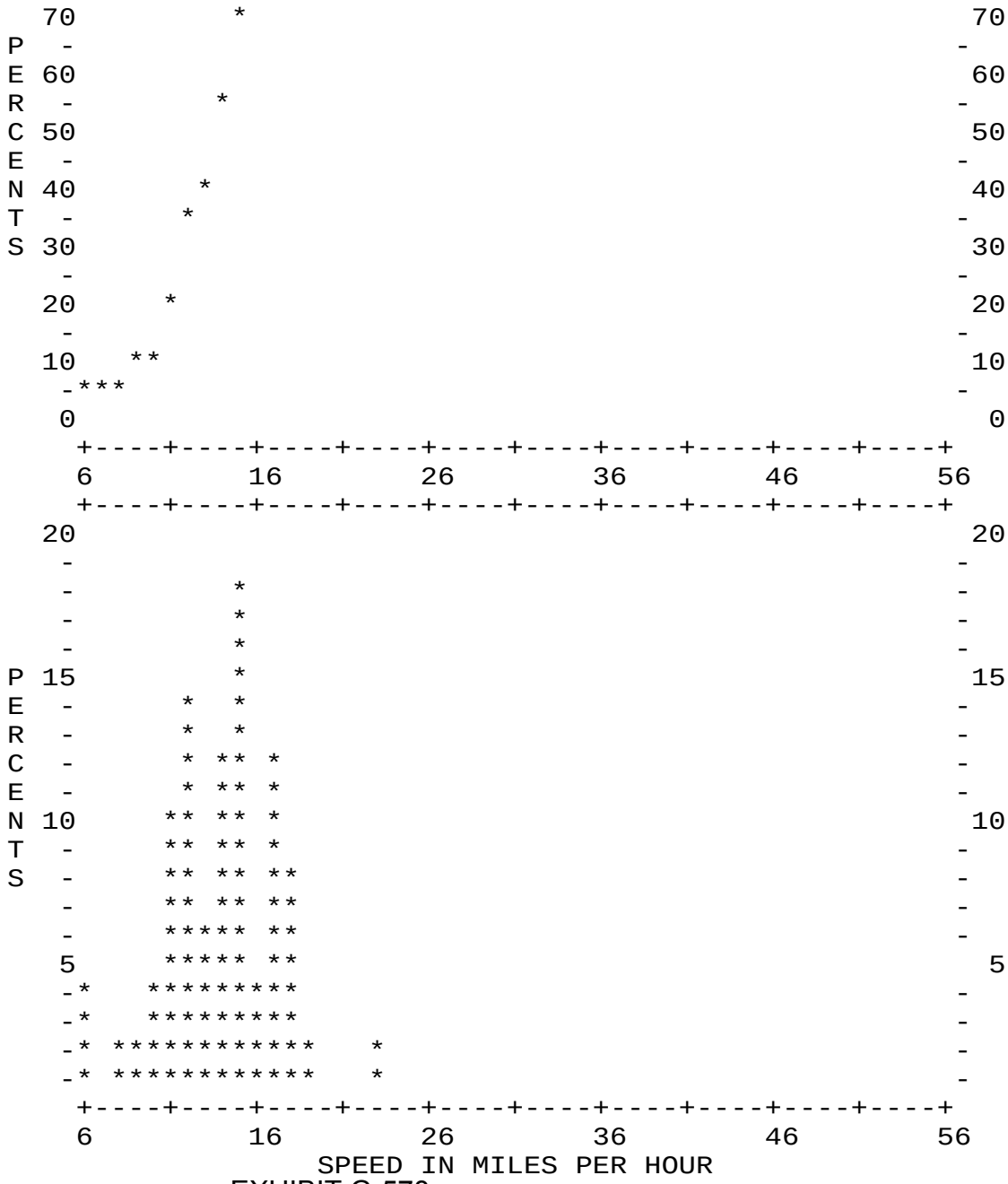
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Alley south of Oak btwn Hollywood Way an
LIMITS..... to

DIRECTION(S).....NB
DATE.....02/25/15
TIME.....9:30
POSTED SPEED LIMIT....15

50TH PERCENTILE SPEED.....14
85TH PERCENTILE SPEED.....17
10 MPH PACE SPEED..... 9 through 18
PERCENT IN PACE SPEED..... 90.0
PERCENT OVER PACE SPEED..... 4.0
PERCENT UNDER PACE SPEED..... 6.0
RANGE OF SPEEDS..... 6 to 23
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....13.9

SPEED	NO.	PCT.	CUM. PCT.
6	2	4.0	4.0
7	0	0.0	4.0
8	1	2.0	6.0
9	1	2.0	8.0
10	2	4.0	12.0
11	5	10.0	22.0
12	7	14.0	36.0
13	3	6.0	42.0
14	6	12.0	54.0
15	9	18.0	72.0
16	2	4.0	76.0
17	6	12.0	88.0
18	4	8.0	96.0
19	1	2.0	98.0
20	0	0.0	98.0
21	0	0.0	98.0
22	0	0.0	98.0
23	1	2.0	100.0



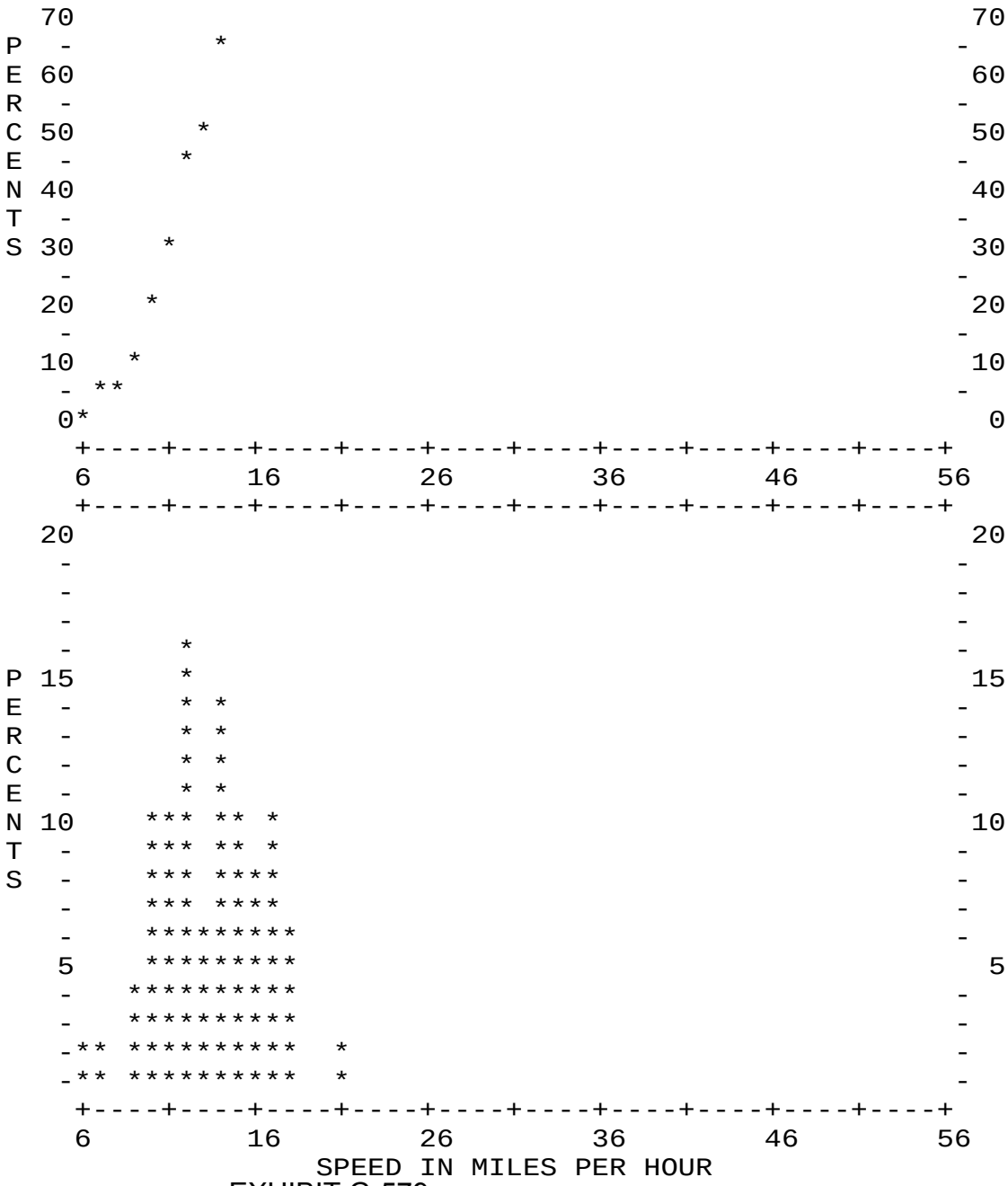
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Alley south of Oak btwn Hollywood Way an
LIMITS..... to

DIRECTION(S).....SB
DATE.....02/25/15
TIME.....9:30
POSTED SPEED LIMIT....15

50TH PERCENTILE SPEED.....13
85TH PERCENTILE SPEED.....17
10 MPH PACE SPEED..... 9 through 18
PERCENT IN PACE SPEED..... 94.0
PERCENT OVER PACE SPEED..... 2.0
PERCENT UNDER PACE SPEED..... 4.0
RANGE OF SPEEDS..... 6 to 21
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....13.4

SPEED	NO.	PCT.	CUM. PCT.
6	1	2.0	2.0
7	1	2.0	4.0
8	0	0.0	4.0
9	2	4.0	8.0
10	5	10.0	18.0
11	5	10.0	28.0
12	8	16.0	44.0
13	3	6.0	50.0
14	7	14.0	64.0
15	5	10.0	74.0
16	4	8.0	82.0
17	5	10.0	92.0
18	3	6.0	98.0
19	0	0.0	98.0
20	0	0.0	98.0
21	1	2.0	100.0



Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Cordova south of Oak
LIMITS..... to

DIRECTION(S).....NB/SB
DATE.....2/25/15
TIME.....14:15
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....25
85TH PERCENTILE SPEED.....30
10 MPH PACE SPEED.....21 through 30
PERCENT IN PACE SPEED..... 76.0
PERCENT OVER PACE SPEED.....13.0
PERCENT UNDER PACE SPEED.....11.0
RANGE OF SPEEDS.....16 to 39
VEHICLES OBSERVED..... 100
AVERAGE SPEED.....25.6

SPEED	NO.	PCT.	CUM. PCT.
16	2	2.0	2.0
17	4	4.0	6.0
18	1	1.0	7.0
19	3	3.0	10.0
20	1	1.0	11.0
21	6	6.0	17.0
22	8	8.0	25.0
23	8	8.0	33.0
24	12	12.0	45.0
25	7	7.0	52.0
26	7	7.0	59.0
27	9	9.0	68.0
28	5	5.0	73.0
29	9	9.0	82.0
30	5	5.0	87.0
31	4	4.0	91.0
32	2	2.0	93.0
33	1	1.0	94.0
34	3	3.0	97.0
35	0	0.0	97.0
36	1	1.0	98.0
37	0	0.0	98.0
38	1	1.0	99.0
39	1	1.0	100.0

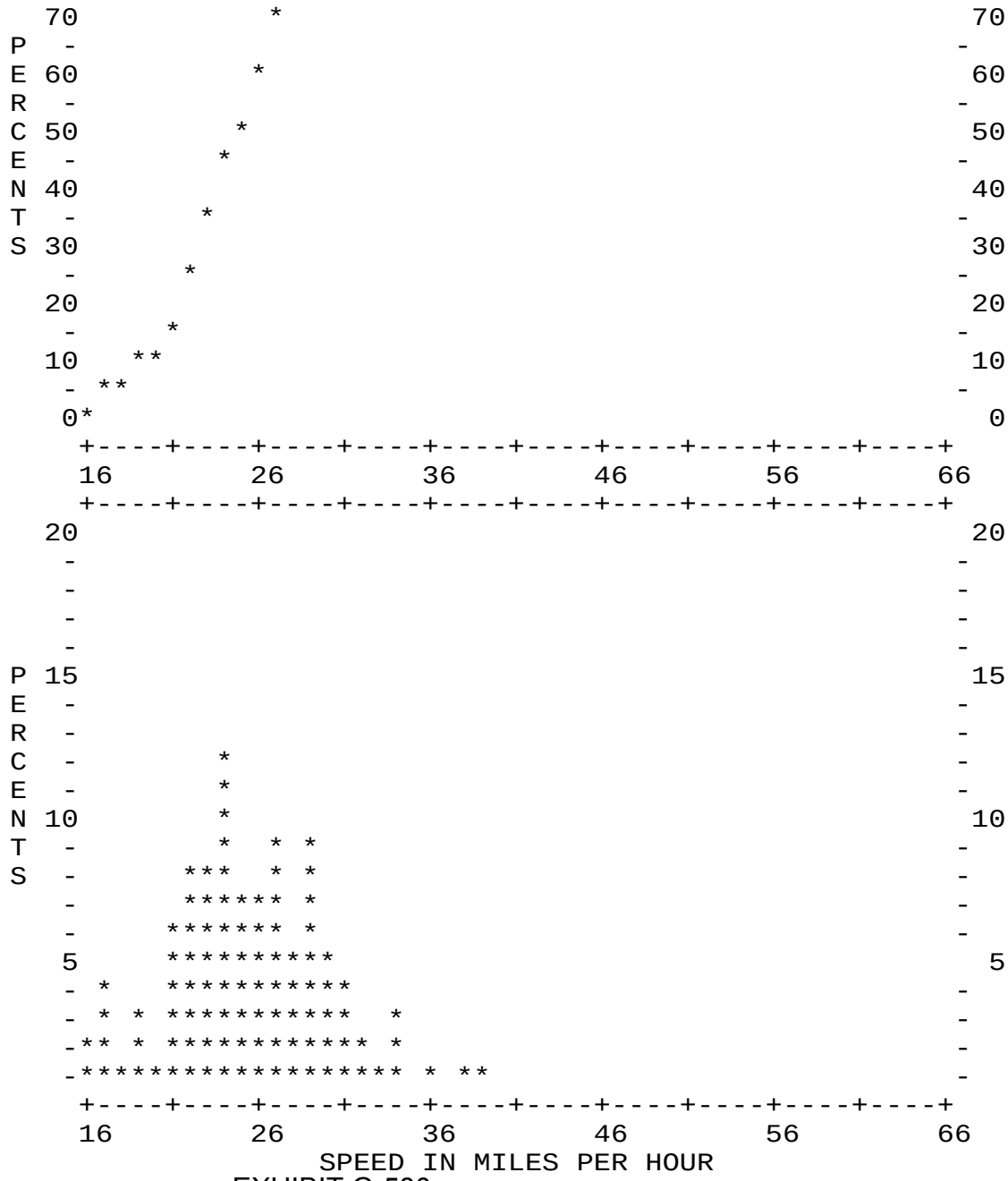


EXHIBIT G-580

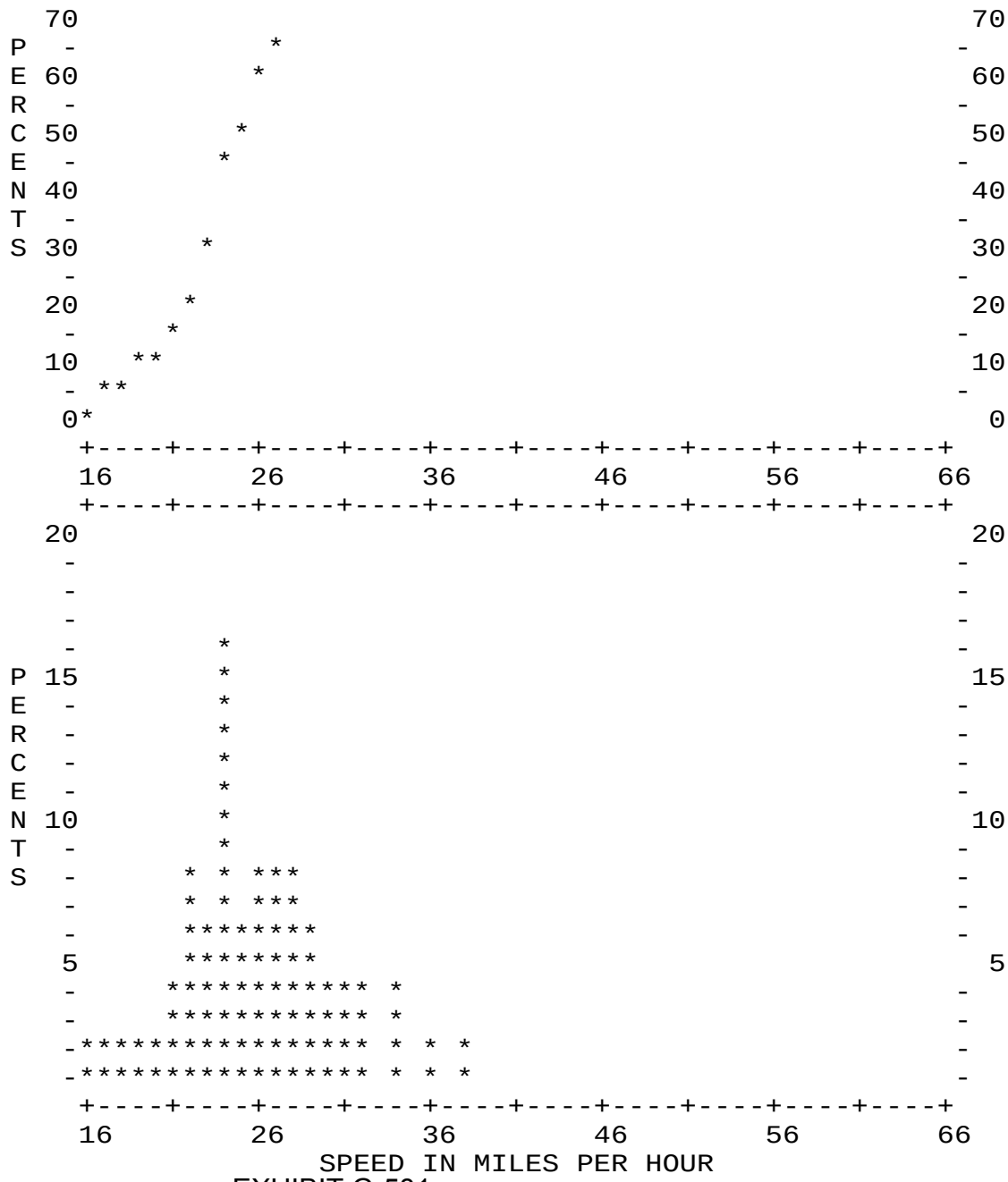
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Cordova south of Oak
LIMITS..... to

DIRECTION(S).....NB
DATE.....2/25/15
TIME.....14:15
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....25
85TH PERCENTILE SPEED.....31
10 MPH PACE SPEED.....21 through 30
PERCENT IN PACE SPEED..... 74.0
PERCENT OVER PACE SPEED.....16.0
PERCENT UNDER PACE SPEED.....10.0
RANGE OF SPEEDS.....16 to 38
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....25.9

SPEED	NO.	PCT.	CUM. PCT.
16	1	2.0	2.0
17	1	2.0	4.0
18	1	2.0	6.0
19	1	2.0	8.0
20	1	2.0	10.0
21	2	4.0	14.0
22	4	8.0	22.0
23	3	6.0	28.0
24	8	16.0	44.0
25	3	6.0	50.0
26	4	8.0	58.0
27	4	8.0	66.0
28	4	8.0	74.0
29	3	6.0	80.0
30	2	4.0	84.0
31	2	4.0	88.0
32	2	4.0	92.0
33	0	0.0	92.0
34	2	4.0	96.0
35	0	0.0	96.0
36	1	2.0	98.0
37	0	0.0	98.0
38	1	2.0	100.0



Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Cordova south of Oak
LIMITS..... to

DIRECTION(S).....SB
DATE.....2/25/15
TIME.....14:15
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....25
85TH PERCENTILE SPEED.....30
10 MPH PACE SPEED.....21 through 30
PERCENT IN PACE SPEED..... 78.0
PERCENT OVER PACE SPEED.....10.0
PERCENT UNDER PACE SPEED.....12.0
RANGE OF SPEEDS.....16 to 39
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....25.2

SPEED	NO.	PCT.	CUM. PCT.
16	1	2.0	2.0
17	3	6.0	8.0
18	0	0.0	8.0
19	2	4.0	12.0
20	0	0.0	12.0
21	4	8.0	20.0
22	4	8.0	28.0
23	5	10.0	38.0
24	4	8.0	46.0
25	4	8.0	54.0
26	3	6.0	60.0
27	5	10.0	70.0
28	1	2.0	72.0
29	6	12.0	84.0
30	3	6.0	90.0
31	2	4.0	94.0
32	0	0.0	94.0
33	1	2.0	96.0
34	1	2.0	98.0
35	0	0.0	98.0
36	0	0.0	98.0
37	0	0.0	98.0
38	0	0.0	98.0
39	1	2.0	100.0

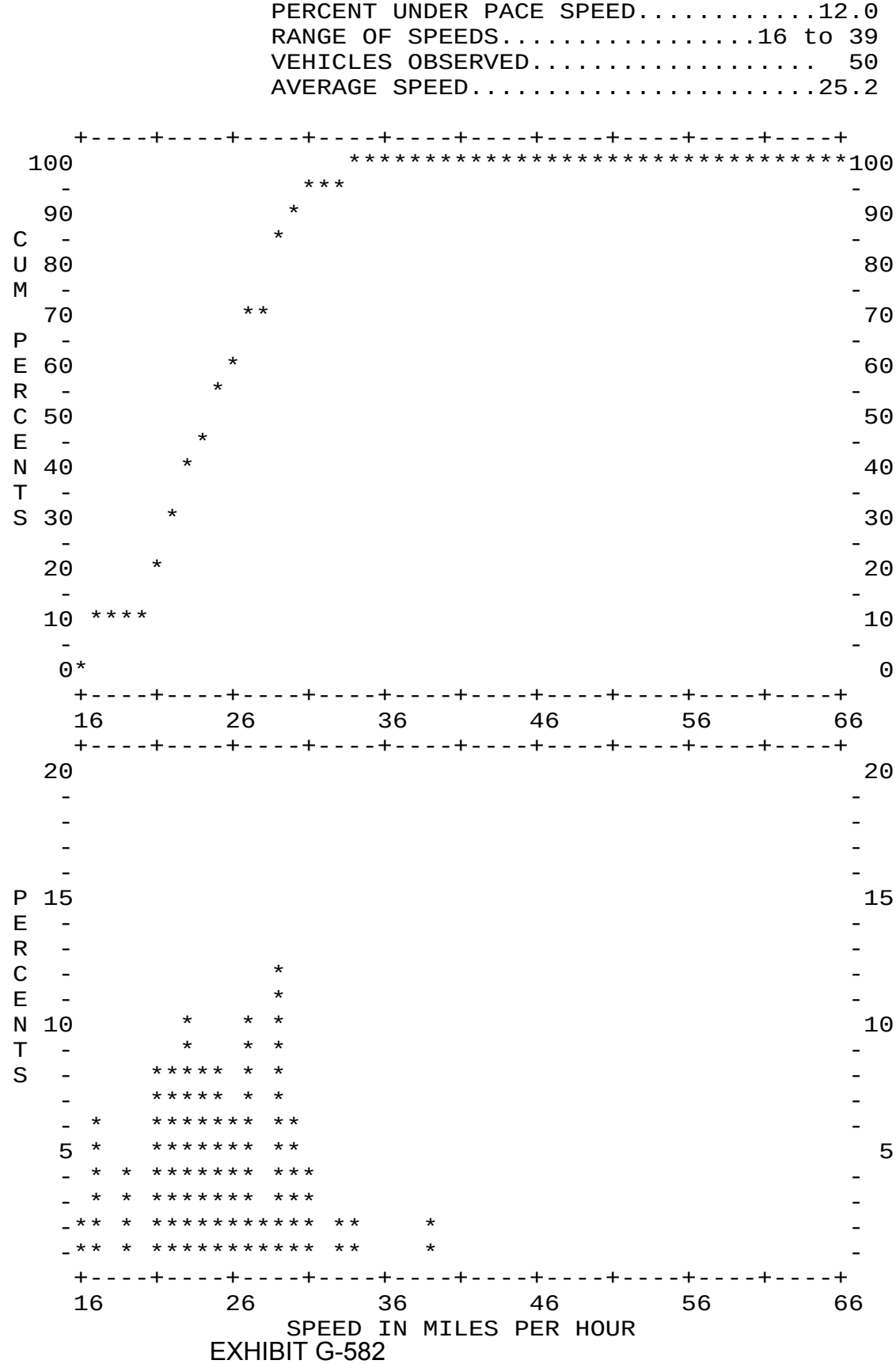


EXHIBIT G-582

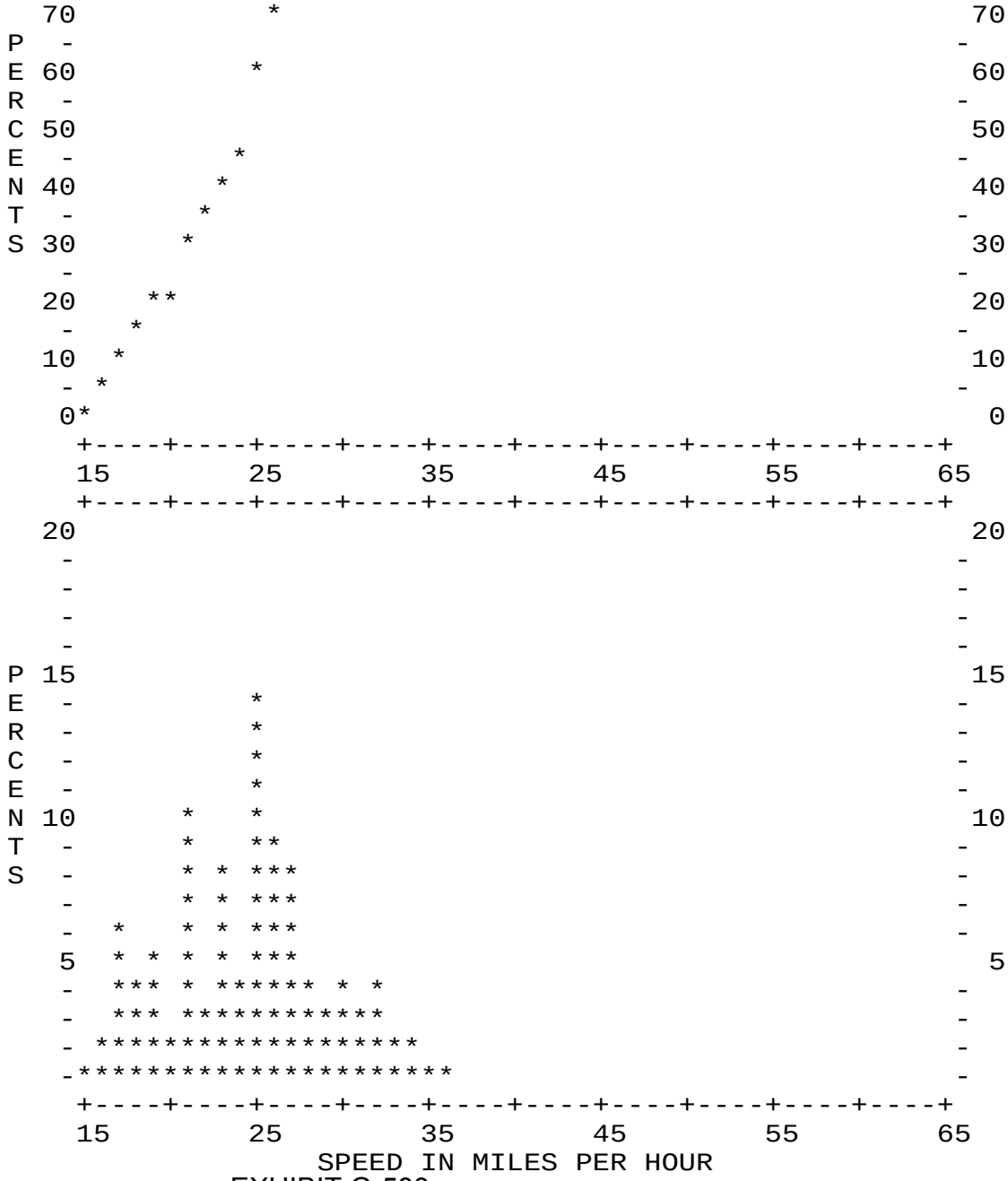
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Avon south of Oak
LIMITS..... to

DIRECTION(S).....NB/SB
DATE.....2/25/15
TIME.....10:45
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....25
85TH PERCENTILE SPEED.....30
10 MPH PACE SPEED.....18 through 27
PERCENT IN PACE SPEED..... 67.0
PERCENT OVER PACE SPEED.....24.0
PERCENT UNDER PACE SPEED..... 9.0
RANGE OF SPEEDS.....15 to 36
VEHICLES OBSERVED..... 100
AVERAGE SPEED.....24.6

SPEED	NO.	PCT.	CUM. PCT.
15	1	1.0	1.0
16	2	2.0	3.0
17	6	6.0	9.0
18	4	4.0	13.0
19	5	5.0	18.0
20	2	2.0	20.0
21	10	10.0	30.0
22	3	3.0	33.0
23	8	8.0	41.0
24	4	4.0	45.0
25	14	14.0	59.0
26	9	9.0	68.0
27	8	8.0	76.0
28	4	4.0	80.0
29	3	3.0	83.0
30	4	4.0	87.0
31	3	3.0	90.0
32	4	4.0	94.0
33	2	2.0	96.0
34	2	2.0	98.0
35	1	1.0	99.0
36	1	1.0	100.0



Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Avon south of Oak
LIMITS..... to

DIRECTION(S).....NB
DATE.....2/25/15
TIME.....10:45
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....25
85TH PERCENTILE SPEED.....30
10 MPH PACE SPEED.....17 through 26
PERCENT IN PACE SPEED..... 66.0
PERCENT OVER PACE SPEED.....28.0
PERCENT UNDER PACE SPEED..... 6.0
RANGE OF SPEEDS.....15 to 34
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....24.2

SPEED	NO.	PCT.	CUM. PCT.
15	1	2.0	2.0
16	2	4.0	6.0
17	3	6.0	12.0
18	2	4.0	16.0
19	4	8.0	24.0
20	1	2.0	26.0
21	4	8.0	34.0
22	1	2.0	36.0
23	4	8.0	44.0
24	1	2.0	46.0
25	7	14.0	60.0
26	6	12.0	72.0
27	2	4.0	76.0
28	2	4.0	80.0
29	2	4.0	84.0
30	1	2.0	86.0
31	1	2.0	88.0
32	2	4.0	92.0
33	2	4.0	96.0
34	2	4.0	100.0

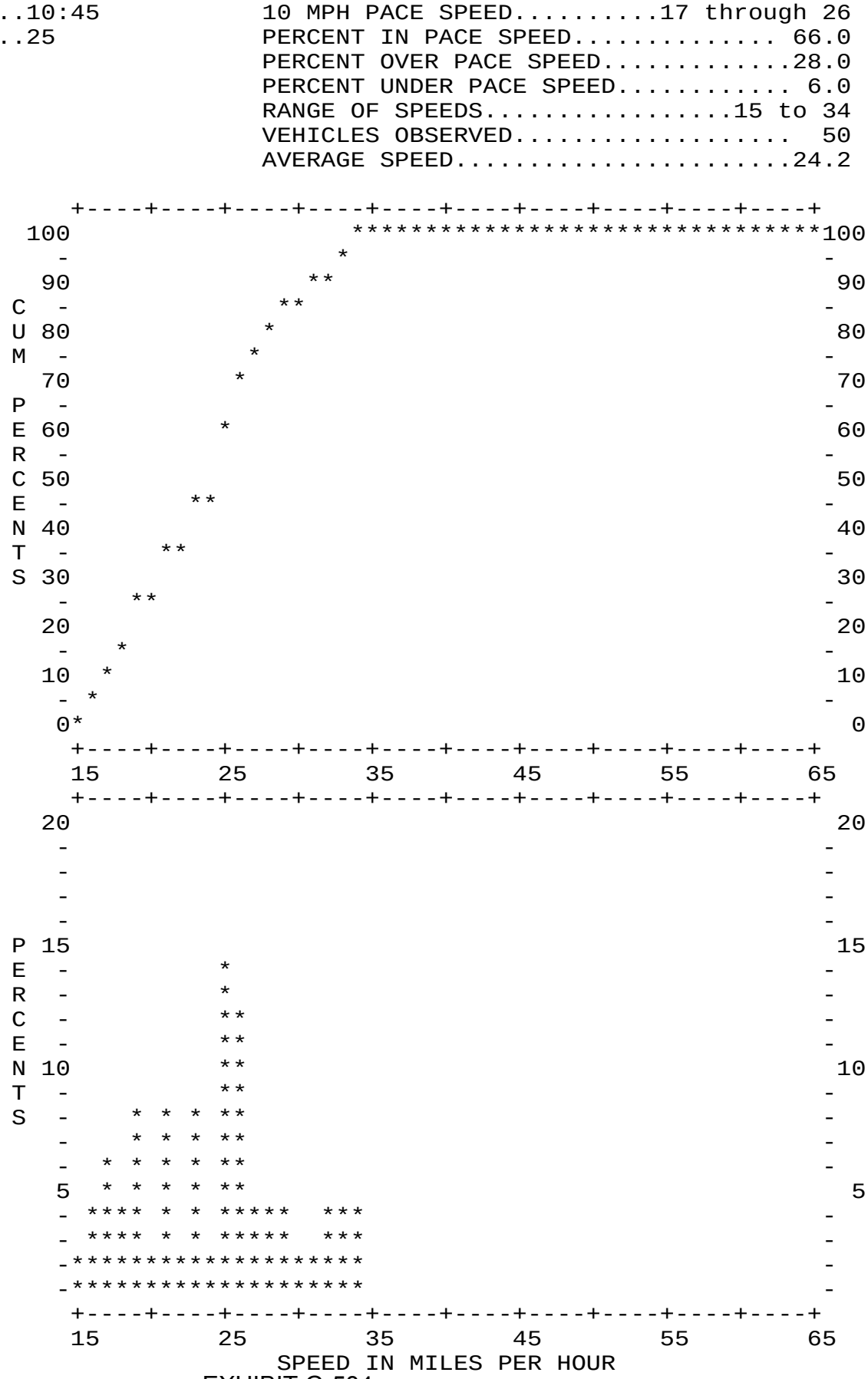


EXHIBIT G-584

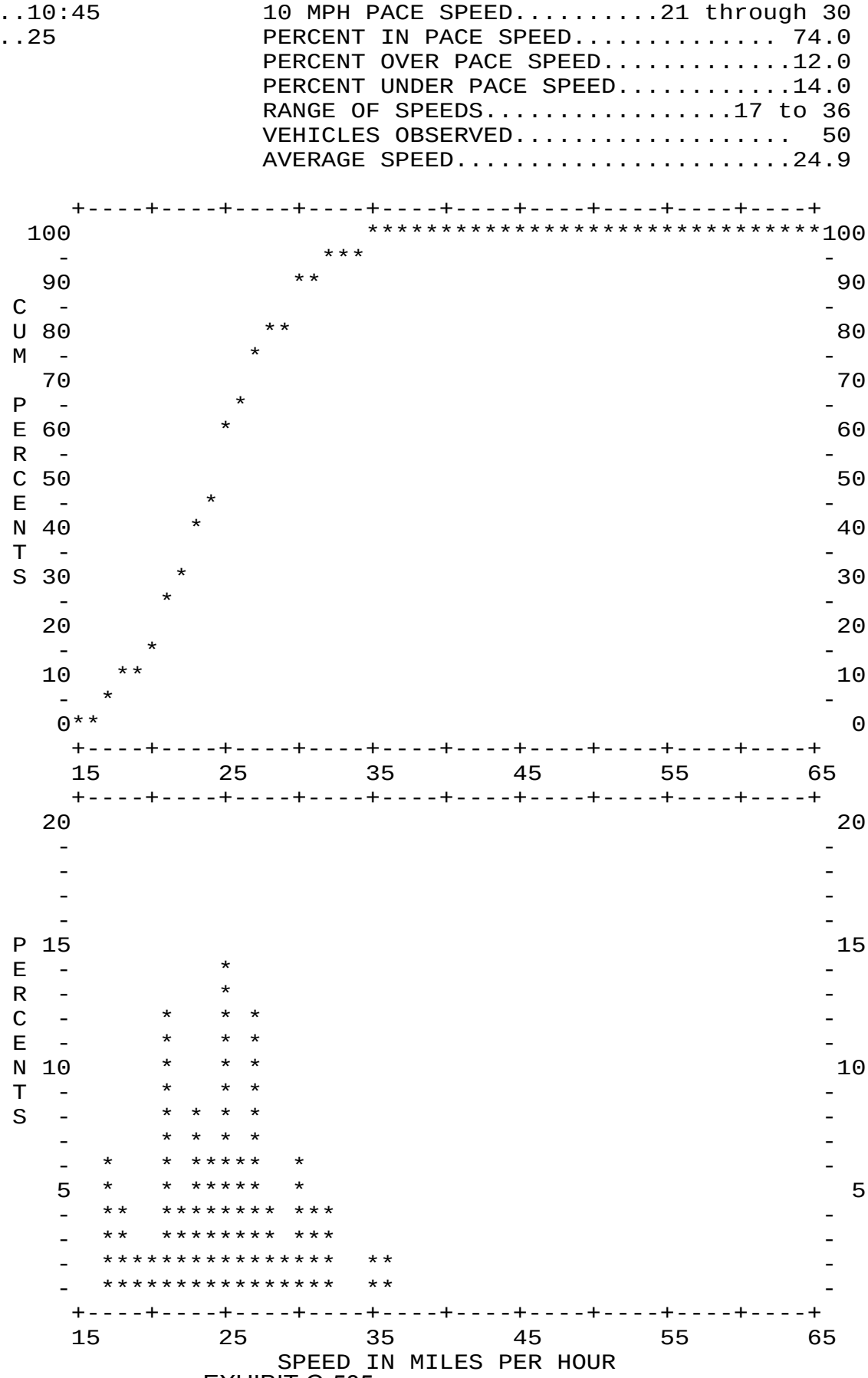
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Avon south of Oak
LIMITS..... to

DIRECTION(S).....SB
DATE.....2/25/15
TIME.....10:45
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....25
85TH PERCENTILE SPEED.....30
10 MPH PACE SPEED.....21 through 30
PERCENT IN PACE SPEED..... 74.0
PERCENT OVER PACE SPEED.....12.0
PERCENT UNDER PACE SPEED.....14.0
RANGE OF SPEEDS.....17 to 36
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....24.9

SPEED	NO.	PCT.	CUM. PCT.
17	3	6.0	6.0
18	2	4.0	10.0
19	1	2.0	12.0
20	1	2.0	14.0
21	6	12.0	26.0
22	2	4.0	30.0
23	4	8.0	38.0
24	3	6.0	44.0
25	7	14.0	58.0
26	3	6.0	64.0
27	6	12.0	76.0
28	2	4.0	80.0
29	1	2.0	82.0
30	3	6.0	88.0
31	2	4.0	92.0
32	2	4.0	96.0
33	0	0.0	96.0
34	0	0.0	96.0
35	1	2.0	98.0
36	1	2.0	100.0



Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Lima south of Oak
LIMITS..... to

DIRECTION(S).....NB/SB
DATE.....2/25/15
TIME.....13:45
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....24
85TH PERCENTILE SPEED.....29
10 MPH PACE SPEED.....21 through 30
PERCENT IN PACE SPEED..... 71.0
PERCENT OVER PACE SPEED..... 9.0
PERCENT UNDER PACE SPEED.....20.0
RANGE OF SPEEDS.....15 to 40
VEHICLES OBSERVED..... 100
AVERAGE SPEED.....24.2

SPEED	NO.	PCT.	CUM. PCT.
15	4	4.0	4.0
16	6	6.0	10.0
17	2	2.0	12.0
18	3	3.0	15.0
19	5	5.0	20.0
20	0	0.0	20.0
21	6	6.0	26.0
22	9	9.0	35.0
23	9	9.0	44.0
24	8	8.0	52.0
25	13	13.0	65.0
26	4	4.0	69.0
27	5	5.0	74.0
28	2	2.0	76.0
29	10	10.0	86.0
30	5	5.0	91.0
31	2	2.0	93.0
32	3	3.0	96.0
33	2	2.0	98.0
34	1	1.0	99.0
35	0	0.0	99.0
36	0	0.0	99.0
37	0	0.0	99.0
38	0	0.0	99.0
39	0	0.0	99.0
40	1	1.0	100.0

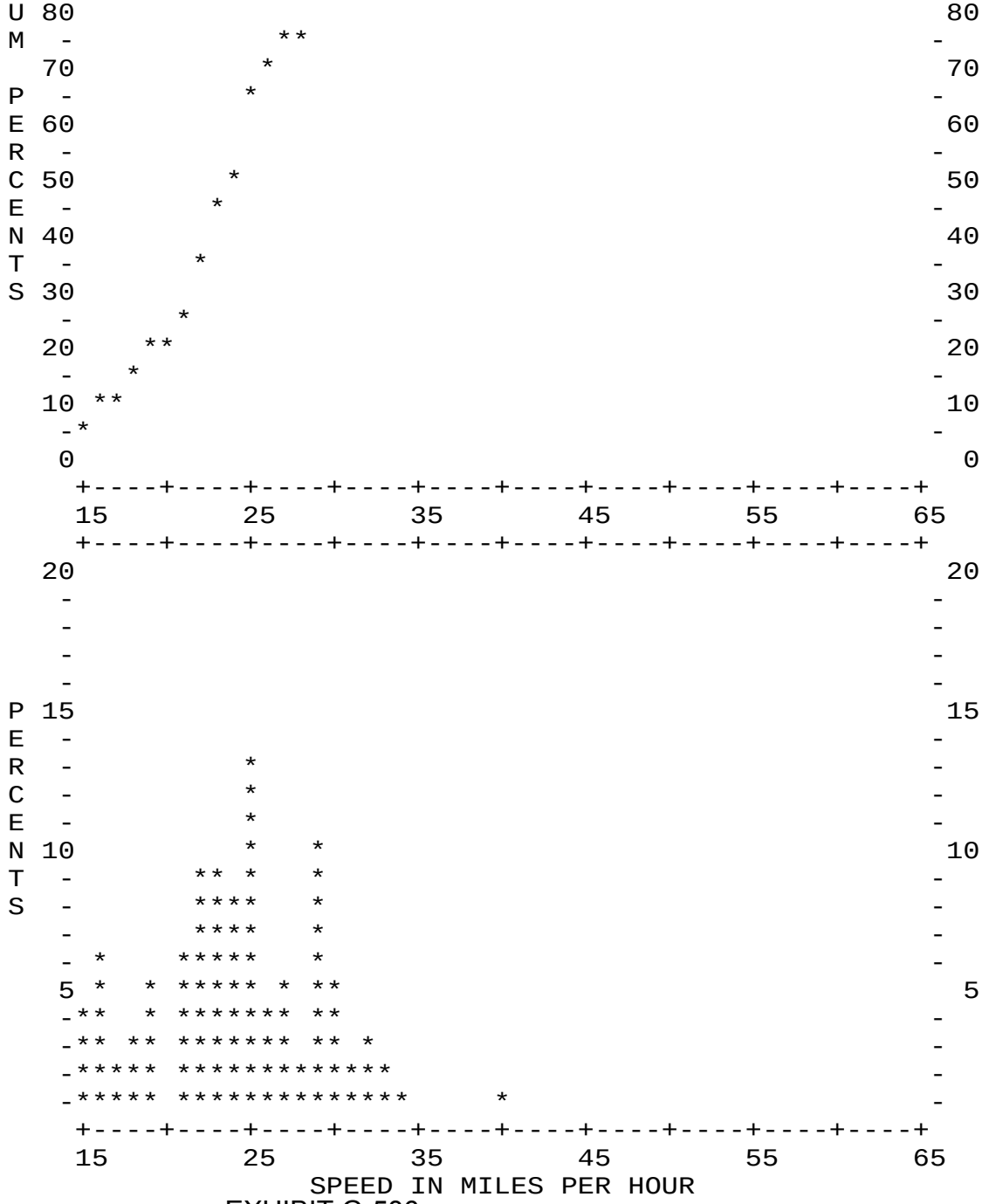


EXHIBIT G-586

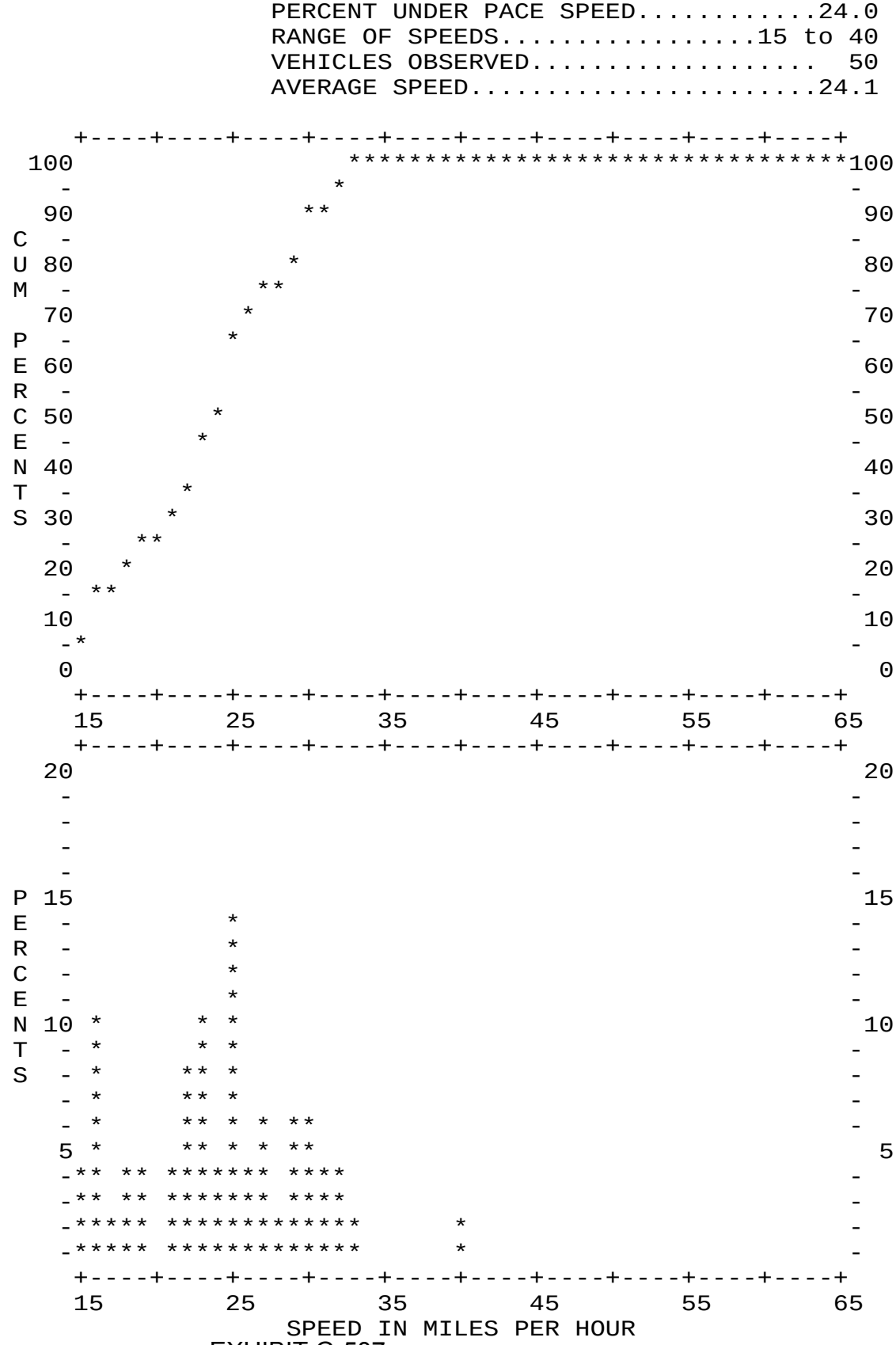
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Lima south of Oak
LIMITS..... to

DIRECTION(S).....NB
DATE.....2/25/15
TIME.....13:45
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....24
85TH PERCENTILE SPEED.....30
10 MPH PACE SPEED.....21 through 30
PERCENT IN PACE SPEED..... 64.0
PERCENT OVER PACE SPEED.....12.0
PERCENT UNDER PACE SPEED.....24.0
RANGE OF SPEEDS.....15 to 40
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....24.1

SPEED	NO.	PCT.	CUM. PCT.
15	2	4.0	4.0
16	5	10.0	14.0
17	1	2.0	16.0
18	2	4.0	20.0
19	2	4.0	24.0
20	0	0.0	24.0
21	2	4.0	28.0
22	4	8.0	36.0
23	5	10.0	46.0
24	2	4.0	50.0
25	7	14.0	64.0
26	2	4.0	68.0
27	3	6.0	74.0
28	1	2.0	76.0
29	3	6.0	82.0
30	3	6.0	88.0
31	2	4.0	92.0
32	2	4.0	96.0
33	1	2.0	98.0
34	0	0.0	98.0
35	0	0.0	98.0
36	0	0.0	98.0
37	0	0.0	98.0
38	0	0.0	98.0
39	0	0.0	98.0
40	1	2.0	100.0



Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Lima south of Oak
LIMITS..... to

DIRECTION(S).....SB
DATE.....2/25/15
TIME.....13:45
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....24
85TH PERCENTILE SPEED.....29
10 MPH PACE SPEED.....21 through 30
PERCENT IN PACE SPEED..... 78.0
PERCENT OVER PACE SPEED..... 6.0
PERCENT UNDER PACE SPEED.....16.0
RANGE OF SPEEDS.....15 to 34
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....24.3

SPEED	NO.	PCT.	CUM. PCT.
15	2	4.0	4.0
16	1	2.0	6.0
17	1	2.0	8.0
18	1	2.0	10.0
19	3	6.0	16.0
20	0	0.0	16.0
21	4	8.0	24.0
22	5	10.0	34.0
23	4	8.0	42.0
24	6	12.0	54.0
25	6	12.0	66.0
26	2	4.0	70.0
27	2	4.0	74.0
28	1	2.0	76.0
29	7	14.0	90.0
30	2	4.0	94.0
31	0	0.0	94.0
32	1	2.0	96.0
33	1	2.0	98.0
34	1	2.0	100.0

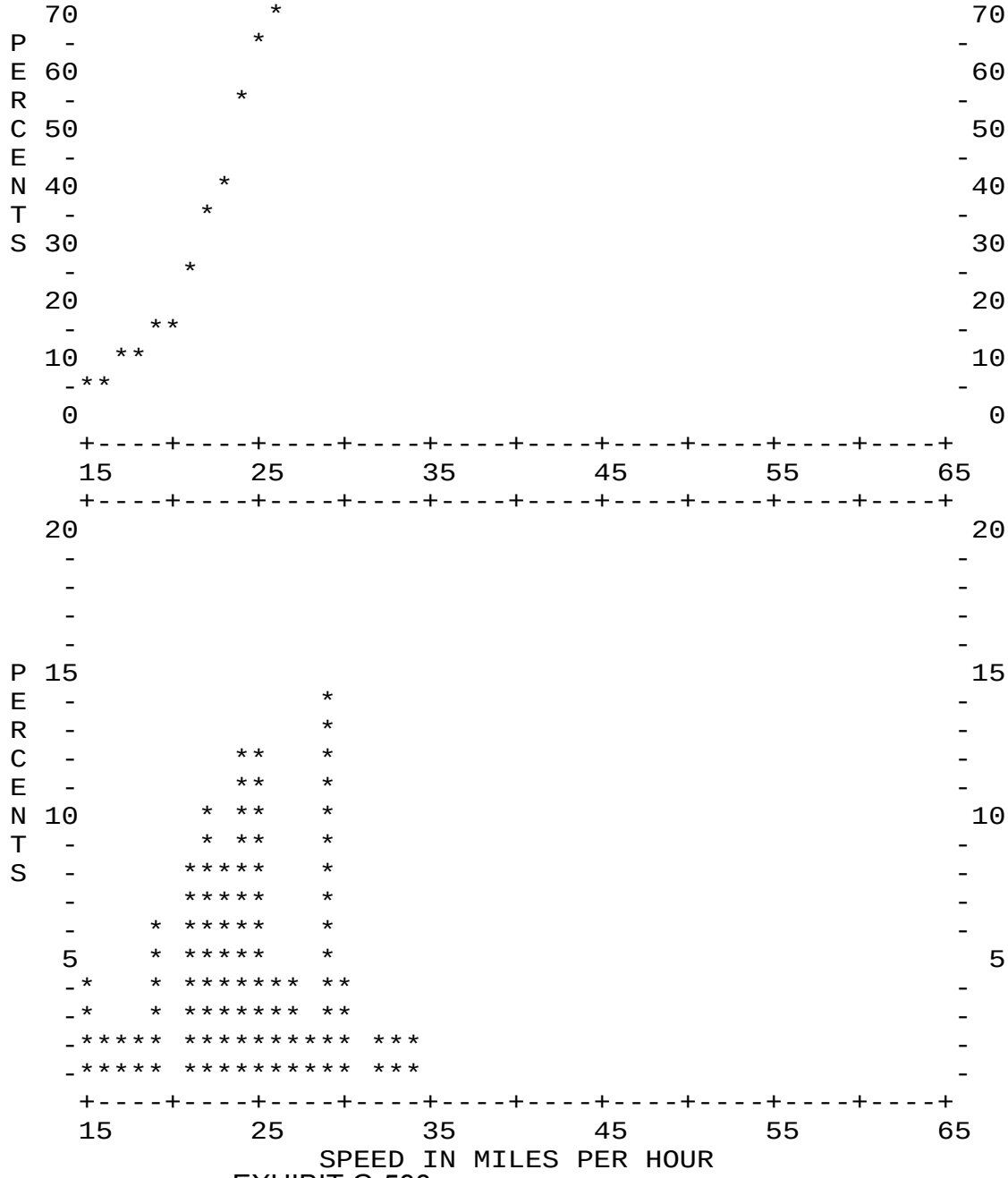


EXHIBIT G-588

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. California south of Oak
LIMITS..... to

DIRECTION(S).....NB/SB
DATE.....2/25/15
TIME.....10:45
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....24
85TH PERCENTILE SPEED.....27
10 MPH PACE SPEED.....18 through 27
PERCENT IN PACE SPEED..... 78.0
PERCENT OVER PACE SPEED.....14.0
PERCENT UNDER PACE SPEED..... 8.0
RANGE OF SPEEDS.....15 to 37
VEHICLES OBSERVED..... 100
AVERAGE SPEED.....23.9

SPEED	NO.	PCT.	CUM. PCT.
15	1	1.0	1.0
16	3	3.0	4.0
17	4	4.0	8.0
18	4	4.0	12.0
19	7	7.0	19.0
20	3	3.0	22.0
21	10	10.0	32.0
22	4	4.0	36.0
23	1	1.0	37.0
24	15	15.0	52.0
25	10	10.0	62.0
26	14	14.0	76.0
27	10	10.0	86.0
28	3	3.0	89.0
29	3	3.0	92.0
30	3	3.0	95.0
31	2	2.0	97.0
32	1	1.0	98.0
33	0	0.0	98.0
34	1	1.0	99.0
35	0	0.0	99.0
36	0	0.0	99.0
37	1	1.0	100.0

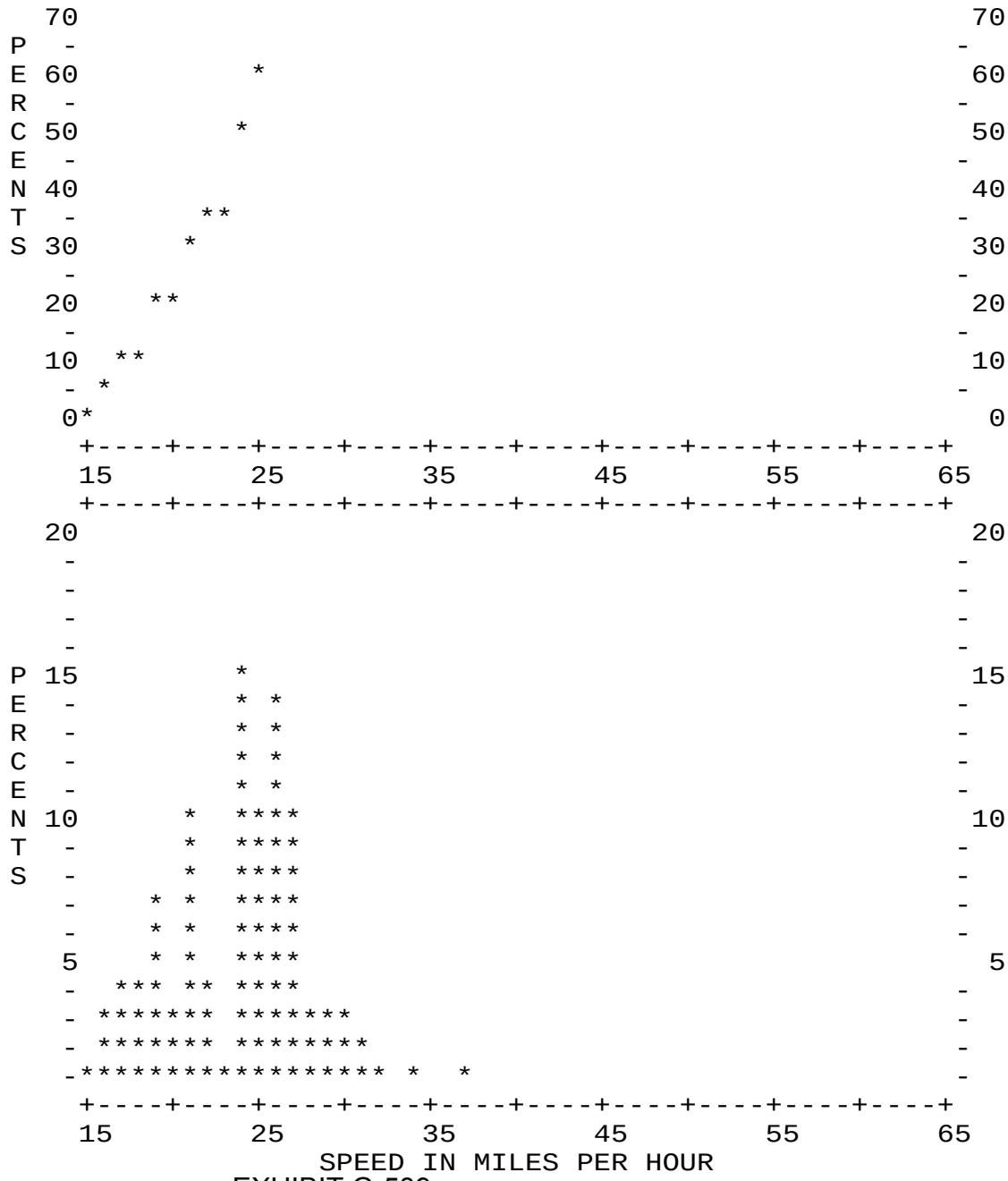


EXHIBIT G-589

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. California south of Oak
LIMITS..... to

DIRECTION(S).....NB
DATE.....2/25/15
TIME.....10:45
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....25
85TH PERCENTILE SPEED.....28
10 MPH PACE SPEED.....18 through 27
PERCENT IN PACE SPEED..... 74.0
PERCENT OVER PACE SPEED.....18.0
PERCENT UNDER PACE SPEED..... 8.0
RANGE OF SPEEDS.....15 to 37
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....24.4

SPEED	NO.	PCT.	CUM. PCT.
15	1	2.0	2.0
16	1	2.0	4.0
17	2	4.0	8.0
18	3	6.0	14.0
19	2	4.0	18.0
20	1	2.0	20.0
21	4	8.0	28.0
22	2	4.0	32.0
23	0	0.0	32.0
24	5	10.0	42.0
25	5	10.0	52.0
26	10	20.0	72.0
27	5	10.0	82.0
28	2	4.0	86.0
29	1	2.0	88.0
30	2	4.0	92.0
31	2	4.0	96.0
32	1	2.0	98.0
33	0	0.0	98.0
34	0	0.0	98.0
35	0	0.0	98.0
36	0	0.0	98.0
37	1	2.0	100.0

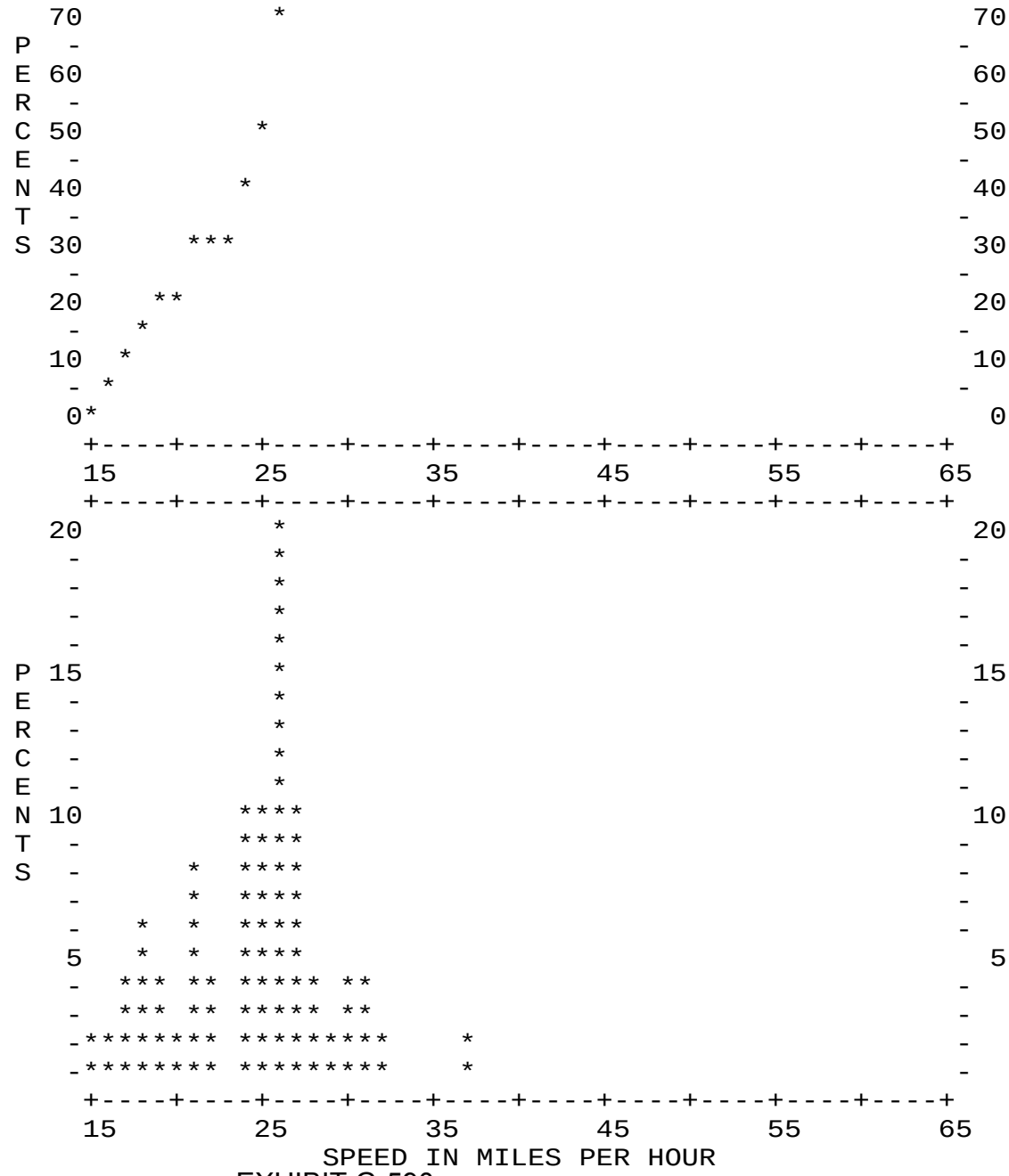


EXHIBIT G-590

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. California south of Oak
LIMITS..... to

DIRECTION(S).....SB
DATE.....2/25/15
TIME.....10:45
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....24
85TH PERCENTILE SPEED.....27
10 MPH PACE SPEED.....18 through 27
PERCENT IN PACE SPEED..... 82.0
PERCENT OVER PACE SPEED.....10.0
PERCENT UNDER PACE SPEED..... 8.0
RANGE OF SPEEDS.....16 to 34
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....23.3

SPEED	NO.	PCT.	CUM. PCT.
16	2	4.0	4.0
17	2	4.0	8.0
18	1	2.0	10.0
19	5	10.0	20.0
20	2	4.0	24.0
21	6	12.0	36.0
22	2	4.0	40.0
23	1	2.0	42.0
24	10	20.0	62.0
25	5	10.0	72.0
26	4	8.0	80.0
27	5	10.0	90.0
28	1	2.0	92.0
29	2	4.0	96.0
30	1	2.0	98.0
31	0	0.0	98.0
32	0	0.0	98.0
33	0	0.0	98.0
34	1	2.0	100.0

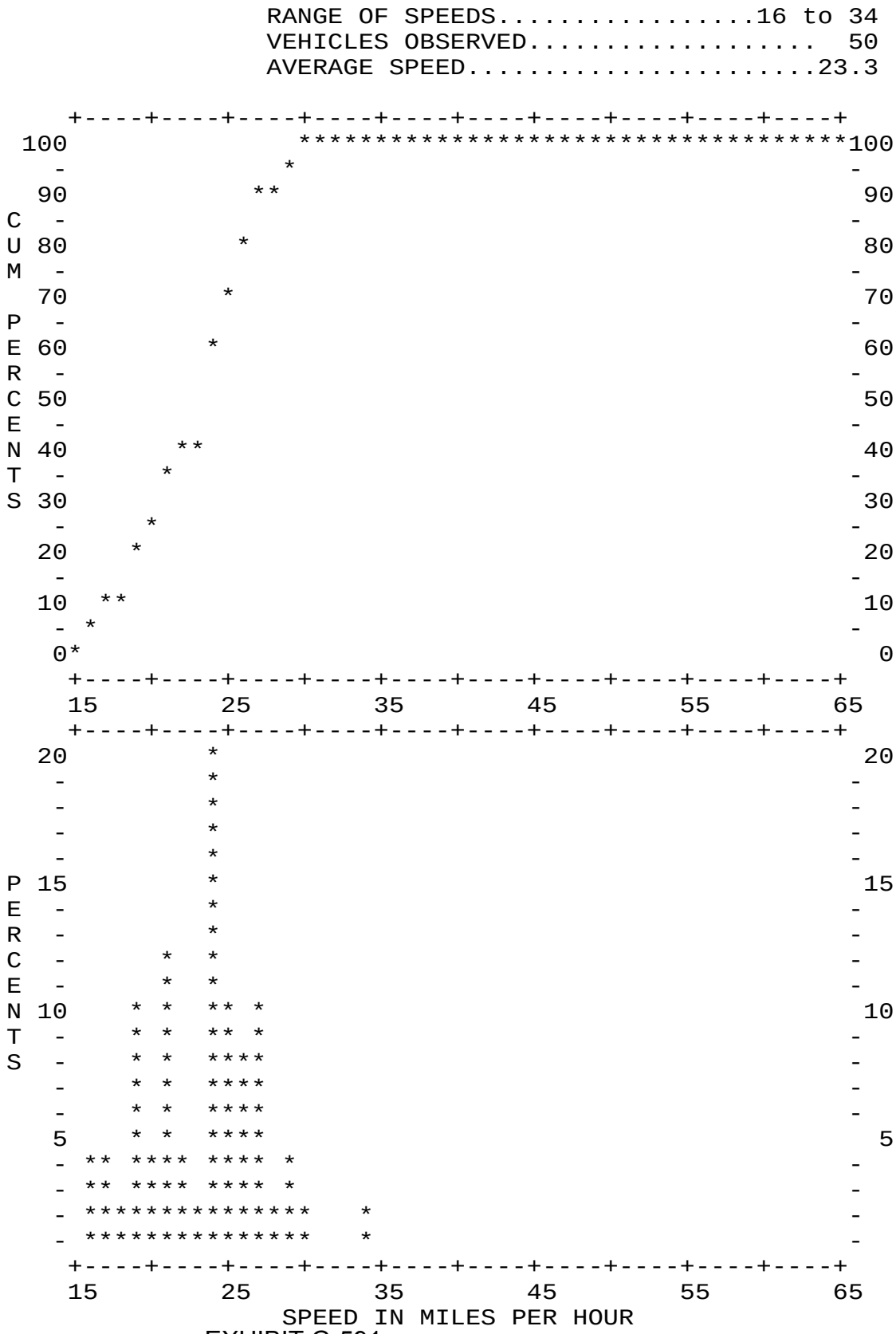


EXHIBIT G-591

Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Avon north of Oak
LIMITS..... to

DIRECTION(S).....NB/SB
DATE.....2/25/15
TIME.....14:15
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....27
85TH PERCENTILE SPEED.....33
10 MPH PACE SPEED.....21 through 30
PERCENT IN PACE SPEED..... 72.0
PERCENT OVER PACE SPEED.....22.0
PERCENT UNDER PACE SPEED..... 6.0
RANGE OF SPEEDS.....16 to 45
VEHICLES OBSERVED..... 100
AVERAGE SPEED.....27.7

SPEED	NO.	PCT.	CUM. PCT.
16	1	1.0	1.0
17	1	1.0	2.0
18	0	0.0	2.0
19	3	3.0	5.0
20	1	1.0	6.0
21	4	4.0	10.0
22	7	7.0	17.0
23	2	2.0	19.0
24	9	9.0	28.0
25	6	6.0	34.0
26	5	5.0	39.0
27	15	15.0	54.0
28	5	5.0	59.0
29	12	12.0	71.0
30	7	7.0	78.0
31	2	2.0	80.0
32	3	3.0	83.0
33	2	2.0	85.0
34	5	5.0	90.0
35	4	4.0	94.0
36	1	1.0	95.0
37	0	0.0	95.0
38	1	1.0	96.0
39	1	1.0	97.0
40	1	1.0	98.0
41	1	1.0	99.0
42	0	0.0	99.0
43	0	0.0	99.0
44	0	0.0	99.0
45	1	1.0	100.0

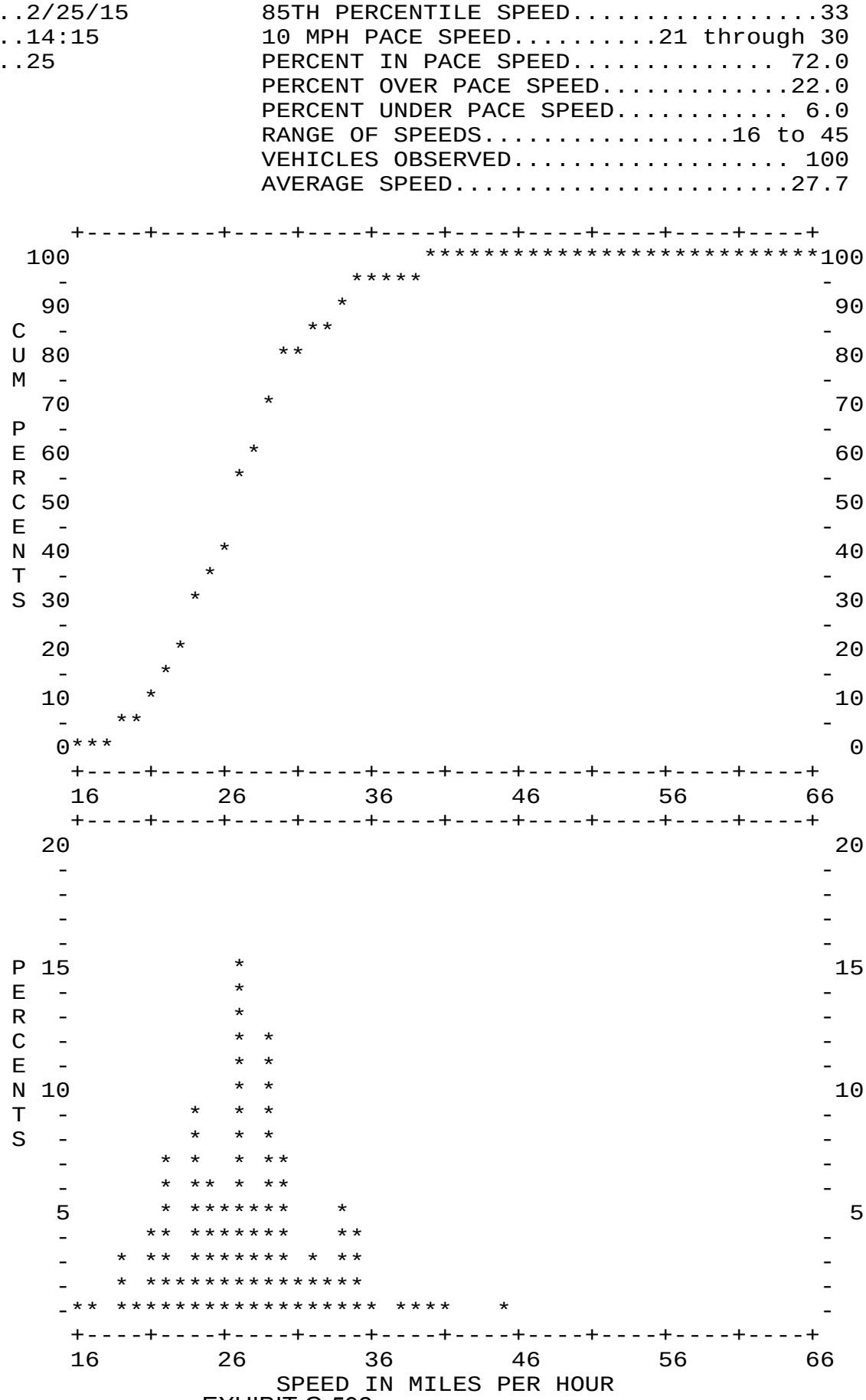


EXHIBIT G-592

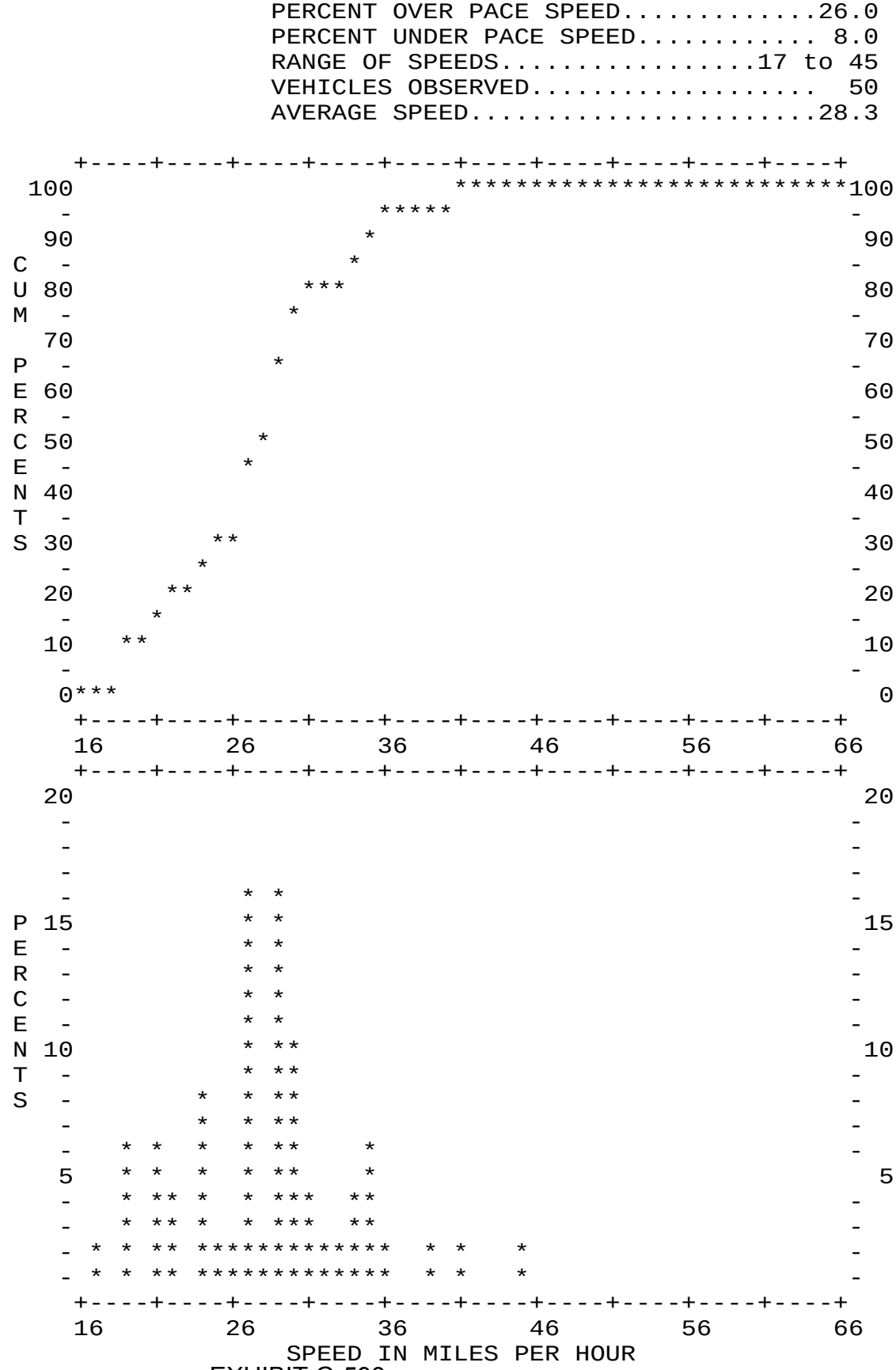
Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Avon north of Oak
LIMITS..... to

DIRECTION(S).....NB
DATE.....2/25/15
TIME.....14:15
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....29
85TH PERCENTILE SPEED.....34
10 MPH PACE SPEED.....21 through 30
PERCENT IN PACE SPEED..... 66.0
PERCENT OVER PACE SPEED.....26.0
PERCENT UNDER PACE SPEED..... 8.0
RANGE OF SPEEDS.....17 to 45
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....28.3

SPEED	NO.	PCT.	CUM. PCT.
17	1	2.0	2.0
18	0	0.0	2.0
19	3	6.0	8.0
20	0	0.0	8.0
21	3	6.0	14.0
22	2	4.0	18.0
23	0	0.0	18.0
24	4	8.0	26.0
25	1	2.0	28.0
26	1	2.0	30.0
27	8	16.0	46.0
28	1	2.0	48.0
29	8	16.0	64.0
30	5	10.0	74.0
31	2	4.0	78.0
32	1	2.0	80.0
33	1	2.0	82.0
34	2	4.0	86.0
35	3	6.0	92.0
36	1	2.0	94.0
37	0	0.0	94.0
38	0	0.0	94.0
39	1	2.0	96.0
40	0	0.0	96.0
41	1	2.0	98.0
42	0	0.0	98.0
43	0	0.0	98.0
44	0	0.0	98.0
45	1	2.0	100.0



Bather Belrose Boje, Inc. SPEEDPLOT Program

STREET..... 0 Blk. Avon north of Oak
LIMITS..... to

DIRECTION(S).....SB
DATE.....2/25/15
TIME.....14:15
POSTED SPEED LIMIT....25

50TH PERCENTILE SPEED.....27
85TH PERCENTILE SPEED.....32
10 MPH PACE SPEED.....21 through 30
PERCENT IN PACE SPEED..... 78.0
PERCENT OVER PACE SPEED.....18.0
PERCENT UNDER PACE SPEED..... 4.0
RANGE OF SPEEDS.....16 to 40
VEHICLES OBSERVED..... 50
AVERAGE SPEED.....27.0

SPEED	NO.	PCT.	CUM. PCT.
16	1	2.0	2.0
17	0	0.0	2.0
18	0	0.0	2.0
19	0	0.0	2.0
20	1	2.0	4.0
21	1	2.0	6.0
22	5	10.0	16.0
23	2	4.0	20.0
24	5	10.0	30.0
25	5	10.0	40.0
26	4	8.0	48.0
27	7	14.0	62.0
28	4	8.0	70.0
29	4	8.0	78.0
30	2	4.0	82.0
31	0	0.0	82.0
32	2	4.0	86.0
33	1	2.0	88.0
34	3	6.0	94.0
35	1	2.0	96.0
36	0	0.0	96.0
37	0	0.0	96.0
38	1	2.0	98.0
39	0	0.0	98.0
40	1	2.0	100.0

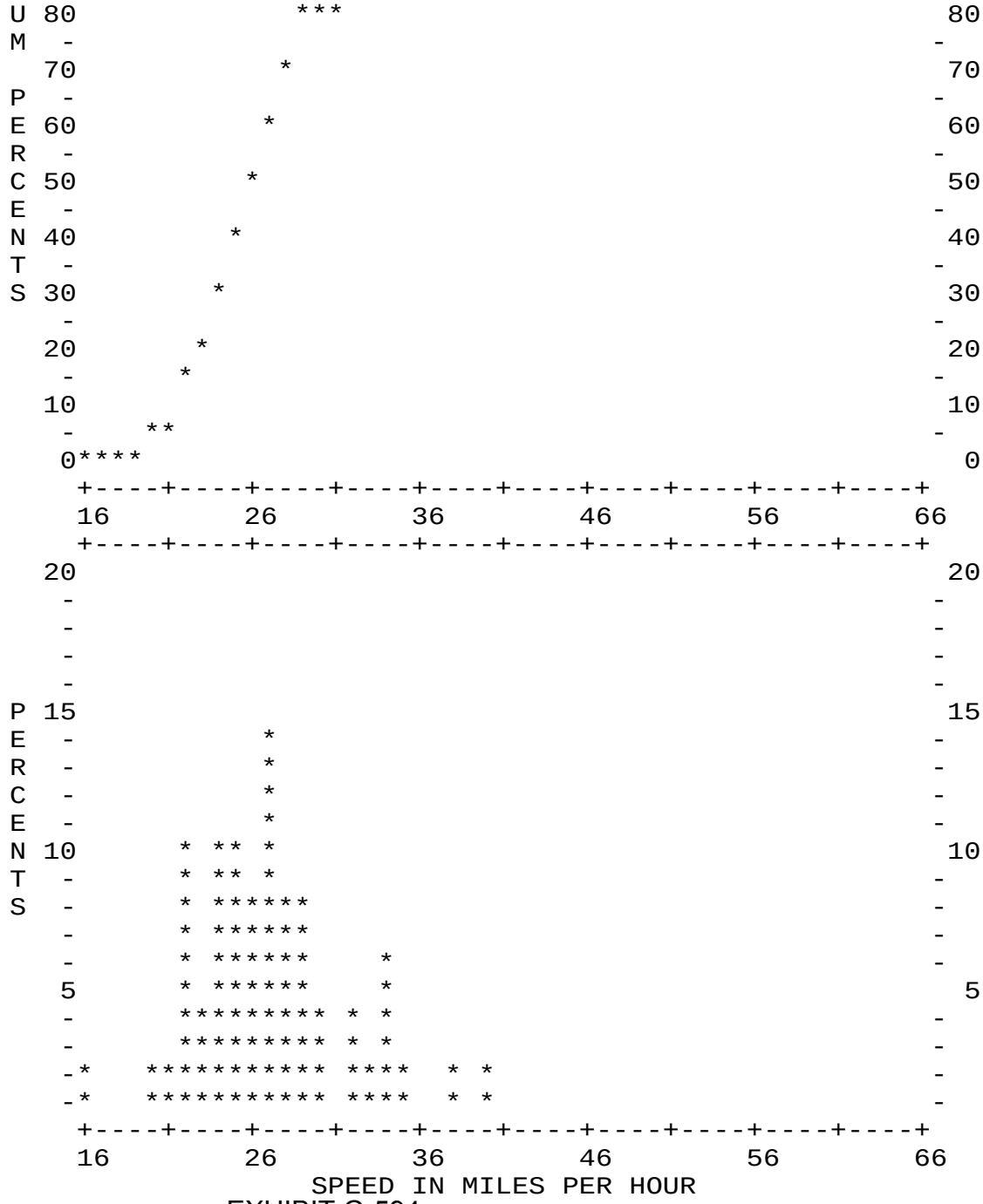


EXHIBIT G-594

Appendix B

Intersection Level of Service Worksheets

Based on Pre-Closure Traffic Count
(Existing Conditions)

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

Intersection #1 Hollywood Wy & Oak St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.662
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	Hollywood Wy						Oak St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	19	533	23	31	1466	47	72	32	84	29	44	41
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:	19	533	23	31	1466	47	72	32	84	29	44	41
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:	19	533	23	31	1466	47	72	32	84	29	44	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	533	23	31	1466	47	72	32	84	29	44	41
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
FinalVolume:	19	533	23	31	1466	47	72	32	84	29	44	41
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.94	0.06	0.38	0.17	0.45	0.25	0.39	0.36
Final Sat.:	1500	2876	124	1500	2907	93	574	255	670	382	579	539
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.19	0.02	0.50	0.50	0.13	0.13	0.13	0.08	0.08	0.08
Crit Volume:	19					757		188		29		
Crit Moves:	****					****		****		****		

```
--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #2 Buena Vista St & Oak St
********************************************************************************
Average Delay (sec/veh):      0.7       Worst Case Level Of Service: C[ 22.7]
********************************************************************************
Street Name:          Buena Vista St                        Oak St
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  2  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      22  619     0     0 1406    38     6    0    50     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:   22  619     0     0 1406    38     6    0    50     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:    22  619     0     0 1406    38     6    0    50     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   22  619     0     0 1406    38     6    0    50     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8  6.5   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1444 xxxx xxxxx  xxxx xxxx xxxxx  1779 2088   722  xxxx xxxx xxxxx
Potent Cap.:  476 xxxx xxxxx  xxxx xxxx xxxxx    75   53   374  xxxx xxxx xxxxx
Move Cap.:    476 xxxx xxxxx  xxxx xxxx xxxxx    72   51   374  xxxx xxxx xxxxx
Volume/Cap:  0.05 xxxx  xxxx  xxxx xxxx  xxxx  0.08 0.00  0.13  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 12.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  259 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.8 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 22.7 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             22.7           xxxxxx
ApproachLOS:         *                *                C                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

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

Intersection #3 Buena Vista St & Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.821
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	127	Level Of Service:	D

Street Name:	Buena Vista St						Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	84	377	174	92	965	392	198	426	92	160	669	60
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:	84	377	174	92	965	392	198	426	92	160	669	60
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:	84	377	174	92	965	392	198	426	92	160	669	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	377	174	92	965	392	198	426	92	160	669	60
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
FinalVolume:	84	377	174	92	965	392	198	426	92	160	669	60
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	1.00	1.64	0.36	1.00	1.84	0.16
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2262	488	1375	2524	226
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.13	0.07	0.35	0.29	0.14	0.19	0.19	0.12	0.27	0.27
Crit Volume:	84				483		198				365	
Crit Moves:	****				****		****				****	

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

Intersection #4 Hollywood Wy & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	C

Street Name:	Hollywood Way						Alameda 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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	37	269	81	179	952	420	72	580	92	159	1009	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:	37	269	81	179	952	420	72	580	92	159	1009	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:	37	269	81	179	952	420	72	580	92	159	1009	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	269	81	179	952	420	72	580	92	159	1009	281
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	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	269	81	197	952	420	79	580	92	159	1009	281
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	2.00	2.00	1.00	2.00	1.73	0.27	1.00	3.00	1.00
Final Sat.:	1375	2750	1375	2750	2750	1375	2750	2374	376	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.06	0.07	0.35	0.31	0.03	0.24	0.24	0.12	0.24	0.20
Crit Volume:	37				476			336		159		
Crit Moves:	****				****			****		****		

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

Intersection #5 Cordova St / SR-134 WB & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.585
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Street Name:	Cordvoa St / SR-134 WB						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 0	1	0 0	0 0	1	1 0	2 0	1	0 1	0 1	0
Volume Module:												
Base Vol:	706	0	311	0	0	46	3	737	98	1	683	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:	706	0	311	0	0	46	3	737	98	1	683	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:	706	0	311	0	0	46	3	737	98	1	683	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	706	0	311	0	0	46	3	737	98	1	683	0
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	777	0	311	0	0	46	3	737	98	1	683	0
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:	2.00	0.00	1.00	0.00	0.00	1.00	1.00	2.00	1.00	0.01	1.99	0.00
Final Sat.:	2750	0	1375	0	0	1375	1375	2750	1375	4	2746	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.23	0.00	0.00	0.03	0.00	0.27	0.07	0.25	0.25	0.00
Crit Volume:	388					46		369		1		
Crit Moves:	****					****		****		****		

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

Intersection #6 Lima St & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.366
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Lima St						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	9	0	7	17	5	21	10	670	251	37	612	13
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:	9	0	7	17	5	21	10	670	251	37	612	13
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:	9	0	7	17	5	21	10	670	251	37	612	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	7	17	5	21	10	670	251	37	612	13
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
FinalVolume:	9	0	7	17	5	21	10	670	251	37	612	13
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	0.00	1.00	0.39	0.12	0.49	1.00	1.45	0.55	1.00	1.96	0.04
Final Sat.:	1500	0	1500	593	174	733	1500	2182	818	1500	2938	62
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.03	0.03	0.03	0.01	0.31	0.31	0.02	0.21	0.21
Crit Volume:	9				43			461		37		
Crit Moves:	****				****			****		****		

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

Intersection #7 Olive Ave & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.528
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Olive Ave						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	0	425	258	0	775	307	276	452	0	252	318	7
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	425	258	0	775	307	276	452	0	252	318	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	425	258	0	775	307	276	452	0	252	318	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	425	258	0	775	307	276	452	0	252	318	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	0.00	1.10	1.00	0.00
FinalVolume:	0	425	258	0	775	307	304	452	0	277	318	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	2.00	1.00	0.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	0	2850	1425	0	2850	1425	2850	2850	1425	2850	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.18	0.00	0.27	0.22	0.11	0.16	0.00	0.10	0.11	0.00
Crit Volume:	0				388			226		139		
Crit Moves:	****				****			****		****		

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

Intersection #8 Hollywood & Verdugo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	C

Street Name:	Hollywood Way						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	31	547	41	59	1262	149	199	455	89	150	290	54
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:	31	547	41	59	1262	149	199	455	89	150	290	54
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:	31	547	41	59	1262	149	199	455	89	150	290	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	547	41	59	1262	149	199	455	89	150	290	54
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
FinalVolume:	31	547	41	59	1262	149	219	455	89	150	290	54
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	1.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	2850	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.03	0.04	0.44	0.10	0.08	0.32	0.06	0.11	0.20	0.04
Crit Volume:	31				631			455			290	
Crit Moves:	****				****			****				

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

Intersection #1 Hollywood Wy & Oak St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.575
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Hollywood Wy						Oak St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	29	1058	18	60	813	105	70	76	31	17	73	104
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:	29	1058	18	60	813	105	70	76	31	17	73	104
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:	29	1058	18	60	813	105	70	76	31	17	73	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1058	18	60	813	105	70	76	31	17	73	104
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
FinalVolume:	29	1058	18	60	813	105	70	76	31	17	73	104
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.97	0.03	1.00	1.77	0.23	0.40	0.43	0.17	0.09	0.38	0.53
Final Sat.:	1500	2950	50	1500	2657	343	593	644	263	131	564	804
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.36	0.04	0.31	0.31	0.12	0.12	0.12	0.13	0.13	0.13
Crit Volume:			538	60			70					194
Crit Moves:			****	****			****					****

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-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #2 Buena Vista St & Oak St
*******************************************************************************
Average Delay (sec/veh):      0.7       Worst Case Level Of Service: B[ 14.5]
*******************************************************************************
Street Name:          Buena Vista St                        Oak St
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  2  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      20 1196     0     0  731    27     8    0    74     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:   20 1196     0     0  731    27     8    0    74     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:    20 1196     0     0  731    27     8    0    74     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   20 1196     0     0  731    27     8    0    74     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8  6.5   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  758 xxxx xxxxx  xxxx xxxx xxxxx  1383 1981   379  xxxx xxxx xxxxx
Potent Cap.:  862 xxxx xxxxx  xxxx xxxx xxxxx   137   62   625  xxxx xxxx xxxxx
Move Cap.:    862 xxxx xxxxx  xxxx xxxx xxxxx   135   61   625  xxxx xxxx xxxxx
Volume/Cap:  0.02 xxxx  xxxx  xxxx xxxx  xxxx  0.06 0.00  0.12  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  9.3 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    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  461 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.6 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 14.5 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    B     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             14.5           xxxxxx
ApproachLOS:         *                *                B                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Buena Vista St & Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.841
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	144	Level Of Service:	D

Street Name:	Buena Vista St						Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	85	867	178	86	510	178	304	815	128	136	592	75
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:	85	867	178	86	510	178	304	815	128	136	592	75
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:	85	867	178	86	510	178	304	815	128	136	592	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	867	178	86	510	178	304	815	128	136	592	75
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
FinalVolume:	85	867	178	86	510	178	304	815	128	136	592	75
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	1.00	1.73	0.27	1.00	1.78	0.22
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2377	373	1375	2441	309
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.13	0.06	0.19	0.13	0.22	0.34	0.34	0.10	0.24	0.24
Crit Volume:		434			86			304			334	
Crit Moves:		****			****			****			****	

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

Intersection #4 Hollywood Wy & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	B

Street Name:	Hollywood Way						Alameda 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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	140	641	386	104	470	304	153	766	76	55	1164	409
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:	140	641	386	104	470	304	153	766	76	55	1164	409
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:	140	641	386	104	470	304	153	766	76	55	1164	409
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	641	386	104	470	304	153	766	76	55	1164	409
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	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	641	386	114	470	304	168	766	76	55	1164	409
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	2.00	2.00	1.00	2.00	1.82	0.18	1.00	3.00	1.00
Final Sat.:	1375	2750	1375	2750	2750	1375	2750	2502	248	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.28	0.04	0.17	0.22	0.06	0.31	0.31	0.04	0.28	0.30
Crit Volume:			386	57			84					409
Crit Moves:			****	****			****					****

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

Intersection #5 Cordova St / SR-134 WB & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Street Name:	Cordvoa St / SR-134 WB						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 1	0	0 0	0 0	1	1 0	2 0	1	0 0	1 1	0
Volume Module:												
Base Vol:	502	2	60	0	0	22	5	795	485	0	1077	4
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:	502	2	60	0	0	22	5	795	485	0	1077	4
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:	502	2	60	0	0	22	5	795	485	0	1077	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	502	2	60	0	0	22	5	795	485	0	1077	4
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	552	2	60	0	0	22	5	795	485	0	1077	4
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:	2.00	0.03	0.97	0.00	0.00	1.00	1.00	2.00	1.00	0.00	1.99	0.01
Final Sat.:	2750	44	1331	0	0	1375	1375	2750	1375	0	2740	10
Capacity Analysis Module:												
Vol/Sat:	0.20	0.05	0.05	0.00	0.00	0.02	0.00	0.29	0.35	0.00	0.39	0.39
Crit Volume:	276					22	5					541
Crit Moves:	****					****	****					****

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

Intersection #6 Lima St & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.414
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Lima St						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	89	13	37	9	3	13	28	753	60	38	925	33
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:	89	13	37	9	3	13	28	753	60	38	925	33
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:	89	13	37	9	3	13	28	753	60	38	925	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	13	37	9	3	13	28	753	60	38	925	33
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
FinalVolume:	89	13	37	9	3	13	28	753	60	38	925	33
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	0.47	0.53	0.36	0.12	0.52	1.00	1.85	0.15	1.00	1.93	0.07
Final Sat.:	1500	701	799	540	180	780	1500	2779	221	1500	2897	103
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.05	0.02	0.02	0.02	0.02	0.27	0.27	0.03	0.32	0.32
Crit Volume:	89				25		28					479
Crit Moves:	****				****		****					****

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

Intersection #7 Olive Ave & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.577
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Olive Ave						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	0	722	249	0	480	343	278	501	0	213	616	5
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	722	249	0	480	343	278	501	0	213	616	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	722	249	0	480	343	278	501	0	213	616	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	722	249	0	480	343	278	501	0	213	616	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	0.00	1.10	1.00	0.00
FinalVolume:	0	722	249	0	480	343	306	501	0	234	616	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	2.00	1.00	0.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	0	2850	1425	0	2850	1425	2850	2850	1425	2850	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.17	0.00	0.17	0.24	0.11	0.18	0.00	0.08	0.22	0.00
Crit Volume:		361			0			153			308	
Crit Moves:		****			****			****			****	

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

Intersection #8 Hollywood & Verdugo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.818
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	D

Street Name:	Hollywood Way						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	71	984	75	67	741	137	279	604	65	122	453	62
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:	71	984	75	67	741	137	279	604	65	122	453	62
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:	71	984	75	67	741	137	279	604	65	122	453	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	984	75	67	741	137	279	604	65	122	453	62
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
FinalVolume:	71	984	75	67	741	137	307	604	65	122	453	62
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	1.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	2850	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.05	0.05	0.26	0.10	0.11	0.42	0.05	0.09	0.32	0.04
Crit Volume:		492			67			153			453	
Crit Moves:		****			****			****			****	

Based on Post-Closure Traffic Count

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

Intersection #1 Hollywood Wy & Oak St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.754
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Street Name:	Hollywood Wy						Oak St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	43	562	30	33	1587	57	73	42	93	58	47	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:	43	562	30	33	1587	57	73	42	93	58	47	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 Volume:	43	562	30	33	1587	57	73	42	93	58	47	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	562	30	33	1587	57	73	42	93	58	47	86
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
FinalVolume:	43	562	30	33	1587	57	73	42	93	58	47	86
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.90	0.10	1.00	1.93	0.07	0.35	0.20	0.45	0.30	0.25	0.45
Final Sat.:	1500	2848	152	1500	2896	104	526	303	671	455	369	675
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.02	0.55	0.55	0.14	0.14	0.14	0.13	0.13	0.13
Crit Volume:	43				822				208	58		
Crit Moves:	****				****				****	****		

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #2 Buena Vista St & Oak St
********************************************************************************
Average Delay (sec/veh):      0.7       Worst Case Level Of Service: C[ 17.1]
********************************************************************************
Street Name:          Buena Vista St                        Oak St
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  2  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      26  646     0     0 1367    23     1    0    68     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:   26  646     0     0 1367    23     1    0    68     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:    26  646     0     0 1367    23     1    0    68     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   26  646     0     0 1367    23     1    0    68     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8  6.5   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1390 xxxx xxxxx  xxxx xxxx xxxxx  1754 2077   695  xxxx xxxx xxxxx
Potent Cap.:  499 xxxx xxxxx  xxxx xxxx xxxxx    78   54   389  xxxx xxxx xxxxx
Move Cap.:    499 xxxx xxxxx  xxxx xxxx xxxxx    75   51   389  xxxx xxxx xxxxx
Volume/Cap:  0.05 xxxx  xxxx  xxxx xxxx  xxxx  0.01 0.00  0.17  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 12.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  367 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.7 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 17.1 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             17.1           xxxxxx
ApproachLOS:         *                *                C                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Buena Vista St & Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	139	Level Of Service:	D

Street Name:	Buena Vista St						Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	83	392	128	82	964	435	170	447	84	160	768	62
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:	83	392	128	82	964	435	170	447	84	160	768	62
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:	83	392	128	82	964	435	170	447	84	160	768	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	392	128	82	964	435	170	447	84	160	768	62
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
FinalVolume:	83	392	128	82	964	435	170	447	84	160	768	62
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	1.00	1.68	0.32	1.00	1.85	0.15
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2315	435	1375	2545	205
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.09	0.06	0.35	0.32	0.12	0.19	0.19	0.12	0.30	0.30
Crit Volume:	83				482		170				415	
Crit Moves:	****				****		****				****	

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

Intersection #4 Hollywood Wy & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	C

Street Name:	Hollywood Way						Alameda 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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	31	257	72	231	1032	453	77	662	107	99	871	275
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:	31	257	72	231	1032	453	77	662	107	99	871	275
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:	31	257	72	231	1032	453	77	662	107	99	871	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	257	72	231	1032	453	77	662	107	99	871	275
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	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	257	72	254	1032	453	85	662	107	99	871	275
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	2.00	2.00	1.00	2.00	1.72	0.28	1.00	3.00	1.00
Final Sat.:	1375	2750	1375	2750	2750	1375	2750	2367	383	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.05	0.09	0.38	0.33	0.03	0.28	0.28	0.07	0.21	0.20
Crit Volume:	31				516				385	99		
Crit Moves:	****				****				****	****		

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

Intersection #5 Cordova St / SR-134 WB & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Street Name:	Cordvoa St / SR-134 WB						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 1	0	0 0	0 0	1	1 0	2 0	1	0 0	1 1	0
Volume Module:												
Base Vol:	657	1	379	0	0	0	5	862	95	0	624	1
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:	657	1	379	0	0	0	5	862	95	0	624	1
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:	657	1	379	0	0	0	5	862	95	0	624	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	657	1	379	0	0	0	5	862	95	0	624	1
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	723	1	379	0	0	0	5	862	95	0	624	1
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	1.99	0.01	1.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00	1.99	0.01
Final Sat.:	2846	4	1425	0	0	1425	1425	2850	1425	0	2845	5
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.27	0.00	0.00	0.00	0.00	0.30	0.07	0.00	0.22	0.22
Crit Volume:			379		0			431		0		
Crit Moves:			****					****		****		

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

Intersection #6 Lima St & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.373
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Lima St						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	7	0	5	0	0	0	0	826	240	20	610	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:	7	0	5	0	0	0	0	826	240	20	610	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:	7	0	5	0	0	0	0	826	240	20	610	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	5	0	0	0	0	826	240	20	610	0
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
FinalVolume:	7	0	5	0	0	0	0	826	240	20	610	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	0.00	1.00	0.00	1.00	0.00	1.00	1.55	0.45	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	1500	0	1500	2325	675	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.36	0.01	0.20	0.00
Crit Volume:	7				0			533		20		
Crit Moves:	****							****		****		

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

Intersection #7 Olive Ave & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.543
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Olive Ave						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	0	435	279	0	834	329	285	463	0	229	279	13
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	435	279	0	834	329	285	463	0	229	279	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	435	279	0	834	329	285	463	0	229	279	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	435	279	0	834	329	285	463	0	229	279	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	0.00	1.10	1.00	0.00
FinalVolume:	0	435	279	0	834	329	314	463	0	252	279	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	2.00	1.00	0.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	0	2850	1425	0	2850	1425	2850	2850	1425	2850	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.20	0.00	0.29	0.23	0.11	0.16	0.00	0.09	0.10	0.00
Crit Volume:	0				417			232		126		
Crit Moves:	****				****			****		****		

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

Intersection #8 Hollywood & Verdugo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.839
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	116	Level Of Service:	D

Street Name:	Hollywood Way						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	27	590	34	81	1531	117	171	357	86	168	309	56
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:	27	590	34	81	1531	117	171	357	86	168	309	56
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:	27	590	34	81	1531	117	171	357	86	168	309	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	590	34	81	1531	117	171	357	86	168	309	56
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
FinalVolume:	27	590	34	81	1531	117	188	357	86	168	309	56
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	1.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	2850	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.02	0.06	0.54	0.08	0.07	0.25	0.06	0.12	0.22	0.04
Crit Volume:	27				766		94				309	
Crit Moves:	****				****		****				****	

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

Intersection #1 Hollywood Wy & Oak St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.517
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Hollywood Wy						Oak St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	45	1018	53	38	721	78	69	70	24	39	47	46
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:	45	1018	53	38	721	78	69	70	24	39	47	46
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:	45	1018	53	38	721	78	69	70	24	39	47	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1018	53	38	721	78	69	70	24	39	47	46
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
FinalVolume:	45	1018	53	38	721	78	69	70	24	39	47	46
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.90	0.10	1.00	1.80	0.20	0.42	0.43	0.15	0.29	0.36	0.35
Final Sat.:	1500	2852	148	1500	2707	293	635	644	221	443	534	523
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.36	0.03	0.27	0.27	0.11	0.11	0.11	0.09	0.09	0.09
Crit Volume:			536	38					163	39		
Crit Moves:			****	****					****	****		

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #2 Buena Vista St & Oak St
******************************************************************************
Average Delay (sec/veh):      0.7       Worst Case Level Of Service: B[ 15.0]
******************************************************************************
Street Name:          Buena Vista St                        Oak St
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  2  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      26 1242     0     0  749    23     8    0    69     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:   26 1242     0     0  749    23     8    0    69     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:    26 1242     0     0  749    23     8    0    69     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   26 1242     0     0  749    23     8    0    69     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8  6.5   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  772 xxxx xxxxx  xxxx xxxx xxxxx  1434 2055   386  xxxx xxxx xxxxx
Potent Cap.:  852 xxxx xxxxx  xxxx xxxx xxxxx   127   56   618  xxxx xxxx xxxxx
Move Cap.:    852 xxxx xxxxx  xxxx xxxx xxxxx   124   54   618  xxxx xxxx xxxxx
Volume/Cap:  0.03 xxxx  xxxx  xxxx xxxx  xxxx  0.06 0.00  0.11  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  9.4 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    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  437 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.6 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 15.0 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    B     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             15.0           xxxxxx
ApproachLOS:         *                *                B                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Buena Vista St & Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Buena Vista St						Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	88	926	203	103	471	164	322	889	89	95	602	76
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:	88	926	203	103	471	164	322	889	89	95	602	76
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:	88	926	203	103	471	164	322	889	89	95	602	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	926	203	103	471	164	322	889	89	95	602	76
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
FinalVolume:	88	926	203	103	471	164	322	889	89	95	602	76
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	1.00	1.82	0.18	1.00	1.78	0.22
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2500	250	1375	2442	308
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.15	0.07	0.17	0.12	0.23	0.36	0.36	0.07	0.25	0.25
Crit Volume:		463			103			322			339	
Crit Moves:		****			****			****			****	

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

Intersection #4 Hollywood Wy & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	B

Street Name:	Hollywood Way						Alameda 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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	106	631	373	83	419	274	179	687	71	41	1071	431
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:	106	631	373	83	419	274	179	687	71	41	1071	431
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:	106	631	373	83	419	274	179	687	71	41	1071	431
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	631	373	83	419	274	179	687	71	41	1071	431
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	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	631	373	91	419	274	197	687	71	41	1071	431
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	2.00	2.00	1.00	2.00	1.81	0.19	1.00	3.00	1.00
Final Sat.:	1375	2750	1375	2750	2750	1375	2750	2492	258	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.27	0.03	0.15	0.20	0.07	0.28	0.28	0.03	0.26	0.31
Crit Volume:			373	46			98					431
Crit Moves:			****	****			****					****

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

Intersection #5 Cordova St / SR-134 WB & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Street Name:	Cordvoa St / SR-134 WB						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 0	1	0 0	0 0	1	1 0	2 0	1	0 0	1 1	0
Volume Module:												
Base Vol:	511	0	39	0	0	10	1	594	536	0	982	1
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:	511	0	39	0	0	10	1	594	536	0	982	1
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:	511	0	39	0	0	10	1	594	536	0	982	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	511	0	39	0	0	10	1	594	536	0	982	1
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	562	0	39	0	0	10	1	594	536	0	982	1
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:	2.00	0.00	1.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00	1.99	0.01
Final Sat.:	2750	0	1375	0	0	1375	1375	2750	1375	0	2747	3
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.03	0.00	0.00	0.01	0.00	0.22	0.39	0.00	0.36	0.36
Crit Volume:	281					10	1				492	
Crit Moves:	****					****	****				****	

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

Intersection #6 Lima St & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.367
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Lima St						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	100	0	12	0	0	0	0	588	40	24	900	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:	100	0	12	0	0	0	0	588	40	24	900	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:	100	0	12	0	0	0	0	588	40	24	900	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	12	0	0	0	0	588	40	24	900	0
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
FinalVolume:	100	0	12	0	0	0	0	588	40	24	900	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	0.00	1.00	0.00	1.00	0.00	1.00	1.87	0.13	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	1500	0	1500	2809	191	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.01	0.00	0.00	0.00	0.00	0.21	0.21	0.02	0.30	0.00
Crit Volume:	100				0		0				450	
Crit Moves:	****						****				****	

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

Intersection #7 Olive Ave & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	B

Street Name:	Olive Ave						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	0	885	248	0	506	337	250	347	0	218	643	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	885	248	0	506	337	250	347	0	218	643	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	885	248	0	506	337	250	347	0	218	643	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	885	248	0	506	337	250	347	0	218	643	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	0.00	1.10	1.00	0.00
FinalVolume:	0	885	248	0	506	337	275	347	0	240	643	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	2.00	1.00	0.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	0	2850	1425	0	2850	1425	2850	2850	1425	2850	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.17	0.00	0.18	0.24	0.10	0.12	0.00	0.08	0.23	0.00
Crit Volume:		443			0			138			322	
Crit Moves:		****			****			****			****	

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

Intersection #8 Hollywood & Verdugo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.802
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	D

Street Name:	Hollywood Way						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	66	996	79	61	719	117	270	475	36	94	436	89
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	996	79	61	719	117	270	475	36	94	436	89
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	996	79	61	719	117	270	475	36	94	436	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	996	79	61	719	117	270	475	36	94	436	89
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
FinalVolume:	66	996	79	61	719	117	297	475	36	94	436	89
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	1.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	2850	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.06	0.04	0.25	0.08	0.10	0.33	0.03	0.07	0.31	0.06
Crit Volume:	498			61			149			436		
Crit Moves:	****			****			****			****		

Cumulative No Project Conditions

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

Intersection #1 Hollywood Wy & Oak St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.840
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Hollywood Wy						Oak St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	82	593	53	79	1766	71	84	38	90	47	56	47
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:	82	593	53	79	1766	71	84	38	90	47	56	47
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:	82	593	53	79	1766	71	84	38	90	47	56	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	593	53	79	1766	71	84	38	90	47	56	47
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
FinalVolume:	82	593	53	79	1766	71	84	38	90	47	56	47
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.92	0.08	0.40	0.18	0.42	0.31	0.38	0.31
Final Sat.:	1500	2754	246	1500	2884	116	594	269	637	470	560	470
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.05	0.61	0.61	0.14	0.14	0.14	0.10	0.10	0.10
Crit Volume:	82				919			212			47	
Crit Moves:	****				****			****			****	

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #2 Buena Vista St & Oak St
******************************************************************************
Average Delay (sec/veh):      1.1       Worst Case Level Of Service: D[ 29.8]
******************************************************************************
Street Name:          Buena Vista St                        Oak St
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  2  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      24  678     0     0 1536    44     8    0    64     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:   24  678     0     0 1536    44     8    0    64     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:    24  678     0     0 1536    44     8    0    64     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   24  678     0     0 1536    44     8    0    64     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8  6.5   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1580 xxxx xxxxx  xxxx xxxx xxxxx  1945 2284   790  xxxx xxxx xxxxx
Potent Cap.:  422 xxxx xxxxx  xxxx xxxx xxxxx    58   40   337  xxxx xxxx xxxxx
Move Cap.:    422 xxxx xxxxx  xxxx xxxx xxxxx    56   38   337  xxxx xxxx xxxxx
Volume/Cap:  0.06 xxxx  xxxx  xxxx xxxx  xxxx  0.14 0.00  0.19  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 14.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  216 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.4 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 29.8 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    D     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             29.8           xxxxxx
ApproachLOS:         *                *                D                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Buena Vista St & Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.825
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	130	Level Of Service:	D

Street Name:	Buena Vista St						Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	91	431	182	92	1101	400	205	457	115	195	699	60
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:	91	431	182	92	1101	400	205	457	115	195	699	60
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:	91	431	182	92	1101	400	205	457	115	195	699	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	431	182	92	1101	400	205	457	115	195	699	60
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
FinalVolume:	91	431	182	92	1101	400	226	457	115	195	699	60
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	1.60	0.40	1.00	1.84	0.16
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2197	553	1375	2533	217
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.13	0.07	0.40	0.29	0.08	0.21	0.21	0.14	0.28	0.28
Crit Volume:	91				551		113					380
Crit Moves:	****				****		****					****

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

Intersection #4 Hollywood Wy & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.978
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Alameda 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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	76	315	91	272	1174	429	72	720	94	275	846	368
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:	76	315	91	272	1174	429	72	720	94	275	846	368
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:	76	315	91	272	1174	429	72	720	94	275	846	368
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	315	91	272	1174	429	72	720	94	275	846	368
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	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	315	91	299	1174	429	79	720	94	275	846	368
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	2.00	2.00	1.00	2.00	1.77	0.23	1.00	3.00	1.00
Final Sat.:	1375	2750	1375	2750	2750	1375	2750	2432	318	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.07	0.11	0.43	0.31	0.03	0.30	0.30	0.20	0.21	0.27
Crit Volume:	76				587			407		275		
Crit Moves:	****				****			****		****		

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

Intersection #5 Cordova St / SR-134 WB & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.904
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Cordvoa St / SR-134 WB						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Prot+Permit			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 0	1	0 0	0 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	907	0	312	0	0	48	3	989	98	201	545	11
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:	907	0	312	0	0	48	3	989	98	201	545	11
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:	907	0	312	0	0	48	3	989	98	201	545	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	907	0	312	0	0	48	3	989	98	201	545	11
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	998	0	312	0	0	48	3	989	98	201	545	11
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:	2.00	0.00	1.00	0.00	0.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	2750	0	1375	0	0	1375	1375	2750	1375	1375	2696	54
Capacity Analysis Module:												
Vol/Sat:	0.36	0.00	0.23	0.00	0.00	0.03	0.00	0.36	0.07	0.15	0.20	0.20
Crit Volume:	499					48		495		201		
Crit Moves:	****					****		****		****		

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

Intersection #6 Lima St & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.586
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Lima St						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	59	0	37	17	5	21	13	939	452	81	623	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:	59	0	37	17	5	21	13	939	452	81	623	17
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:	59	0	37	17	5	21	13	939	452	81	623	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	0	37	17	5	21	13	939	452	81	623	17
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
FinalVolume:	59	0	37	17	5	21	13	939	452	81	623	17
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	0.00	1.00	0.39	0.12	0.49	1.00	1.35	0.65	1.00	1.95	0.05
Final Sat.:	1500	0	1500	593	174	733	1500	2025	975	1500	2920	80
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.02	0.03	0.03	0.03	0.01	0.46	0.46	0.05	0.21	0.21
Crit Volume:	59				43			696		81		
Crit Moves:	****				****			****		****		

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

Intersection #7 Olive Ave & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	B

Street Name:	Olive Ave						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	0	461	315	0	876	326	300	631	0	291	394	7
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	461	315	0	876	326	300	631	0	291	394	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	461	315	0	876	326	300	631	0	291	394	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	461	315	0	876	326	300	631	0	291	394	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	0.00	1.10	1.00	0.00
FinalVolume:	0	461	315	0	876	326	330	631	0	320	394	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	2.00	1.00	0.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	0	2850	1425	0	2850	1425	2850	2850	1425	2850	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.22	0.00	0.31	0.23	0.12	0.22	0.00	0.11	0.14	0.00
Crit Volume:	0				438			316		160		
Crit Moves:	****				****			****		****		

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

Intersection #8 Hollywood & Verdugo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.922
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	34	617	46	60	1603	150	206	478	101	169	301	57
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:	34	617	46	60	1603	150	206	478	101	169	301	57
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:	34	617	46	60	1603	150	206	478	101	169	301	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	617	46	60	1603	150	206	478	101	169	301	57
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
FinalVolume:	34	617	46	60	1603	150	227	478	101	169	301	57
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	1.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	2850	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.03	0.04	0.56	0.11	0.08	0.34	0.07	0.12	0.21	0.04
Crit Volume:	34				802			478			301	
Crit Moves:	****				****			****				

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

Intersection #1 Hollywood Wy & Oak St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Hollywood Wy						Oak St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	74	1238	38	67	903	109	132	86	116	57	86	144
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:	74	1238	38	67	903	109	132	86	116	57	86	144
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:	74	1238	38	67	903	109	132	86	116	57	86	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	1238	38	67	903	109	132	86	116	57	86	144
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
FinalVolume:	74	1238	38	67	903	109	132	86	116	57	86	144
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.94	0.06	1.00	1.78	0.22	0.39	0.26	0.35	0.20	0.30	0.50
Final Sat.:	1500	2911	89	1500	2677	323	593	386	521	298	449	753
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.43	0.04	0.34	0.34	0.22	0.22	0.22	0.19	0.19	0.19
Crit Volume:			638	67			132				287	
Crit Moves:			****	****			****				****	

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #2 Buena Vista St & Oak St
******************************************************************************
Average Delay (sec/veh):      0.9       Worst Case Level Of Service: C[ 18.5]
******************************************************************************
Street Name:          Buena Vista St                        Oak St
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  2  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      25 1336     0     0  781    33    14    0    81     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:   25 1336     0     0  781    33    14    0    81     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:    25 1336     0     0  781    33    14    0    81     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   25 1336     0     0  781    33    14    0    81     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8  6.5   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  814 xxxx xxxxx  xxxx xxxx xxxxx  1516 2184   407  xxxx xxxx xxxxx
Potent Cap.:  822 xxxx xxxxx  xxxx xxxx xxxxx   112   46   599  xxxx xxxx xxxxx
Move Cap.:    822 xxxx xxxxx  xxxx xxxx xxxxx   110   45   599  xxxx xxxx xxxxx
Volume/Cap:  0.03 xxxx  xxxx  xxxx xxxx  xxxx  0.13 0.00  0.14  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  9.5 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    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  361 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.0 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 18.5 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             18.5           xxxxxx
ApproachLOS:         *                *                C                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Buena Vista St & Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.901
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Buena Vista St						Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	102	1002	209	86	560	185	314	855	134	157	627	75
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:	102	1002	209	86	560	185	314	855	134	157	627	75
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:	102	1002	209	86	560	185	314	855	134	157	627	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1002	209	86	560	185	314	855	134	157	627	75
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
FinalVolume:	102	1002	209	86	560	185	345	855	134	157	627	75
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	1.73	0.27	1.00	1.79	0.21
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2377	373	1375	2456	294
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.15	0.06	0.20	0.13	0.13	0.36	0.36	0.11	0.26	0.26
Crit Volume:		501		86					495	157		
Crit Moves:		****		****					****	****		

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

Intersection #4 Hollywood Wy & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.820
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	126	Level Of Service:	D

Street Name:	Hollywood Way						Alameda 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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	280	809	423	152	591	350	153	857	84	81	1044	466
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:	280	809	423	152	591	350	153	857	84	81	1044	466
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:	280	809	423	152	591	350	153	857	84	81	1044	466
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	809	423	152	591	350	153	857	84	81	1044	466
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	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	809	423	167	591	350	168	857	84	81	1044	466
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	2.00	2.00	1.00	2.00	1.82	0.18	1.00	3.00	1.00
Final Sat.:	1375	2750	1375	2750	2750	1375	2750	2505	245	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.20	0.29	0.31	0.06	0.21	0.25	0.06	0.34	0.34	0.06	0.25	0.34
Crit Volume:	280				296			471			81	
Crit Moves:	****				****			****			****	

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

Intersection #5 Cordova St / SR-134 WB & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	Level Of Service:	C

Street Name:	Cordvoa St / SR-134 WB						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Prot+Permit			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 1	0	0 0	0 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	544	2	65	0	0	23	5	975	485	250	1026	18
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:	544	2	65	0	0	23	5	975	485	250	1026	18
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:	544	2	65	0	0	23	5	975	485	250	1026	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	544	2	65	0	0	23	5	975	485	250	1026	18
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	598	2	65	0	0	23	5	975	485	250	1026	18
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:	2.00	0.03	0.97	0.00	0.00	1.00	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	2750	41	1334	0	0	1375	1375	2750	1375	1375	2703	47
Capacity Analysis Module:												
Vol/Sat:	0.22	0.05	0.05	0.00	0.00	0.02	0.00	0.35	0.35	0.18	0.38	0.38
Crit Volume:	299					23		488		250		
Crit Moves:	****					****		****		****		

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

Intersection #6 Lima St & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Lima St						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0 1	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	125	13	73	9	3	13	29	849	99	110	1083	37
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:	125	13	73	9	3	13	29	849	99	110	1083	37
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:	125	13	73	9	3	13	29	849	99	110	1083	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	13	73	9	3	13	29	849	99	110	1083	37
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
FinalVolume:	125	13	73	9	3	13	29	849	99	110	1083	37
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	0.31	0.69	0.36	0.12	0.52	1.00	1.79	0.21	1.00	1.93	0.07
Final Sat.:	1500	462	1038	540	180	780	1500	2687	313	1500	2901	99
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.07	0.02	0.02	0.02	0.02	0.32	0.32	0.07	0.37	0.37
Crit Volume:	125				25				474	110		
Crit Moves:	****				****				****	****		

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

Intersection #7 Olive Ave & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.678
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Olive Ave						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	0	808	293	0	519	371	307	604	0	266	787	5
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	808	293	0	519	371	307	604	0	266	787	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	808	293	0	519	371	307	604	0	266	787	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	808	293	0	519	371	307	604	0	266	787	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	0.00	1.10	1.00	0.00
FinalVolume:	0	808	293	0	519	371	338	604	0	293	787	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	2.00	1.00	0.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	0	2850	1425	0	2850	1425	2850	2850	1425	2850	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.21	0.00	0.18	0.26	0.12	0.21	0.00	0.10	0.28	0.00
Crit Volume:		404			0			169			394	
Crit Moves:		****			****			****			****	

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

Intersection #8 Hollywood & Verdugo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.927
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	76	1239	97	70	831	143	280	621	69	129	477	62
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:	76	1239	97	70	831	143	280	621	69	129	477	62
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:	76	1239	97	70	831	143	280	621	69	129	477	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1239	97	70	831	143	280	621	69	129	477	62
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
FinalVolume:	76	1239	97	70	831	143	308	621	69	129	477	62
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	1.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	2850	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.07	0.05	0.29	0.10	0.11	0.44	0.05	0.09	0.33	0.04
Crit Volume:		620			70			154			477	
Crit Moves:		****			****			****			****	

Existing with Permanent Improvement Package Conditions

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

Intersection #1 Hollywood Wy & Oak St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	C

Street Name:	Hollywood Wy						Oak St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	43	562	30	33	1587	57	73	42	93	58	47	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:	43	562	30	33	1587	57	73	42	93	58	47	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 Volume:	43	562	30	33	1587	57	73	42	93	58	47	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	562	30	33	1587	57	73	42	93	58	47	86
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
FinalVolume:	43	562	30	33	1587	57	73	42	93	58	47	86
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.90	0.10	1.00	1.93	0.07	1.00	0.31	0.69	1.00	0.35	0.65
Final Sat.:	1500	2848	152	1500	2896	104	1500	467	1033	1500	530	970
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.02	0.55	0.55	0.05	0.09	0.09	0.04	0.09	0.09
Crit Volume:	43				822		73					133
Crit Moves:	****				****		****					****

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                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #2 Buena Vista St & Oak St
******************************************************************************
Average Delay (sec/veh):      0.4       Worst Case Level Of Service: C[ 16.2]
******************************************************************************
Street Name:          Buena Vista St                        Oak St
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:        0  0  2  0  0    0  0  1  1  0    0  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  645     0     0 1387    31     0    0    59     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:    0  645     0     0 1387    31     0    0    59     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:     0  645     0     0 1387    31     0    0    59     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  645     0     0 1387    31     0    0    59     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   709  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   381  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   381  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.15  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.5  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  16.2 xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     C     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             16.2           xxxxxx
ApproachLOS:         *                *                C                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Buena Vista St & Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.833
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	136	Level Of Service:	D

Street Name:	Buena Vista St						Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	96	368	165	90	965	401	192	430	90	160	689	60
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:	96	368	165	90	965	401	192	430	90	160	689	60
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:	96	368	165	90	965	401	192	430	90	160	689	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	368	165	90	965	401	192	430	90	160	689	60
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
FinalVolume:	96	368	165	90	965	401	192	430	90	160	689	60
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	1.00	1.65	0.35	1.00	1.84	0.16
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2274	476	1375	2530	220
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.12	0.07	0.35	0.29	0.14	0.19	0.19	0.12	0.27	0.27
Crit Volume:	96				483		192					375
Crit Moves:	****				****		****					****

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

Intersection #4 Hollywood Wy & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	C

Street Name:	Hollywood Way						Alameda 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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	34	263	77	205	992	437	75	621	100	129	940	278
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:	34	263	77	205	992	437	75	621	100	129	940	278
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:	34	263	77	205	992	437	75	621	100	129	940	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	263	77	205	992	437	75	621	100	129	940	278
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	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	263	77	226	992	437	83	621	100	129	940	278
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	2.00	2.00	1.00	2.00	1.72	0.28	1.00	3.00	1.00
Final Sat.:	1375	2750	1375	2750	2750	1375	2750	2369	381	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.06	0.08	0.36	0.32	0.03	0.26	0.26	0.09	0.23	0.20
Crit Volume:	34				496				361	129		
Crit Moves:	****				****				****	****		

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

Intersection #5 Cordova St / SR-134 WB & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Street Name:	Cordvoa St / SR-134 WB						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 1	0	0 0	0 0	1	1 0	2 0	1	0 0	1 1	0
Volume Module:												
Base Vol:	657	1	379	0	0	0	5	862	95	0	624	1
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:	657	1	379	0	0	0	5	862	95	0	624	1
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:	657	1	379	0	0	0	5	862	95	0	624	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	657	1	379	0	0	0	5	862	95	0	624	1
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	723	1	379	0	0	0	5	862	95	0	624	1
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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:	1.99	0.01	1.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00	1.99	0.01
Final Sat.:	2846	4	1425	0	0	1425	1425	2850	1425	0	2845	5
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.27	0.00	0.00	0.00	0.00	0.30	0.07	0.00	0.22	0.22
Crit Volume:			379		0			431		0		
Crit Moves:			****					****		****		

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

Intersection #6 Lima St & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.373
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Lima St						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	7	0	5	0	0	0	0	826	240	20	610	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:	7	0	5	0	0	0	0	826	240	20	610	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:	7	0	5	0	0	0	0	826	240	20	610	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	5	0	0	0	0	826	240	20	610	0
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
FinalVolume:	7	0	5	0	0	0	0	826	240	20	610	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	0.00	1.00	0.00	1.00	0.00	1.00	1.55	0.45	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	1500	0	1500	2325	675	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.36	0.01	0.20	0.00
Crit Volume:	7				0			533		20		
Crit Moves:	****							****		****		

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

Intersection #7 Olive Ave & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.536
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Olive Ave						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	0	430	269	0	805	318	281	458	0	241	299	10
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	430	269	0	805	318	281	458	0	241	299	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	430	269	0	805	318	281	458	0	241	299	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	269	0	805	318	281	458	0	241	299	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	0.00	1.10	1.00	0.00
FinalVolume:	0	430	269	0	805	318	309	458	0	265	299	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	2.00	1.00	0.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	0	2850	1425	0	2850	1425	2850	2850	1425	2850	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.19	0.00	0.28	0.22	0.11	0.16	0.00	0.09	0.10	0.00
Crit Volume:	0				403			229		133		
Crit Moves:	****				****			****		****		

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

Intersection #8 Hollywood & Verdugo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.788
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	C

Street Name:	Hollywood Way						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	30	556	40	63	1316	143	193	435	88	154	294	54
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	556	40	63	1316	143	193	435	88	154	294	54
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	556	40	63	1316	143	193	435	88	154	294	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	556	40	63	1316	143	193	435	88	154	294	54
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
FinalVolume:	30	556	40	63	1316	143	212	435	88	154	294	54
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	1.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	2850	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.03	0.04	0.46	0.10	0.07	0.31	0.06	0.11	0.21	0.04
Crit Volume:	30				658			435			294	
Crit Moves:	****				****			****				

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

Intersection #1 Hollywood Wy & Oak St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.490
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Hollywood Wy						Oak St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	45	1018	53	38	721	78	69	70	24	39	47	46
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:	45	1018	53	38	721	78	69	70	24	39	47	46
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:	45	1018	53	38	721	78	69	70	24	39	47	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1018	53	38	721	78	69	70	24	39	47	46
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
FinalVolume:	45	1018	53	38	721	78	69	70	24	39	47	46
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.90	0.10	1.00	1.80	0.20	1.00	0.74	0.26	1.00	0.51	0.49
Final Sat.:	1500	2852	148	1500	2707	293	1500	1117	383	1500	758	742
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.36	0.03	0.27	0.27	0.05	0.06	0.06	0.03	0.06	0.06
Crit Volume:			536	38			69					93
Crit Moves:			****	****			****					****

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                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #2 Buena Vista St & Oak St
******************************************************************************
Average Delay (sec/veh):      0.4       Worst Case Level Of Service: B[ 11.6]
******************************************************************************
Street Name:          Buena Vista St                        Oak St
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:        0  0  2  0  0    0  0  1  1  0    0  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1231     0     0  740    25     0    0    72     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:    0 1231     0     0  740    25     0    0    72     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:     0 1231     0     0  740    25     0    0    72     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 1231     0     0  740    25     0    0    72     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   383  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   621  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   621  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.12  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.4  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  11.6 xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     B     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             11.6           xxxxxx
ApproachLOS:         *                *                B                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Buena Vista St & Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.848
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	150	Level Of Service:	D

Street Name:	Buena Vista St						Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	98	868	183	89	502	175	308	830	120	128	594	75
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:	98	868	183	89	502	175	308	830	120	128	594	75
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:	98	868	183	89	502	175	308	830	120	128	594	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	868	183	89	502	175	308	830	120	128	594	75
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
FinalVolume:	98	868	183	89	502	175	308	830	120	128	594	75
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	1.00	1.75	0.25	1.00	1.78	0.22
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2403	347	1375	2442	308
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.13	0.06	0.18	0.13	0.22	0.35	0.35	0.09	0.24	0.24
Crit Volume:		434			89			308				335
Crit Moves:		****			****			****				****

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

Intersection #4 Hollywood Wy & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

Street Name:	Hollywood Way						Alameda 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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	123	636	380	94	445	289	166	727	74	48	1118	420
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:	123	636	380	94	445	289	166	727	74	48	1118	420
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:	123	636	380	94	445	289	166	727	74	48	1118	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	636	380	94	445	289	166	727	74	48	1118	420
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	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	636	380	103	445	289	183	727	74	48	1118	420
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	2.00	2.00	1.00	2.00	1.82	0.18	1.00	3.00	1.00
Final Sat.:	1375	2750	1375	2750	2750	1375	2750	2496	254	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.28	0.04	0.16	0.21	0.07	0.29	0.29	0.03	0.27	0.31
Crit Volume:			380	52			91					420
Crit Moves:			****	****			****					****

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

Intersection #5 Cordova St / SR-134 WB & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Street Name:	Cordvoa St / SR-134 WB						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Prot+Permit			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 0	1	0 0	0 0	1	1 0	2 0	1	0 0	1 1	0
Volume Module:												
Base Vol:	511	0	39	0	0	10	1	594	536	0	982	1
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:	511	0	39	0	0	10	1	594	536	0	982	1
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:	511	0	39	0	0	10	1	594	536	0	982	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	511	0	39	0	0	10	1	594	536	0	982	1
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	562	0	39	0	0	10	1	594	536	0	982	1
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:	2.00	0.00	1.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00	1.99	0.01
Final Sat.:	2750	0	1375	0	0	1375	1375	2750	1375	0	2747	3
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.03	0.00	0.00	0.01	0.00	0.22	0.39	0.00	0.36	0.36
Crit Volume:	281					10	1				492	
Crit Moves:	****					****	****				****	

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

Intersection #6 Lima St & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.367
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Lima St						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	100	0	12	0	0	0	0	588	40	24	900	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:	100	0	12	0	0	0	0	588	40	24	900	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:	100	0	12	0	0	0	0	588	40	24	900	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	12	0	0	0	0	588	40	24	900	0
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
FinalVolume:	100	0	12	0	0	0	0	588	40	24	900	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	0.00	1.00	0.00	1.00	0.00	1.00	1.87	0.13	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	1500	0	1500	2809	191	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.01	0.00	0.00	0.00	0.00	0.21	0.21	0.02	0.30	0.00
Crit Volume:	100				0		0				450	
Crit Moves:	****						****				****	

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

Intersection #7 Olive Ave & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Olive Ave						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	0	804	249	0	493	340	264	424	0	216	630	12
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	804	249	0	493	340	264	424	0	216	630	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	804	249	0	493	340	264	424	0	216	630	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	804	249	0	493	340	264	424	0	216	630	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	0.00	1.10	1.00	0.00
FinalVolume:	0	804	249	0	493	340	290	424	0	238	630	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	2.00	1.00	0.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	0	2850	1425	0	2850	1425	2850	2850	1425	2850	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.17	0.00	0.17	0.24	0.10	0.15	0.00	0.08	0.22	0.00
Crit Volume:		402			0			145			315	
Crit Moves:		****			****			****			****	

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

Intersection #8 Hollywood & Verdugo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.815
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	D

Street Name:	Hollywood Way						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	70	986	76	66	737	133	277	578	59	116	450	67
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:	70	986	76	66	737	133	277	578	59	116	450	67
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:	70	986	76	66	737	133	277	578	59	116	450	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	986	76	66	737	133	277	578	59	116	450	67
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
FinalVolume:	70	986	76	66	737	133	305	578	59	116	450	67
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	1.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	2850	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.05	0.05	0.26	0.09	0.11	0.41	0.04	0.08	0.32	0.05
Crit Volume:		493			66			152			450	
Crit Moves:		****			****			****			****	

Cumulative with Permanent Improvement Package Conditions

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

Intersection #1 Hollywood Wy & Oak St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.884
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	124	Level Of Service:	D

Street Name:	Hollywood Wy						Oak St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	106	622	60	81	1887	81	85	48	99	76	59	92
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:	106	622	60	81	1887	81	85	48	99	76	59	92
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:	106	622	60	81	1887	81	85	48	99	76	59	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	622	60	81	1887	81	85	48	99	76	59	92
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
FinalVolume:	106	622	60	81	1887	81	85	48	99	76	59	92
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.82	0.18	1.00	1.92	0.08	1.00	0.33	0.67	1.00	0.39	0.61
Final Sat.:	1500	2736	264	1500	2877	123	1500	490	1010	1500	586	914
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.23	0.05	0.66	0.66	0.06	0.10	0.10	0.05	0.10	0.10
Crit Volume:	106				984		85					151
Crit Moves:	****				****		****					****

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #2 Buena Vista St & Oak St
******************************************************************************
Average Delay (sec/veh):      0.6       Worst Case Level Of Service: C[ 18.3]
******************************************************************************
Street Name:          Buena Vista St                        Oak St
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:        0  0  2  0  0    0  0  1  1  0    0  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  705     0     0 1517    37     0    0    73     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:    0  705     0     0 1517    37     0    0    73     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:     0  705     0     0 1517    37     0    0    73     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  705     0     0 1517    37     0    0    73     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   777  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   344  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   344  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.21  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.8  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  18.3 xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     C     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             18.3           xxxxxx
ApproachLOS:         *                *                C                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Buena Vista St & Olive Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.839
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	142	Level Of Service:	D

Street Name:	Buena Vista St						Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	104	421	173	90	1101	409	199	461	113	195	719	60
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:	104	421	173	90	1101	409	199	461	113	195	719	60
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:	104	421	173	90	1101	409	199	461	113	195	719	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	421	173	90	1101	409	199	461	113	195	719	60
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
FinalVolume:	104	421	173	90	1101	409	219	461	113	195	719	60
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	1.61	0.39	1.00	1.85	0.15
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2209	541	1375	2538	212
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.13	0.07	0.40	0.30	0.08	0.21	0.21	0.14	0.28	0.28
Crit Volume:	104				551		109					390
Crit Moves:	****				****		****					****

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

Intersection #4 Hollywood Wy & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.987
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Alameda 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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	73	309	87	298	1214	446	75	761	102	245	777	365
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:	73	309	87	298	1214	446	75	761	102	245	777	365
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:	73	309	87	298	1214	446	75	761	102	245	777	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	309	87	298	1214	446	75	761	102	245	777	365
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	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	309	87	328	1214	446	83	761	102	245	777	365
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	2.00	2.00	1.00	2.00	1.76	0.24	1.00	3.00	1.00
Final Sat.:	1375	2750	1375	2750	2750	1375	2750	2425	325	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.06	0.12	0.44	0.32	0.03	0.31	0.31	0.18	0.19	0.27
Crit Volume:	73				607			432		245		
Crit Moves:	****				****			****		****		

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

Intersection #5 Cordova St / SR-134 WB & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.895
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Cordvoa St / SR-134 WB						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Prot+Permit			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 1	0	0 0	0 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	858	1	380	0	0	2	5	1114	95	200	486	12
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:	858	1	380	0	0	2	5	1114	95	200	486	12
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:	858	1	380	0	0	2	5	1114	95	200	486	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	858	1	380	0	0	2	5	1114	95	200	486	12
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	944	1	380	0	0	2	5	1114	95	200	486	12
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:	2.00	0.01	0.99	0.00	0.00	1.00	1.00	2.00	1.00	1.00	1.95	0.05
Final Sat.:	2750	4	1371	0	0	1375	1375	2750	1375	1375	2684	66
Capacity Analysis Module:												
Vol/Sat:	0.34	0.28	0.28	0.00	0.00	0.00	0.00	0.41	0.07	0.15	0.18	0.18
Crit Volume:	472					2		557		200		
Crit Moves:	****					****		****		****		

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

Intersection #6 Lima St & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Lima St						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	57	0	35	0	0	0	3	1095	441	64	621	4
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:	57	0	35	0	0	0	3	1095	441	64	621	4
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:	57	0	35	0	0	0	3	1095	441	64	621	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	0	35	0	0	0	3	1095	441	64	621	4
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
FinalVolume:	57	0	35	0	0	0	3	1095	441	64	621	4
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	0.00	1.00	0.00	1.00	0.00	1.00	1.43	0.57	1.00	1.99	0.01
Final Sat.:	1500	0	1500	0	1500	0	1500	2139	861	1500	2981	19
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.02	0.00	0.00	0.00	0.00	0.51	0.51	0.04	0.21	0.21
Crit Volume:	57				0				768	64		
Crit Moves:	****								****	****		

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

Intersection #7 Olive Ave & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	B

Street Name:	Olive Ave						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	0	466	326	0	906	337	305	637	0	280	375	10
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	466	326	0	906	337	305	637	0	280	375	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	466	326	0	906	337	305	637	0	280	375	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	466	326	0	906	337	305	637	0	280	375	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	0.00	1.10	1.00	0.00
FinalVolume:	0	466	326	0	906	337	336	637	0	308	375	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	2.00	1.00	0.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	0	2850	1425	0	2850	1425	2850	2850	1425	2850	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.23	0.00	0.32	0.24	0.12	0.22	0.00	0.11	0.13	0.00
Crit Volume:	0				453			319		154		
Crit Moves:	****				****			****		****		

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

Intersection #8 Hollywood & Verdugo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.926
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	33	626	45	64	1657	144	200	458	100	173	305	57
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:	33	626	45	64	1657	144	200	458	100	173	305	57
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:	33	626	45	64	1657	144	200	458	100	173	305	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	626	45	64	1657	144	200	458	100	173	305	57
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
FinalVolume:	33	626	45	64	1657	144	220	458	100	173	305	57
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	1.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	2850	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.03	0.04	0.58	0.10	0.08	0.32	0.07	0.12	0.21	0.04
Crit Volume:	33				829			458			305	
Crit Moves:	****				****			****				

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

Intersection #1 Hollywood Wy & Oak St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Street Name:	Hollywood Wy						Oak St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	90	1198	73	45	811	82	131	80	109	79	60	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:	90	1198	73	45	811	82	131	80	109	79	60	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 Volume:	90	1198	73	45	811	82	131	80	109	79	60	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1198	73	45	811	82	131	80	109	79	60	86
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
FinalVolume:	90	1198	73	45	811	82	131	80	109	79	60	86
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.89	0.11	1.00	1.82	0.18	1.00	0.42	0.58	1.00	0.41	0.59
Final Sat.:	1500	2828	172	1500	2725	275	1500	635	865	1500	616	884
Capacity Analysis Module:												
Vol/Sat:	0.06	0.42	0.42	0.03	0.30	0.30	0.09	0.13	0.13	0.05	0.10	0.10
Crit Volume:			636	45			131					146
Crit Moves:			****	****			****					****

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #2 Buena Vista St & Oak St
******************************************************************************
Average Delay (sec/veh):      0.4       Worst Case Level Of Service: B[ 12.0]
******************************************************************************
Street Name:          Buena Vista St                        Oak St
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:        0  0  2  0  0    0  0  1  1  0    0  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1373     0     0  790    31     0    0    79     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:    0 1373     0     0  790    31     0    0    79     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:     0 1373     0     0  790    31     0    0    79     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 1373     0     0  790    31     0    0    79     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   411  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   596  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   596  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.13  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.5  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  12.0 xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     B     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             12.0           xxxxxx
ApproachLOS:         *                *                B                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Buena Vista St & Olive Ave

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

Street Name:	Buena Vista St						Olive Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Protected			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	117	1000	214	89	552	182	318	870	126	149	629	75
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:	117	1000	214	89	552	182	318	870	126	149	629	75
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:	117	1000	214	89	552	182	318	870	126	149	629	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1000	214	89	552	182	318	870	126	149	629	75
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
FinalVolume:	117	1000	214	89	552	182	350	870	126	149	629	75
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	1.75	0.25	1.00	1.79	0.21
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	2402	348	1375	2457	293
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.16	0.06	0.20	0.13	0.13	0.36	0.36	0.11	0.26	0.26
Crit Volume:		500		89				498		149		
Crit Moves:		****		****				****		****		

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

Intersection #4 Hollywood Wy & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Hollywood Way						Alameda 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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	2 0	1 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	263	804	417	142	566	335	166	818	82	74	998	477
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:	263	804	417	142	566	335	166	818	82	74	998	477
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:	263	804	417	142	566	335	166	818	82	74	998	477
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	804	417	142	566	335	166	818	82	74	998	477
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	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	263	804	417	156	566	335	183	818	82	74	998	477
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	2.00	2.00	1.00	2.00	1.82	0.18	1.00	3.00	1.00
Final Sat.:	1375	2750	1375	2750	2750	1375	2750	2499	251	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.19	0.29	0.30	0.06	0.21	0.24	0.07	0.33	0.33	0.05	0.24	0.35
Crit Volume:	263				283		91					477
Crit Moves:	****				****		****					****

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

Intersection #5 Cordova St / SR-134 WB & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.692
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	B

Street Name:	Cordvoa St / SR-134 WB						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Prot+Permit			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 0	1	0 0	0 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	553	0	44	0	0	11	1	774	536	250	931	15
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:	553	0	44	0	0	11	1	774	536	250	931	15
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:	553	0	44	0	0	11	1	774	536	250	931	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	553	0	44	0	0	11	1	774	536	250	931	15
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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	608	0	44	0	0	11	1	774	536	250	931	15
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:	2.00	0.00	1.00	0.00	0.00	1.00	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	2750	0	1375	0	0	1375	1375	2750	1375	1375	2706	44
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.03	0.00	0.00	0.01	0.00	0.28	0.39	0.18	0.34	0.34
Crit Volume:	304					11		387		250		
Crit Moves:	****					****		****		****		

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

Intersection #6 Lima St & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.445
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Lima St						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	136	0	48	0	0	0	1	684	79	96	1058	4
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:	136	0	48	0	0	0	1	684	79	96	1058	4
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:	136	0	48	0	0	0	1	684	79	96	1058	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	0	48	0	0	0	1	684	79	96	1058	4
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
FinalVolume:	136	0	48	0	0	0	1	684	79	96	1058	4
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	0.00	1.00	0.00	1.00	0.00	1.00	1.79	0.21	1.00	1.99	0.01
Final Sat.:	1500	0	1500	0	1500	0	1500	2689	311	1500	2989	11
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.03	0.00	0.00	0.00	0.00	0.25	0.25	0.06	0.35	0.35
Crit Volume:	136				0		1				531	
Crit Moves:	****						****				****	

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

Intersection #7 Olive Ave & Alameda Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Olive Ave						Alameda Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	0 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	0	890	293	0	532	368	293	527	0	269	801	12
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	890	293	0	532	368	293	527	0	269	801	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	890	293	0	532	368	293	527	0	269	801	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	890	293	0	532	368	293	527	0	269	801	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	0.00	1.10	1.00	0.00
FinalVolume:	0	890	293	0	532	368	322	527	0	296	801	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	2.00	1.00	0.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	0	2850	1425	0	2850	1425	2850	2850	1425	2850	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.21	0.00	0.19	0.26	0.11	0.18	0.00	0.10	0.28	0.00
Crit Volume:		445			0			161			401	
Crit Moves:		****			****			****			****	

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

Intersection #8 Hollywood & Verdugo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.924
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Verdugo Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	75	1241	98	69	827	139	278	595	63	123	474	67
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:	75	1241	98	69	827	139	278	595	63	123	474	67
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:	75	1241	98	69	827	139	278	595	63	123	474	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1241	98	69	827	139	278	595	63	123	474	67
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
FinalVolume:	75	1241	98	69	827	139	306	595	63	123	474	67
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	1.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	2850	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.44	0.07	0.05	0.29	0.10	0.11	0.42	0.04	0.09	0.33	0.05
Crit Volume:		621			69			153			474	
Crit Moves:		****			****			****			****	

APPENDIX B: MITIGATION MONITORING AND REPORTING PLAN

Mitigation Monitoring and Reporting Program

Alameda North Neighborhood Protection Plan Phase 2

City of Burbank

INTRODUCTION

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" The City of Burbank is the Lead Agency for this project.

A Mitigated Negative Declaration (MND) has been prepared to address the potential environmental impacts of the Project. The MND identified a potential significant impact associated with traffic flow and included a mitigation measure that would reduce that impact to a less than significant level. This Mitigation Monitoring and Reporting Program (MMRP) is designed to ensure implementation of the mitigation measure identified within the MND.

MITIGATION MEASURES

TR-1 Transportation

- The eastbound and westbound approaches on Oak Street to the intersection with Hollywood Way shall be restriped to provide an exclusive left-turn lane and a shared through/right-turn lane in each direction. In order to accommodate this change, on-street parking shall be removed along Oak Street within the area being restriped.

Enforcement Agency: Burbank Department of Community Development, Transportation Division

Monitoring Agency: Burbank Department of Public Works

Monitoring Phase: Pre-construction; Construction

Monitoring Frequency: Once at completion of final restriping plan; once at completion of restriping

Action Indicating Compliance: Field check of improvements

APPENDIX C: COMMENTS RECEIVED

DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
www.dot.ca.gov

Serious Drought.
Serious drought.
Help save water!

August 22, 2016

Mr. David Kriske
City of Burbank
150 N. Third Street
Burbank, CA 91502

RE: Alameda North Neighborhood
Protection Program
Vic. LA-134/PM 2.161
SCH # 2016071064
IGR# 07-LA-2016-00056

Dear Mr. Kriske:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The project involves making roadway alterations within the Alameda North neighborhood in order to reduce cut through traffic, improve safety, and facilitate traffic flow.

Based on the information received, Caltrans has the following comments:

The nearest State facility to the project area is State Route 134. Caltrans does not expect project approval to result into a direct adverse impact to the existing State transportation facilities.

Understanding that the challenges the region faces in identifying viable solutions to alleviating congestion on State and Local facilities, it is encouraging to see the project incorporate elements that will promote active transportation. Although the diagonal traffic diverter installed on California Avenue will prevent through automobile travel, people bicycling will be permitted to continue straight ahead. Additional traffic barriers are proposed for Cordova Street, Avon Street, and Lima Street. Caltrans suggests that the City consider implementing similar features for these closures that will allow for "filtered permeability" that permits bicycles to continue through the diverters. Doing so can ensure safe travel for people bicycling as they will not be forced divert onto busier streets such as Hollywood Way.

As a reminder, any transportation of heavy construction equipment and/or materials which requires the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods.

Also, storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that project needs to be designed to discharge clean run-off water.

If you have any questions or concerns regarding these comments, please contact project coordinator Miya Edmonson at (213)-897-6536, or at miya.edmonson@dot.ca.gov, and refer to IGR# 07-LA-2016-00056.

Sincerely,

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

August 16, 2016

David Kriske
City of Burbank
Community Development Department, Transportation Division
150 N. Third Street
Burbank, CA 91502

RE: Alameda North Neighborhood Protection Plan – Area bounded by Alameda Avenue, Olive Avenue, Buena Vista Street, Verdugo Avenue and Hollywood Way – Mitigated Negative Declaration

Dear Mr. Kriske:

Thank you for the opportunity to comment on the City of Burbank Alameda North Neighborhood Protection Plan, bounded by Alameda Avenue, Olive Avenue, Buena Vista Street, Verdugo Avenue and Hollywood Way. This project proposes to make roadway alterations within the Alameda North neighborhood that are intended to reduce cut-through traffic, improve safety and facilitate traffic flow. The components for the proposed action include street closures, intersection improvements, speed humps, changes to school drop-off and additional school parking. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (LACMTA) concerning issues that are germane to our agency's statutory responsibility in relation to our facilities and services that may be affected by the proposed project.

LACMTA bus lines 222 and 155 operate along the boundaries of the proposed project. The following comments relate to bus operations and the bus stops along Olive Avenue, Buena Vista Street, Alameda Avenue, and Hollywood Way:

1. Although the project is not expected to result in any long-term impacts on transit, the developer should be aware of the bus facilities and services that are present. The existing LACMTA bus stops must be maintained as part of the final project.

2. During construction, the stops must be maintained or relocated consistent with the needs of LACMTA Bus Operations. Please contact LACMTA Bus Operations Control Special Events Coordinator at 213-922-4632 regarding construction activities that may impact LACMTA bus lines at least 30 days in advance of initiating construction activities. For closures that last more than six months, LACMTA's Stops and Zones Department will also need to be notified at 213-922-5188, 30 days in advance of initiating construction activities. Other municipal bus operators may also be impacted and should be included in construction outreach efforts.

3. LACMTA encourages the installation of bus shelters with benches, wayfinding signage, enhanced crosswalks with ADA-compliant ramps, as well as pedestrian lighting and shade trees in paths of travel to access transit stops and other amenities that improve safety and comfort for transit riders. The City should consider requesting the installation of such amenities as part of the development of the site. The final design of the bus stops and surrounding sidewalk area must be compliant with the Americans with Disabilities Act (ADA) and allow passengers with disabilities a clear path of travel to the bus stops from the proposed development.

4. Driveways accessing parking and loading at the project site should be located away from transit stops, and be designed and configured to avoid potential conflicts with on-street transit services and pedestrian traffic to the greatest degree possible. Vehicular driveways should not be located in or directly adjacent to areas that are likely to be used as waiting areas for transit.

If you have any questions regarding this response, please contact Elizabeth Carvajal at 213-922-3084 or by email at DevReview@LACMTA.net.

LACMTA Development Review
One Gateway Plaza MS 99-23-4
Los Angeles, CA 90012-2952

Sincerely,

Elizabeth Carvajal
Sr. Manager, Transportation Planning

THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA

Office of the General Manager

August 16, 2016

EMAIL AND FEDERAL EXPRESS

City of Burbank
Community Development Department, Transportation Division
150 N. Third Street
Burbank, California 91502
Attn: Mr. David Kriske
dkriske@burbankca.gov

Dear Mr. Kriske:

Notice of Intent to Adopt a
Mitigated Negative Declaration for Alameda North Neighborhood Protection Plan

The Metropolitan Water District of Southern California (Metropolitan) has reviewed the Notice of Intent to Adopt a Mitigated Negative Declaration for Alameda North Neighborhood Protection Plan (Plan). The Plan proposes to make roadway alterations within the Alameda North neighborhood that are intended to reduce cut through traffic, improve safety and facilitate traffic flow. The components of the proposed action include street closures, intersection improvements, speed humps, changes top school drop-off and additional school parking. Alameda North (Project area) encompasses an approximately 200-acre area that is bounded by Verdugo Avenue to the north, Buena Vista Street to the east, Alameda Avenue and Olive Avenue to the south, and Hollywood Way to the west. To the south of the Project area is the Burbank media center and State Route (SR) 134. To the north is the Magnolia Park residential neighborhood.

Metropolitan owns and operates facilities adjacent to the proposed Project area. As shown on the attached map, Metropolitan's Santa Monica Feeder, an approximately 42-inch inside-diameter pipeline, is located along Olive Avenue within street easement rights-of-way on the eastern boundary of the Project area. Metropolitan is concerned with potential impacts to these facilities and rights-of-way that may result from implementation of the proposed Plan.

Metropolitan must be allowed to maintain its rights-of-way and access to its facilities and properties at all times, in order to repair and maintain the current condition of those facilities. In order to avoid potential conflicts with Metropolitan's rights-of-way, we require that any design plans for any activity in the area of Metropolitan's pipelines or facilities be submitted for our review and written approval. Metropolitan will not permit projects that could subject the pipes to excessive vehicle, impact or vibratory loads. Any future design plans associated with this project should be submitted to the attention of Metropolitan's Substructures Team. Approval of the project should be contingent on Metropolitan's approval of design plans for portions of the

700 North Alameda Street, Los Angeles, California 90012● Mailing Address: Box 54153, Los Angeles●California 90054-0153 ● Telephone (213) 217-6000

proposed project that could impact its facilities. Detailed prints of drawings of Metropolitan's pipelines and rights-of-way may be obtained by contacting Metropolitan's Substructures Team at EngineeringSubstructures@mwdh2o.com. To assist in the preparation of plans that are compatible with Metropolitan's facilities and rights-of-way, enclosed is a copy of the "Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easement of The Metropolitan Water District of Southern California." Please note that Metropolitan's facilities and rights-of-way must be fully shown and identified as Metropolitan's on all designs or plans submitted.

Metropolitan requests that the City of Burbank (City) avoid any potential impacts that may occur to the Santa Monica Feeder due to implementation of the proposed Plan or where applicable, propose mitigation measures to offset any potential impacts. It will also be necessary for the City to consider Metropolitan's Santa Monica Feeder in its project planning.

We appreciate the opportunity to provide input to your planning process and look forward to receiving future plans and documentation for this project. If we can be of further assistance, please contact Lilia I. Martínez at (213) 217-5656.

Very truly yours,

for

Deirdre West
Manager, Environmental Planning Team

LIM/lim
(EPT Job No. 20160803EXT)

Enclosures:
1) Location Map of Metropolitan's Santa Monica Feeder in Project Vicinity
2) Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easements of The Metropolitan Water District of Southern California

EXHIBIT G-690

Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easements of The Metropolitan Water District of Southern California

1. Introduction

a. The following general guidelines should be followed for the design of proposed facilities and developments in the area of Metropolitan's facilities, fee properties, and/or easements.

b. We require that 3 copies of your tentative and final record maps, grading, paving, street improvement, landscape, storm drain, and utility plans be submitted for our review and written approval as they pertain to Metropolitan's facilities, fee properties and/or easements, prior to the commencement of any construction work.

2. Plans, Parcel and Tract Maps

The following are Metropolitan's requirements for the identification of its facilities, fee properties, and/or easements on your plans, parcel maps and tract maps:

a. Metropolitan's fee properties and/or easements and its pipelines and other facilities must be fully shown and identified as Metropolitan's on all applicable plans.

b. Metropolitan's fee properties and/or easements must be shown and identified as Metropolitan's with the official recording data on all applicable parcel and tract maps.

c. Metropolitan's fee properties and/or easements and existing survey monuments must be dimensionally tied to the parcel or tract boundaries.

d. Metropolitan's records of surveys must be referenced on the parcel and tract maps.

3. Maintenance of Access Along Metropolitan's Rights-of-Way

a. Proposed cut or fill slopes exceeding 10 percent are normally not allowed within Metropolitan's fee properties or easements. This is required to facilitate the use of construction and maintenance equipment, and provide access to its aboveground and belowground facilities.

b. We require that 16-foot-wide commercial-type driveway approaches be constructed on both sides of all streets crossing Metropolitan's rights-of-way. Openings are required in any median island. Access ramps, if necessary, must be at least 16-feet-wide. Grades of ramps are normally not allowed to exceed 10 percent. If the slope of an access ramp must exceed 10 percent due to the topography, the ramp must be paved. We require a 40-foot-long level area on the driveway approach to access ramps where the ramp meets the street. At Metropolitan's fee properties, we may require fences and gates.

c. The terms of Metropolitan's permanent easement deeds normally preclude the building or maintenance of structures of any nature or kind within its easements, to ensure safety and avoid interference with operation and maintenance of Metropolitan's pipelines or other facilities. Metropolitan must have vehicular access along the easements at all times for inspection, patrolling, and for maintenance of the pipelines and other facilities on a routine basis. We require a 20-foot-wide clear zone around all above-ground facilities for this routine access. This clear zone should slope away from our facility on a grade not to exceed 2 percent. We must also have access along the easements with construction equipment. An example of this is shown on Figure 1.

d. The footings of any proposed buildings adjacent to Metropolitan's fee properties and/or easements must not encroach into the fee property or easement or impose additional loading on Metropolitan's pipelines or other facilities therein. A typical situation is shown on Figure 2. Prints of the detail plans of the footings for any building or structure adjacent to the fee property or easement must be submitted for our review and written approval as they pertain to the pipeline or other facilities therein. Also, roof eaves of buildings adjacent to the easement or fee property must not overhang into the fee property or easement area.

e. Metropolitan's pipelines and other facilities, e.g. structures, manholes, equipment, survey monuments, etc. within its fee properties and/or easements must be protected from damage by the easement holder on Metropolitan's property or the property owner where Metropolitan has an easement, at no expense to Metropolitan. If the facility is a cathodic protection station it shall be located prior to any grading or excavation. The exact location, description and way of protection shall be shown on the related plans for the easement area.

4. Easements on Metropolitan's Property

a. We encourage the use of Metropolitan's fee rights-of-way by governmental agencies for public street and utility purposes, provided that such use does not interfere with Metropolitan's use of the property, the entire width of the property is accepted into the agency's public street system and fair market value is paid for such use of the right-of-way.

b. Please contact the Director of Metropolitan's Right of Way and Land Division, telephone (213) 250-6302, concerning easements for landscaping, street, storm drain, sewer, water or other public facilities proposed within Metropolitan's fee properties. A map and legal description of the requested easements must be submitted. Also, written evidence must be submitted that shows the city or county will accept the easement for the specific purposes into its public system. The grant of the easement will be subject to Metropolitan's rights to use its land for water pipelines and related purposes to the same extent as if such grant had not been made. There will be a charge for the easement. Please note that, if entry is required on the property prior to issuance of the easement, an entry permit must be obtained. There will also be a charge for the entry permit.

5. Landscaping

Metropolitan's landscape guidelines for its fee properties and/or easements are as follows:

a. A green belt may be allowed within Metropolitan's fee property or easement.

b. All landscape plans shall show the location and size of Metropolitan's fee property and/or easement and the location and size of Metropolitan's pipeline or other facilities therein.

c. Absolutely no trees will be allowed within 15 feet of the centerline of Metropolitan's existing or future pipelines and facilities.

d. Deep-rooted trees are prohibited within Metropolitan's fee properties and/or easements. Shallow-rooted trees are the only trees allowed. The shallow-rooted trees will not be permitted any closer than 15 feet from the centerline of the pipeline, and such trees shall not be taller than 25 feet with a root spread no greater than 20 feet in diameter at maturity. Shrubs, bushes, vines, and ground cover are permitted, but larger shrubs and bushes should not be planted directly over our pipeline. Turf is acceptable. We require submittal of landscape plans for Metropolitan's prior review and written approval. (See Figure 3).

e. The landscape plans must contain provisions for Metropolitan's vehicular access at all times along its rights-of-way to its pipelines or facilities therein. Gates capable of accepting Metropolitan's locks are required in any fences across its rights-of-way. Also, any walks or drainage facilities across its access route must be constructed to AASHTO H-20 loading standards.

f. Rights to landscape any of Metropolitan's fee properties must be acquired from its Right of Way and Land Division. Appropriate entry permits must be obtained prior to any entry on its property. There will be a charge for any entry permit or easements required.

6. Fencing

Metropolitan requires that perimeter fencing of its fee properties and facilities be constructed of universal chain link, 6 feet in height and topped with 3 strands of barbed wire angled upward and outward at a 45 degree angle or an approved equal for a total fence height of 7 feet. Suitable substitute fencing may be considered by Metropolitan. (Please see Figure 5 for details).

7. Utilities in Metropolitan's Fee Properties and/or Easements or Adjacent to Its Pipeline in Public Streets

Metropolitan's policy for the alinement of utilities permitted within its fee properties and/or easements and street rights-of-way is as follows:

a. Permanent structures, including catch basins, manholes, power poles, telephone riser boxes, etc., shall not be located within its fee properties and/or easements.

b. We request that permanent utility structures within public streets, in which Metropolitan's facilities are constructed under the Metropolitan Water District Act, be placed as far from our pipeline as possible, but not closer than 5 feet from the outside of our pipeline.

c. The installation of utilities over or under Metropolitan's pipeline(s) must be in accordance with the requirements shown on the enclosed prints of Drawings Nos. C-11632 and C-9547. Whenever possible we request a minimum of one foot clearance between Metropolitan's pipe and your facility. Temporary support of Metropolitan's pipe may also be required at undercrossings of its pipe in an open trench. The temporary support plans must be reviewed and approved by Metropolitan.

d. Lateral utility crossings of Metropolitan's pipelines must be as perpendicular to its pipeline alinement as practical. Prior to any excavation our pipeline shall be located manually and any excavation within two feet of our pipeline must be done by hand. This shall be noted on the appropriate drawings.

e. Utilities constructed longitudinally within Metropolitan's rights-of-way must be located outside the theoretical trench prism for uncovering its pipeline and must be located parallel to and as close to its rights-of-way lines as practical.

f. When piping is jacked or installed in jacked casing or tunnel under Metropolitan's pipe, there must be at least two feet of vertical clearance between the bottom of Metropolitan's pipe and the top of the jacked pipe, jacked casing or tunnel. We also require that detail drawings of the shoring for the jacking or tunneling pits be submitted for our review and approval. Provisions must be made to grout any voids around the exterior of the jacked pipe, jacked casing or tunnel. If the piping is installed in a jacked casing or tunnel the annular space between the piping and the jacked casing or tunnel must be filled with grout.

g. Overhead electrical and telephone line requirements:

1) Conductor clearances are to conform to the California State Public Utilities Commission, General Order 95, for Overhead Electrical Line Construction or at a greater clearance if required by Metropolitan. Under no circumstances shall clearance be less than 35 feet.

2) A marker must be attached to the power pole showing the ground clearance and line voltage, to help prevent damage to your facilities during maintenance or other work being done in the area.

3) Line clearance over Metropolitan's fee properties and/or easements shall be shown on the drawing to indicate the lowest point of the line under the most adverse conditions including consideration of sag, wind load, temperature change, and support type. We require that overhead lines be located at least 30 feet laterally away from all above-ground structures on the pipelines.

4) When underground electrical conduits, 120 volts or greater, are installed within Metropolitan's fee property and/or easement, the conduits must be incased in a minimum of three inches of red concrete. Where possible, above ground warning signs must also be placed at the right-of-way lines where the conduits enter and exit the right-of-way.

h. The construction of sewerlines in Metropolitan's fee properties and/or easements must conform to the California Department of Health Services Criteria for the Separation of Water Mains and Sanitary Services and the local City or County Health Code Ordinance as it relates to installation of sewers in the vicinity of pressure waterlines. The construction of sewerlines should also conform to these standards in street rights-of- way.

i. Cross sections shall be provided for all pipeline crossings showing Metropolitan's fee property and/or easement limits and the location of our pipeline(s). The exact locations of the crossing pipelines and their elevations shall be marked on as-built drawings for our information.

j. Potholing of Metropolitan's pipeline is required if the vertical clearance between a utility and Metropolitan's pipeline is indicated on the plan to be one foot or less. If the indicated clearance is between one and two feet, potholing is suggested. Metropolitan will provide a representative to assists others in locating and identifying its pipeline. Two-working days notice is requested.

k. Adequate shoring and bracing is required for the full depth of the trench when the excavation encroaches within the zone shown on Figure 4.

l. The location of utilities within Metropolitan's fee property and/or easement shall be plainly marked to help prevent damage during maintenance or other work done in the area. Detectable tape over buried utilities should be placed a minimum of 12 inches above the utility and shall conform to the following requirements:

1) Water pipeline: A two-inch blue warning tape shall be imprinted with:

"CAUTION BURIED WATER PIPELINE"

2) Gas, oil, or chemical pipeline: A two-inch yellow warning tape shall be imprinted with:

"CAUTION BURIED _____ PIPELINE"

3) Sewer or storm drain pipeline: A two-inch green warning tape shall be imprinted with:

"CAUTION BURIED _____ PIPELINE"

4) Electric, street lighting, or traffic signals conduit: A two-inch red warning tape shall be imprinted with:

"CAUTION BURIED _____ CONDUIT"

5) Telephone, or television conduit: A two-inch orange warning tape shall be imprinted with:

"CAUTION BURIED _____ CONDUIT"

m. Cathodic Protection requirements:

1) If there is a cathodic protection station for Metropolitan's pipeline in the area of the proposed work, it shall be located prior to any grading or excavation. The exact location, description and manner of protection shall be shown on all applicable plans. Please contact Metropolitan's Corrosion Engineering Section, located at Metropolitan's F. E. Weymouth Softening and Filtration Plant, 700 North Moreno Avenue, La Verne, California 91750, telephone (714) 593-7474, for the locations of Metropolitan's cathodic protection stations.

2) If an induced-current cathodic protection system is to be installed on any pipeline crossing Metropolitan's pipeline, please contact Mr. Wayne E. Risner at (714) 593-7474 or (213) 250-5085. He will review the proposed system and determine if any conflicts will arise with the existing cathodic protection systems installed by Metropolitan.

3) Within Metropolitan's rights-of-way, pipelines and carrier pipes (casings) shall be coated with an approved protective coating to conform to Metropolitan's requirements, and shall be maintained in a neat and orderly condition as directed by Metropolitan. The application and monitoring of cathodic protection on the pipeline and casing shall conform to Title 49 of the Code of Federal Regulations, Part 195.

4) If a steel carrier pipe (casing) is used:

(a) Cathodic protection shall be provided by use of a sacrificial magnesium anode (a sketch showing the cathodic protection details can be provided for the designers information).

(b) The steel carrier pipe shall be protected with a coal tar enamel coating inside and out in accordance with AWWA C203 specification.

n. All trenches shall be excavated to comply with the CAL/OSHA Construction Safety Orders, Article 6, beginning with Sections 1539 through 1547. Trench backfill shall be placed in 8-inch lifts and shall be compacted to 95 percent relative compaction (ASTM D698) across roadways and through protective dikes. Trench backfill elsewhere will be compacted to 90 percent relative compaction (ASTM D698).

o. Control cables connected with the operation of Metropolitan's system are buried within streets, its fee properties and/or easements. The locations and elevations of these cables shall be shown on the drawings. The drawings shall note that prior to any excavation in the area, the control cables shall be located and measures shall be taken by the contractor to protect the cables in place.

p. Metropolitan is a member of Underground Service Alert (USA). The contractor (excavator) shall contact USA at 1-800-422-4133 (Southern California) at least 48 hours prior to starting any excavation work. The contractor will be liable for any damage to Metropolitan's facilities as a result of the construction.

8. Paramount Right

Facilities constructed within Metropolitan's fee properties and/or easements shall be subject to the paramount right of Metropolitan to use its fee properties and/or easements for the purpose for which they were acquired. If at any time Metropolitan or its assigns should, in the exercise of their rights, find it necessary to remove any of the facilities from the fee properties and/or easements, such removal and replacement shall be at the expense of the owner of the facility.

9. Modification of Metropolitan's Facilities

When a manhole or other of Metropolitan's facilities must be modified to accommodate your construction or reconstruction, Metropolitan will modify the facilities with its forces. This should be noted on the construction plans. The estimated cost to perform this modification will be given to you and we will require a deposit for this amount before the work is performed. Once the deposit is received, we will schedule the work. Our forces will coordinate the work with your contractor. Our final billing will be based on actual cost incurred, and will include materials, construction, engineering plan review, inspection, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice will be forwarded for payment of the additional amount.

10. Drainage

a. Residential or commercial development typically increases and concentrates the peak storm water runoff as well as the total yearly storm runoff from an area, thereby increasing the requirements for storm drain facilities downstream of the development. Also, throughout the year water from landscape irrigation, car washing, and other outdoor domestic water uses flows into the storm drainage system resulting in weed abatement, insect infestation, obstructed access and other problems. Therefore, it is Metropolitan's usual practice not to approve plans that show discharge of drainage from developments onto its fee properties and/or easements.

b. If water must be carried across or discharged onto Metropolitan's fee properties and/or easements, Metropolitan will insist that plans for development provide that it be carried by closed conduit or lined open channel approved in writing by Metropolitan. Also the drainage facilities must be maintained by others, e.g., city, county, homeowners association, etc. If the development proposes changes to existing drainage features, then the developer shall make provisions to provide for replacement and these changes must be approved by Metropolitan in writing.

11. Construction Coordination

During construction, Metropolitan's field representative will make periodic inspections. We request that a stipulation be added to the plans or specifications for notification of Mr. _____ of Metropolitan's Operations Services Branch, telephone (213) 250-____, at least two working days prior to any work in the vicinity of our facilities.

12. Pipeline Loading Restrictions

a. Metropolitan's pipelines and conduits vary in structural strength, and some are not adequate for AASHTO H-20 loading. Therefore, specific loads over the specific sections of pipe or conduit must be reviewed and approved by Metropolitan. However, Metropolitan's pipelines are typically adequate for AASHTO H-20 loading provided that the cover over the pipeline is not less than four feet or the cover is not substantially increased. If the temporary cover over the pipeline during construction is between three and four feet, equipment must restricted to that which

imposes loads no greater than AASHTO H-10. If the cover is between two and three feet, equipment must be restricted to that of a Caterpillar D-4 tract-type tractor. If the cover is less than two feet, only hand equipment may be used. Also, if the contractor plans to use any equipment over Metropolitan's pipeline which will impose loads greater than AASHTO H-20, it will be necessary to submit the specifications of such equipment for our review and approval at least one week prior to its use. More restrictive requirements may apply to the loading guideline over the San Diego Pipelines 1 and 2, portions of the Orange County Feeder, and the Colorado River Aqueduct. Please contact us for loading restrictions on all of Metropolitan's pipelines and conduits.

b. The existing cover over the pipeline shall be maintained unless Metropolitan determines that proposed changes do not pose a hazard to the integrity of the pipeline or an impediment to its maintenance.

13. Blasting

a. At least 20 days prior to the start of any drilling for rock excavation blasting, or any blasting, in the vicinity of Metropolitan's facilities, a two-part preliminary conceptual plan shall be submitted to Metropolitan as follows:

b. Part 1 of the conceptual plan shall include a complete summary of proposed transportation, handling, storage, and use of explosions.

c. Part 2 shall include the proposed general concept for blasting, including controlled blasting techniques and controls of noise, fly rock, airblast, and ground vibration.

14. CEQA Requirements

a. When Environmental Documents Have Not Been Prepared

1) Regulations implementing the California Environmental Quality Act (CEQA) require that Metropolitan have an opportunity to consult with the agency or consultants preparing any environmental documentation. We are required to review and consider the environmental effects of the project as shown in the Negative Declaration or Environmental Impact Report (EIR) prepared for your project before committing Metropolitan to approve your request.

2) In order to ensure compliance with the regulations implementing CEQA where Metropolitan is not the Lead Agency, the following minimum procedures to ensure compliance with the Act have been established:

a) Metropolitan shall be timely advised of any determination that a Categorical Exemption applies to the project. The Lead Agency is to advise Metropolitan that it and other agencies participating in the project have complied with the requirements of CEQA prior to Metropolitan's participation.

b) Metropolitan is to be consulted during the preparation of the Negative Declaration or EIR.

c) Metropolitan is to review and submit any necessary comments on the Negative Declaration or draft EIR.

d) Metropolitan is to be indemnified for any costs or liability arising out of any violation of any laws or regulations including but not limited to the California Environmental Quality Act and its implementing regulations.

b. <u>When Environmental Documents Have Been Prepared</u>

If environmental documents have been prepared for your project, please furnish us a copy for our review and files in a timely manner so that we may have sufficient time to review and comment. The following steps must also be accomplished:

1) The Lead Agency is to advise Metropolitan that it and other agencies participating in the project have complied with the requirements of CEQA prior to Metropolitan's participation.

2) You must agree to indemnify Metropolitan, its officers, engineers, and agents for any costs or liability arising out of any violation of any laws or regulations including but not limited to the California Environmental Quality Act and its implementing regulations.

15. <u>Metropolitan's Plan-Review Cost</u>

a. An engineering review of your proposed facilities and developments and the preparation of a letter response

giving Metropolitan's comments, requirements and/or approval that will require 8 man-hours or less of effort is typically performed at no cost to the developer, unless a facility must be modified where Metropolitan has superior rights. If an engineering review and letter response requires more than 8 man-hours of effort by Metropolitan to determine if the proposed facility or development is compatible with its facilities, or if modifications to Metropolitan's manhole(s) or other facilities will be required, then all of Metropolitan's costs associated with the project must be paid by the developer, unless the developer has superior rights.

b. A deposit of funds will be required from the developer before Metropolitan can begin its detailed engineering plan review that will exceed 8 hours. The amount of the required deposit will be determined after a cursory review of the plans for the proposed development.

c. Metropolitan's final billing will be based on actual cost incurred, and will include engineering plan review, inspection, materials, construction, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice will be forwarded for payment of the additional amount. Additional deposits may be required if the cost of Metropolitan's review exceeds the amount of the initial deposit.

16. Caution

We advise you that Metropolitan's plan reviews and responses are based upon information available to Metropolitan which was prepared by or on behalf of Metropolitan for general record purposes only. Such information may not be sufficiently detailed or accurate for your purposes. No warranty of any kind, either express or implied, is attached to the information therein conveyed as to its accuracy, and no inference should be drawn from Metropolitan's failure to comment on any aspect of your project. You are therefore cautioned to make such surveys and other field investigations as you may deem prudent to assure yourself that any plans for your project are correct.

17. Additional Information

Should you require additional information, please contact:

Civil Engineering Substructures Section
Metropolitan Water District
of Southern California
P.O. Box 54153
Los Angeles, California 90054-0153
(213) 217-6000

JEH/MRW/lk

Rev. January 22, 1989

Encl.

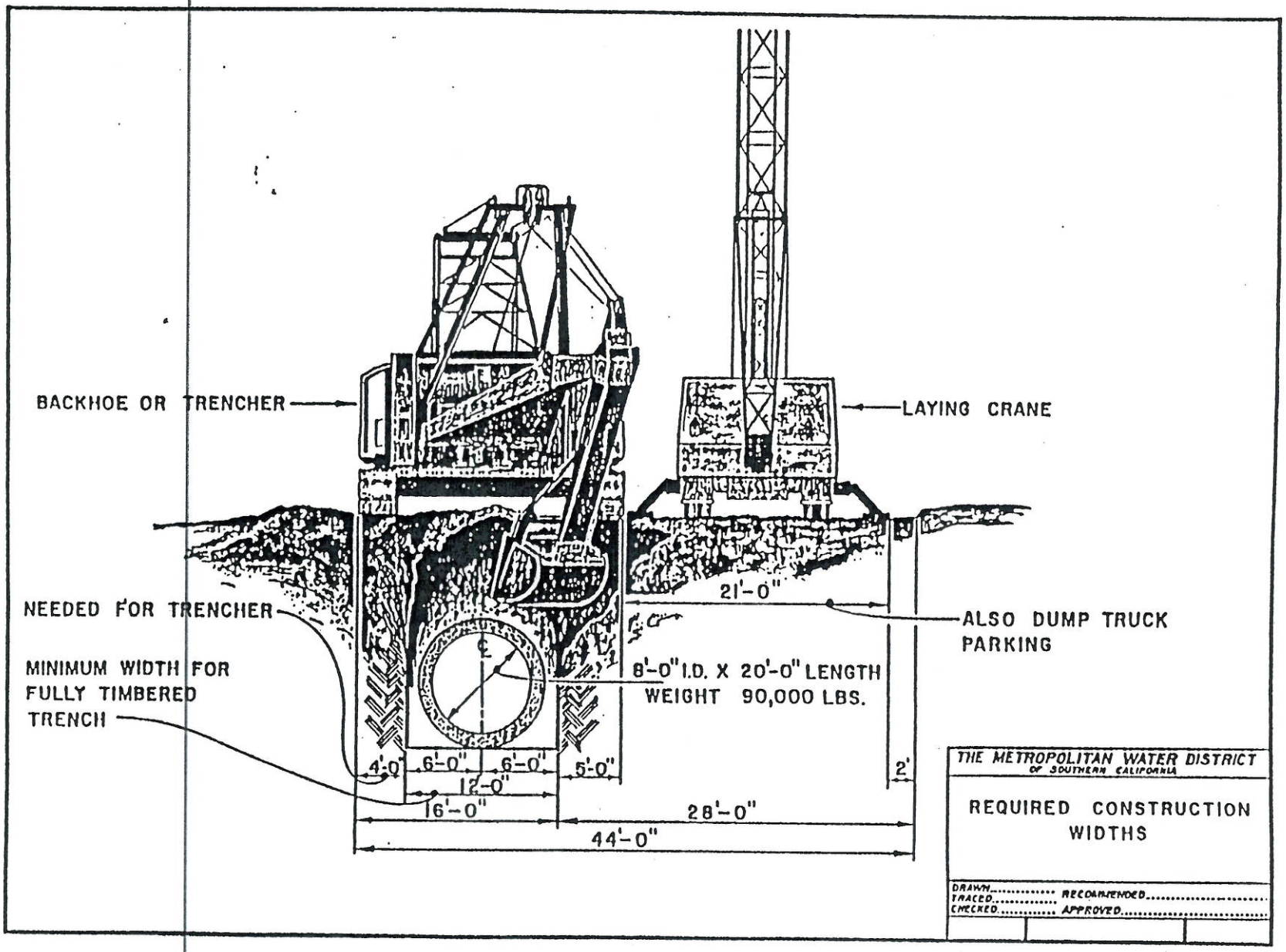
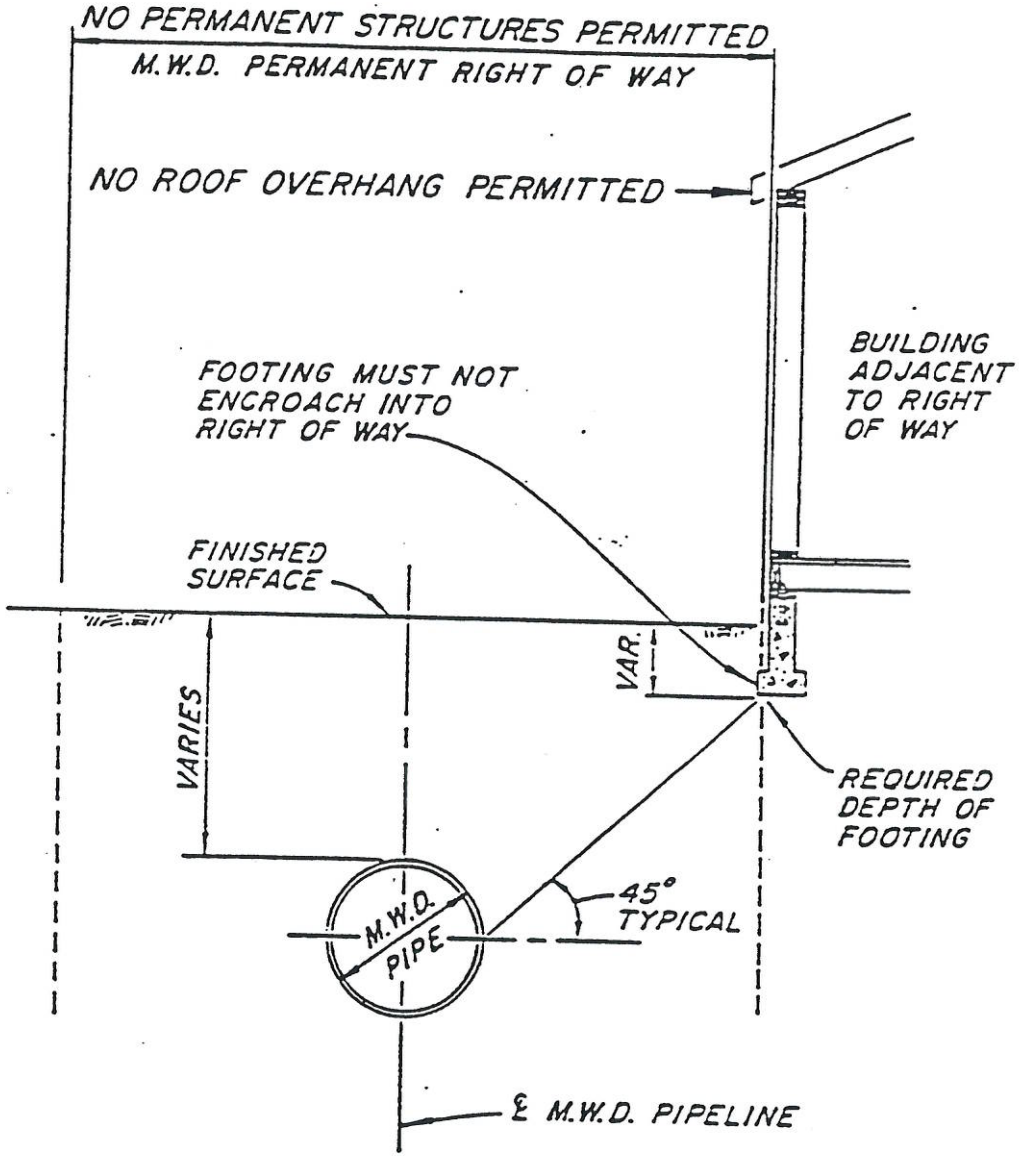


FIGURE 1

FORM NO 39 B 1000 11-68 P.O. NO. 66-5607

11-66 DIETERICH-POST CLEARPRINT 1033

EXHIBIT G-705



NOTE: M.W.D. PIPELINE SIZE, DEPTH, LOCATION AND WIDTH OF PERMANENT RIGHT OF WAY VARIES.

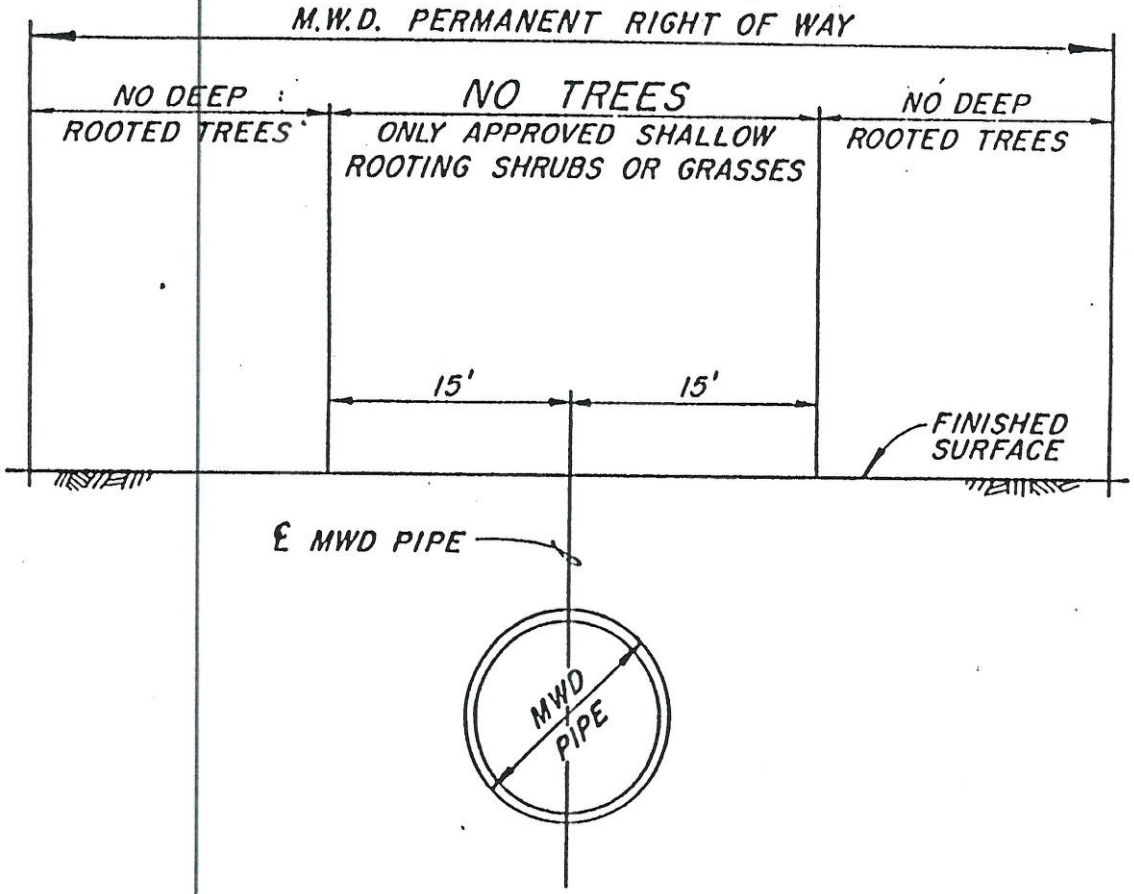
THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

REQUIREMENTS FOR BUILDINGS AND FOOTINGS ADJACENT TO M.W.D. RIGHT OF WAY

DRAWN ____ RECOMMENDED ____
TRACED ____
CHECKED ____ APPROVED ____

FIGURE 2

11-67 DIETERICH-POST CLEARPRINT 1023



THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

LANDSCAPE GUIDELINES FOR M.W.D. RIGHT OF WAY

DRAWN..... RECOMMENDED.....
TRACED.....
CHECKED..... APPROVED.....

FIGURE 3

EXHIBIT G-707

DIETERICH-POST CLEARPRINT 1023

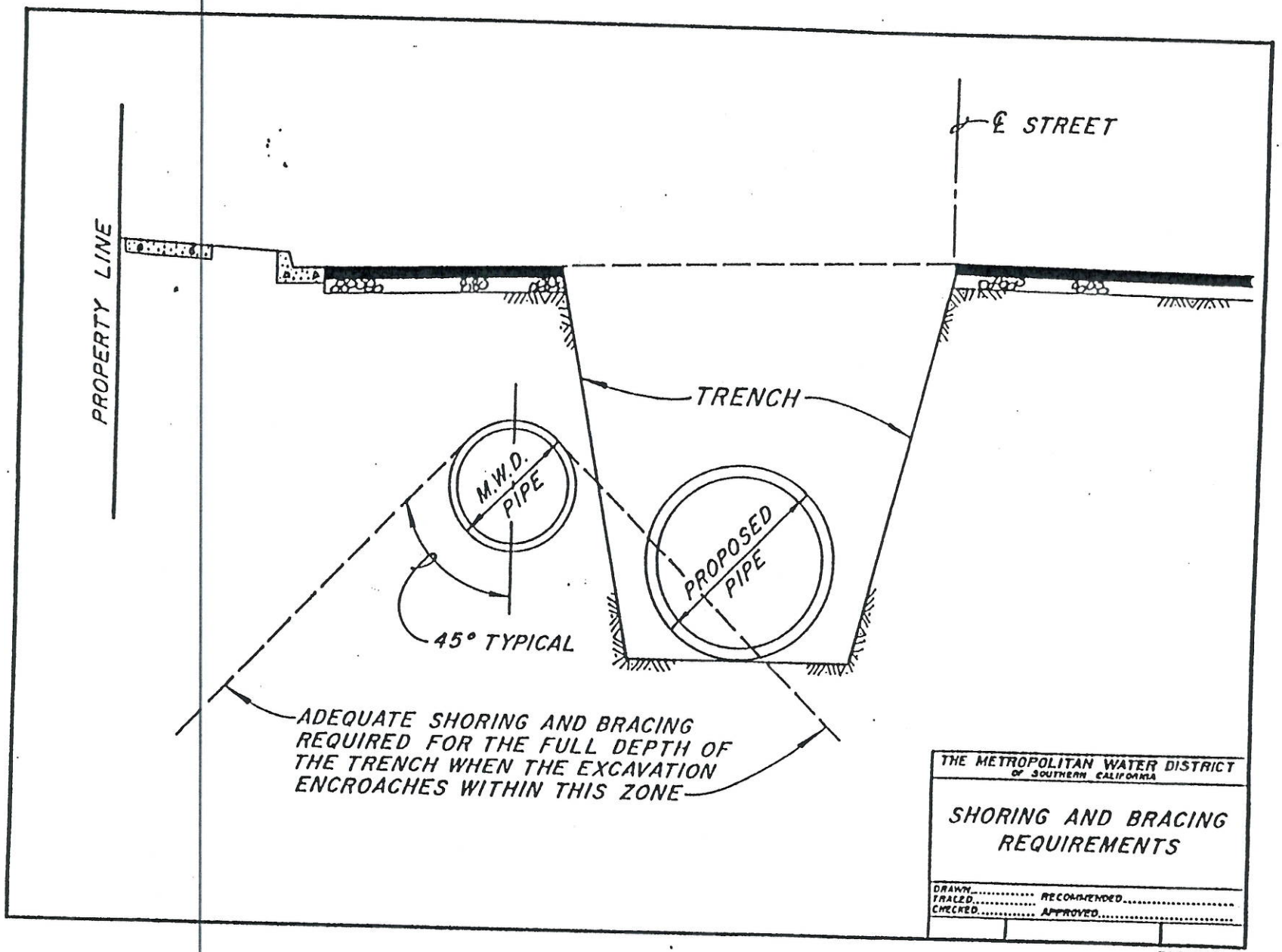
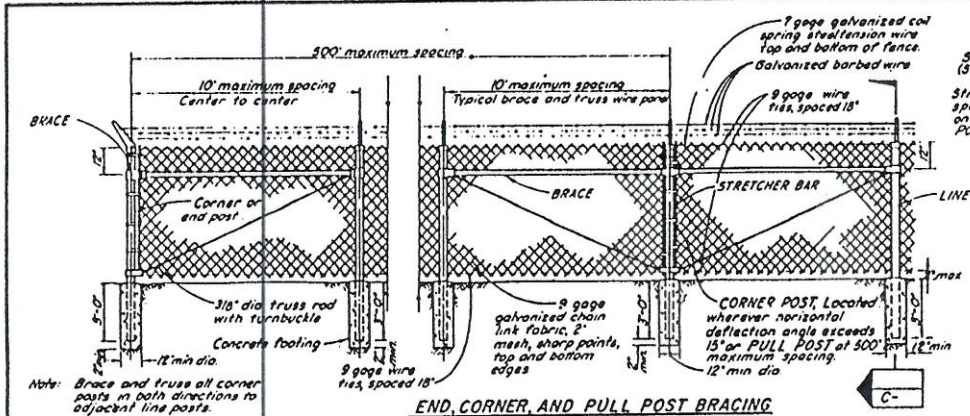


FIGURE 4

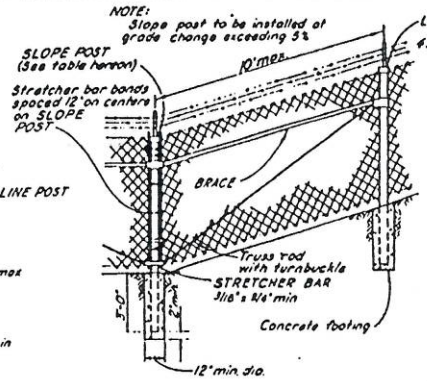
EXHIBIT G-708

SPECIFICATIONS NO. SHEET NO.

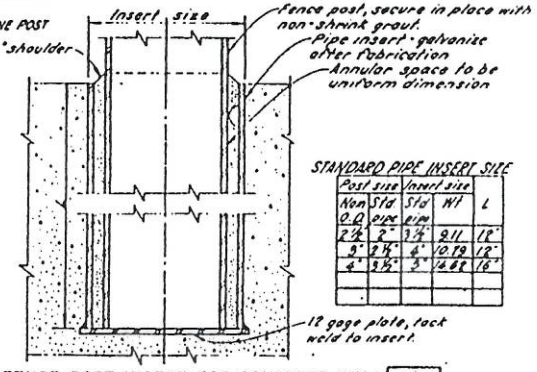


Note: Brace and truss all corner posts in both directions to adjacent line posts.

END, CORNER, AND PULL POST BRACING
(Not to scale)



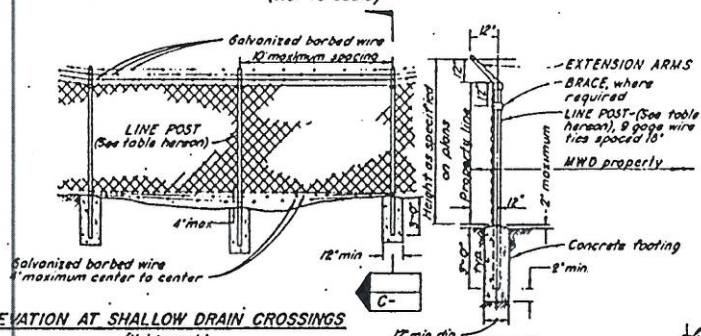
TYPICAL FENCE ON SLOPE
(Not to scale)



STANDARD PIPE INSERT SIZE

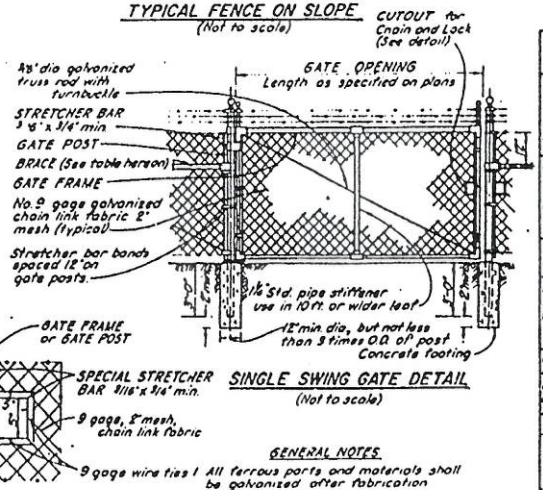
Post size		Insert size		
Nom O.D.	Std pipe	Std pipe	Wt	L
2 1/2	2"	2 1/2"	9.11	12"
3"	2 1/2"	3"	10.79	12"
4"	3 1/2"	3"	14.83	16"

FENCE POST INSERT FOR CONCRETE WALL AND CONCRETE CURB
(Not to scale) 1



ELEVATION AT SHALLOW DRAIN CROSSINGS
(Not to scale)

LINE POST SECTION
(Not to scale) C-



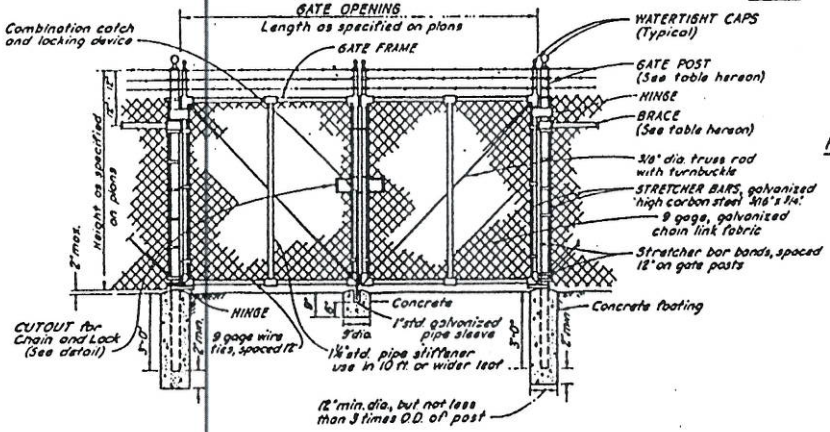
SINGLE SWING GATE DETAIL
(Not to scale)

DETAIL OF CUTOUT FOR CHAIN AND LOCK
(Not to scale)

Use	Type	Nominal Size (Inches)	Actual O.D. (Inches)	Weight per foot (Pounds)
End, corner, slope, pull and gate posts (for single gates 6 feet or less in width and double gates 12 feet or less in width) for chain link fabric 72 inches or higher	Pipe	2 1/2	2.875	5.79
End, corner, slope, pull and gate posts (for single gates 6 feet or less in width and double gates 12 feet or less in width) for chain link fabric less than 72 inches height	Pipe	2	2.375	3.65
Gate posts for single swing gates over 6 feet but not over 13 feet in width and double swing gates over 12 feet but not over 26 feet in width.	Pipe	3 1/2	4.000	9.11
Gate posts for single swing gates over 13 feet but not over 18 feet in width and double swing gates over 26 feet but not over 36 feet in width.	Pipe	6	6.625	18.97
Gate posts for single swing gates over 18 feet in width and double swing gates over 36 feet in width	Pipe	8	8.625	24.70
Line posts for chain link fabric 72 inches or higher	Pipe	2	2.375	3.65
	H-Section	2 1/16 x 1 7/8		4.10
Line posts for chain link fabric less than 72 inches in height	Pipe	1 7/8	1.900	2.72
	H-Section	1 9/16 x 1 5/8		2.80
Braces	Pipe	1 1/2	1.660	2.27
	H-Section	1 5/8 x 1 5/8		2.80
Frame for gates	Pipe	1 7/8	1.900	2.72
Stiffeners for gates	Pipe	1 1/2	1.660	2.27

GENERAL NOTES

1. All ferrous parts and materials shall be galvanized after fabrication
2. Adjustable tighteners shall be turnbuckle or equivalent, having minimum 6" take-up
3. Extension arms for barbed wire shall be steel, malleable iron or wrought iron and shall be attached to the top of the post with a 1/4 inch round head rivet. The extension arms shall carry three wires each at approximately 5 inch centers in a plane approximately 45° from the vertical.
4. All gate hinges shall be heavy duty malleable iron or steel, industrial service type, 270 degree swing, of approved quality and design.
5. Secure cap to post with 1/4 inch round head rivet



DOUBLE SWING GATE DETAIL
(Not to scale)

NO.	DATE	DWN.	CKD.	REVISION	REC.	APP.

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA
DISTRIBUTION SYSTEM

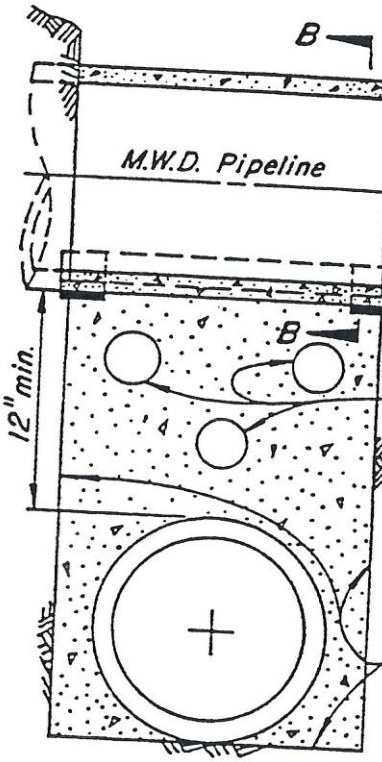
CHAIN LINK FENCE DETAILS

DESIGNED
DRAWN
CHECKED
RECOMMENDED
APPROVED
WORK ORDER NO.
LOS ANGELES

REVISION COORDINATION CHECK
ORIGINAL RELEASE | MECH. | STRUCT. | ELEC. | CIVIL | SPECS. | DATE
INTERSECTIONAL COORDINATION CHECK

EXHIBIT G-709

FIGURE 5

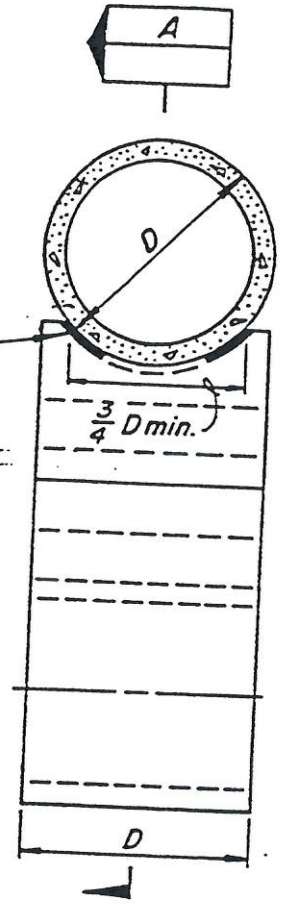


SECTION "A-A"

$\frac{3}{4}$" x 6" premolded expansion joint filler

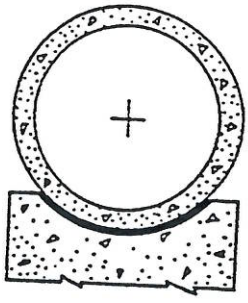
Apertures as directed by the Engineer, total volume not to exceed $\frac{1}{2}$ the volume of the supporting wall

Concrete support wall to be placed against undisturbed ground



CROSS SECTION

1. Supporting wall shall have a firm bearing on the subgrade and against the side of the excavation.
2. Premolded expansion joint filler per ASTM D-1751-73 to be used in support for steel pipe only.
3. If trench width is 4 feet or greater, measured along centerline of M.W.D. pipe, concrete support must be constructed.
4. If trench width is less than 4 feet, clean sand backfill, compacted to 90% density in accordance with the provisions of ASTM Standard D-1557-70 may be used in lieu of the concrete support wall.



SECTION "B-B"

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

TYPICAL SUPPORT FOR M.W.D. PIPELINE

DRAWN ..... RECOMMENDED .....
TRACED ..... APPROVED .....
CHECKED .....

C-9547

FORM NO. 88-8 (1000) 11-1-67 P.O. 48-8714

11-67 DIETERICH-POST CLEARPRINT 1023

EXHIBIT G-710

Anthony R. Bonde
4225 West McFarlane Avenue
Burbank, California 91505
(818) 845-4884
anthonybonde@att.net

July 24, 2016

Burbank Transportation Division
Attn: Mr. David Kriske
150 North Third Street
Burbank, California 91502

PLANNING DIVISION
2016 JUL 26 A 11: 32

Re: 201-203-205 North California Street

Dear Mr. Kriske:

Please be advised I, in addition to many other neighbors I have spoken to, are firmly opposed to the permanent closure of California Street at Alameda Avenue.

This closure will create a great inconvenience to not only my tenants, but also to the many other adjoining neighbors. My tenants have advised me they will not renew their leases if this closure occurs, and it will be very difficult to replace tenants.

I have owned the property at 201-203-205 North California Street for over fifty years. In all of that time there has never been a problem with California Street being a through street.

By permanently closing California Street at Alameda Avenue, the tenants/drivers attempting to exit California Street are being deprived of the option of egressing either one of two ways. Every other resident in Burbank has that option.

Please give every consideration to keeping California Street a drive through street.

With warmest regards,

ARonde

Anthony R. Bonde

Att: David Kriske
150 N Third ST
Burbank, Ca, 91502

347 No California ST
Burbank, Cal 91505
28 Jul 2014

Dear Mr Kriske:

I am a resident at 347 No California St, writing to you to free both ends of our Block for Thru Traffic. We have a school on Oak & Califonia & the public Traffic & motor Traffic is horrific at certain Times of the day. It Took us 10 min to go from our home to Hollywood Way for a dental appt last Time when school was open Trucks drive down & must back up to leave. Emergency vehicles have problems, also, when time is of the essence. Young people use the Street for roller blading skate Boarding & such Game playing. I shall be shopping at Whole Foods & will have to travel a few Streets to get there...it is Totally inconvenient for all of us

Thank you
Barbara Marlin

(1)

Dear David,

I'm writing in response to the yellow card I received concerning the closer of 4 streets fronting Alameda, across from the new Whole Foods/apartment complex being built between Olive and Alameda.

I'm a senior citizen living in the 300 block of Cordova, and Cordova has been impacted more than the others due to the small cement triangle placed years ago next to the alley that served to close off

EXHIBIT G-713

2

Cordova from Alameda traffic that was using Cordova to avoid the Hollywood Way intersection. Traffic had really increased! In those years, we could still exit Cordova onto Alameda.

Since the 2015 closure of Cordova, and because of the cement island, we lost our access from Avon Street by way of the alley. The 3 other streets can reach each other using the alley. Cordova now is not only inconvenienced by the cement island, it has become a safety issue.

EXHIBIT G-714

3

Trash trucks, Fed Ex & others including the B. Senior buses that I ride in cannot enter Cordova from Oak St and turn around safely. I've watched many large trucks having to back down Cordova, including the Monday trash trucks. Access from the alley would make this unnecessary. And imagine a large building fire, with a hook & ladder seeking access & having to back up later.

EXHIBIT G-715

4

So (1) I think you have to close off these 4 streets from Alameda to prevent cars from using them to reach & leave the Whole looks complex.

The additional traffic on Olive & Alameda is going to be a night mare and greatly impact the Hollywood Way intersection.

(2) Please remove the cement island that currently blocks half of Cardova & alley access. And please do it as soon as possible.

Thanks for your consideration

Marge Womyas

EXHIBIT G-716

Kriske, David

From: Susan Segal <ssegalwood@gmail.com>
Sent: Wednesday, July 20, 2016 11:25 AM
To: Kriske, David
Subject: City Council Meeting for Road Closure

Hi David,
We are getting close to August so I was wondering if you expect your data/analysis work to be ready to present to the City Council members relating to the Road Closures situation that my property is subject to, should the Road Closure from California St. To Ontario Street become permanent, or if it will stay AS IS with all of the work you did on my behalf, which I so very much appreciate.
I hope this email finds you well.
Best,
Susan Segal
(707) 480-3280
Co-Owner of 3203 W. Alameda Avenue

Kriske, David

From: Kramer, Bob
Sent: Thursday, July 21, 2016 7:55 AM
To: neela@neelawoodard.com
Cc: Hess, Justin; Davis, Ron; City Council; Prescott, Patrick; Barrett, Carol; Kriske, David
Subject: RE: Keeping the streets closed on Olive

Expires: Tuesday, January 17, 2017 12:00 AM

Neela

Thank you for your email. I am going to forward it on to additional staff.

Sincerely

Bob K

Original Message
From: Neela Woodard <neela@neelawoodard.com>
Sent: Wednesday, July 20, 2016 5:20 PM
To: Citycouncil@burbankca.gov
Subject: Keeping the streets closed on Olive

Hi,

I am writing to let you know how much I would appreciate your keeping California, Avon, Lima, etc. blocked off at Olive Street. I believe the reduced traffic helps keep my kids safer and greatly reduces traffic. I am very worried about the increased traffic that the new Whole Foods would create on those blocks if the barricades were removed. I live on California between Verdugo and Oak and am certain that with out the barriers my street would become exceptionally busy. Please make the current barricades permanent.

Thank you,
Neela Woodard
917 363 0580
539 N California Street, Burbank

Sent from my iPhone

Kriske, David

From: Melissa Boag <mboag@earthlink.net>
Sent: Friday, July 22, 2016 6:04 PM
To: Kriske, David
Subject: Burbank, CA: Alameda North Neighborhood Protection Plan D

David,

I live at 247 N. California St. in Burbank. I've owned this house for 21 years. I'm just read the report about the neighborhood plan and am relieved to see some sense incorporated in this report. These semi-permanent closures have not benefited residents in this neighborhood at all and I certainly hope the city will remove them asap. Part of this report recommends one-way access for the 4 streets in the center of the closures to Alameda. I'm not happy about having access only north on California St. but that is preferable to the full closure. Right now, when I leave my house, I have no good options. Most mornings, I have to make a dangerous turn by El Torito and go through 2 extra stops to get onto the freeway. Or I can choose a similarly dangerous turn down the alley behind Dolby labs. Or I can choose a very dangerous, crowded cut down the alley behind El Torito and out by the Commisary. There is no good way to get out to the freeway from my house as it exists now. And as this study points out, the Hollywood Way option is not workable…the Oak/Hollywood intersection needs a complete overhaul.

I would much prefer southbound access from California out to Alameda. That makes the most sense to me. People from the north will be accessing the development mostly by taking Buena Vista or Hollywood Way..they are not that likely – particularly if discouraged with signage and speed bumps – to go south on California St.

Furthermore, I'd like to express my disappointment with the city in instigating a test that was supposed to take 6 weeks and has dragged on forever without any conclusion or information dissemination. The man in our neighborhood who went around soliciting signatures to support the closure used a variety of intimidating tactics and fact-spinning to drum up support and it's disappointing that the city allows this. Changing the barriers from semi-permanent to more permanent was a waste of time and money. The entire process should have been managed more efficiently.

In summary, I support:
One way access to the 4 streets central to the development – but I believe that access should be southbound in every case.
Oak/Hollywood Way intersection needs reconstruction, redesign. It needed it anyways and this situation has only made it worse.
No left turn from Oak to Buena Vista.
Add speed bumps and signage.
Additional parking on city land for Stevenson Elementary.

AND – I think the parking restrictions in the neighborhood may need to be reviewed again. Parking restrictions (except street cleaning) are now 1p-8p – they should be 8a-8p adjacent to this development.

I don't support:
Permanent closure of the 4 streets
Northbound access only on California St.
No left turn from Buena Vista to Oak

Thanks, Melissa Boag

Kriske, David

From: Jeffunny <jeffunny@aol.com>
Sent: Friday, July 22, 2016 8:03 PM
To: dkriske@burbankca.gov.
Subject: RE: Alameda North Neighborhood Proposal

Mr. Kriske:

I have emailed you many times regarding this matter. And again, my disappointment is reinforced in this very biased proposal which seemingly benefits ONLY the four proposed streets (Cordova, Lima, Avon, and California) which are to be converted into PERMANENT cul-de-sacs. The impact of this proposal on my street especially, Fairview St., is enormous. Trying to turn onto Alameda/Olive from Fairview St. in the morning is like trying to pick winning lottery numbers. The "KEEP CLEAR" white stripes that have been painted to allow residents to turn onto Alameda are all but ignored by discourteous drivers who are rushing to work and not leaving the space clear. Drivers ARE NOT courteous. Should they be? Absolutely...but let's be honest, they are not. Everyone is in a hurry or what not and common courtesy has been left to a very small percentage. The same traffic problem can be said when trying to turn right off of Oak St. onto Buena Vista in the morning commute hours. Quite simply, the traffic markings are ignored and it takes an act of God to turn right onto Buena Vista. It's not a great way to start out your day trying to simply get out of your own neighborhood. NONE OF THESE PROBLEMS were addressed in your proposal nor were any solutions to it. And YES SIR, it is most DEFINITELY a direct result of the four aforementioned streets being barricaded off.

What I also don't understand, is the proposal to stop allowing left turns onto Oak from Buena Vista?!?!? This has NEVER been a problem. In fact, it actually helps alleviate the traffic on Olive because drivers who are only trying to get home, can avoid the preposterous amount of traffic that predominates Olive during the evening commute hours. WHY IS THIS EVEN A CONTEMPLATION?! I don't know what you and your group of paid "surveyors" are trying to do to our neighborhood, but you are failing miserably.

WHY may I ask, WHY is ANYTHING being permanently decided upon BEFORE the Talaria Project is even completed? There is NO WAY to know HOW this will affect the traffic of our neighborhood UNTIL it is opened. Furthermore, if you permanently cul-de-sac these four streets, what happens when the the traffic on Fairview and surrounding streets gets EVEN WORSE once the Talaria Project is completed and the Whole Foods opens? You will have all ready closed off four main arteries into and out of MY neighborhood thus making MY STREET the main artery to get to this new monstrosity. This is unacceptable and frustrating. Why don't you take a survey of the actual people who LIVE in this neighborhood and get some information that way? NOT from some company from Westlake Village who has NO IDEA what our neighborhood is like or how it will ultimately be affected. If you want to close of streets, close of two of the streets, but all four(???) at the same time is just mind blowing. Your numbers don't add up. This isn't how to solve our traffic problem. It's talking to the residents of this neighborhood and getting their feed back: NOT some outside surveyor. I'm in awe of the lack of humanity your department is showing in this regard. It is all very disappointing. Shame on your department.

A Disgruntled Resident of Fairview St.,

Jeffrey Hartman

Kriske, David

From: Kramer, Bob
Sent: Sunday, July 24, 2016 6:42 AM
To: 'saulmarkowitz@outlook.com'
Cc: Hess, Justin; Davis, Ron; City Council; Prescott, Patrick; Kriske, David; Teaford, Bonnie; Yee, Jonathan
Subject: RE: Make the cul-de-sac permanent for California St.

Expires: Friday, January 20, 2017 12:00 AM

Saul

Thank you for your email. I am going to send it on to additional staff.

Sincerely

Bob K

Sent from my iPad

Begin forwarded message:

> **From:** Saul Markowitz <saulmarkowitz@outlook.com>
> **Date:** July 23, 2016 at 1:08:03 PM PDT
> **To:** <CityCouncil@burbankca.gov>
> **Subject: Make the cul-de-sac permanent for California St.**
>
> To whom it may concern,
>
> Please make the cul-de-sac permanent on California St. I live at 318 N. California St. and the street is so much more quieter and safer. It's a great idea. Thanks for everything.
>
> Sincerely,
>
> Saul
>
> Sent from my iPhone

Kriske, David

From: Scott Kennedy <scotkenster@gmail.com>
Sent: Sunday, July 24, 2016 7:16 AM
To: Kriske, David
Subject: Alameda N. Protection Program

Good morning David,

I live on N. Catalina and am concerned that with the closures of the other noted streets, N. Catalina will become an alternative to Hollywood Way. The traffic light at N. Catalina and Verdugo holds Catalina traffic far to long. I and other residents usually turn right on Verdugo from Catalina to minimize the wait time and then U-turn further down the street.

Our quiet N. Catalina St. runs the risk of loosing it's neighborhood feel and taking on the qualities of a busy city street. This will drive property values down and increase accident risks on our street.

Best,

Scott Kennedy

National Multi-Credentialed Epic, Electronic Health Record Trainer
Implementation Specialist, ATE

Special Education Teaching Credential, CA,(Mild to Moderate, K-Adult)
Education Instruction Specialist, Clear Level II, CA
Autism Added Authorization, Certificate, 2015

BA/Psychology/Education
75 MA Units/Education, Thesis Pending

Educating others is my life's purpose & mission.

626-354-0773 C
scotkenster@gmail.com
website: it-academic-education.webs.com
Facebook: Did you Know that you have a new EHR?

Kriske, David

From: Carlos Alazraqui <carlos@carlosalazraqui.com>
Sent: Monday, July 25, 2016 9:48 AM
To: City Council
Cc: Bradley Davis; Kriske, David
Subject: Cul de Sacs

To whom it may concern,

As a resident of Avon Street in Burbank I wanted to express how much our family has enjoyed the tranquility and SAFETY that the temporary Cul de Sacs have brought to our street. As a parent of two daughters, five and two I am much more aware of how it has brought all the kids out of their homes to interact and play. I am also relieved that iI LITERALLY do not have to scream at SPEEDING cut through traffic to slow down to UNDER 50 miles per hour - this is not made up - people ACTUALLY drove that fast when the Cul de Sacs were not in place, and much more frequently!! The 3 lights from Buena Vista to Hollywood Way encourage impatient drivers to angrily use our streets as cut through paths - this is no longer possible with the barriers in place.

The Cul De Sacs WORK period!!!

For a better, more peaceful and safer neighborhood, I am urging that we make the Cul de Sacs permanent

Thank you for your time

Carlos Alazraqui

Kriske, David

From: Harry Engel <fryechiro@gmail.com>
Sent: Monday, July 25, 2016 11:51 AM
To: Kriske, David
Subject: Alameda North Neighborhood Protection

David,

Good morning.

My wife and I own the triplex on the North East corner of Alameda and Cordova. Parking is accessed via the alley in back.
How will the proposed closures affect the ability to access parking?

Thanks

Harry Engel

Kriske, David

From: Kramer, Bob
Sent: Monday, July 25, 2016 2:07 PM
To: wearlbrown@me.com
Cc: Hess, Justin; Davis, Ron; City Council; Prescott, Patrick; Kriske, David; Teaford, Bonnie
Subject: RE: Media District Cul De Sacs

Expires: Saturday, January 21, 2017 12:00 AM

William

Thank you for your email. I am going to send it on to additional staff.

Sincerely

Bob K

Sent from my iPad

Begin forwarded message:

> **From:** William Earl Brown <wearlbrown@me.com>
> **Date:** July 25, 2016 at 12:21:58 PM PDT
> **To:** CityCouncil@burbankca.gov
> **Subject: Media District Cul De Sacs**
>
> To Whom It May Concern:
>
> I am contacting you to voice my support of making the Media District Cul de Sacs (which abut the new Whole Foods development on Alameda/Olive) a permanent fixture.
>
> Having lived at 320 N Lima for 21 years, I was first skeptical of the Cul de Sac at the end of my street. But after a few weeks, once my travel habits were adjusted, I came to see the numerous benefits. We no longer had the speeding cut-through traffic that endangered the many children on our street or Stevenson Elementary into which Lima t-intersects. The streets are quieter and markedly safer with the barriers in place - please make them permanent.
>
> Sincerely,
>
> W Earl Brown
>
> Sent from my iPhone

Kriske, David

From: Kramer, Bob
Sent: Monday, July 25, 2016 2:10 PM
To: carlos@carlosalazraqui.com
Cc: Hess, Justin; Davis, Ron; City Council; Kriske, David; Prescott, Patrick; Teaford, Bonnie
Subject: RE: Cul de Sacs

Expires: Saturday, January 21, 2017 12:00 AM

Carlos

Thank you for your email. I am going to send it on to additional staff.

Sincerely

Bob K

Sent from my iPad

Begin forwarded message:

> **From:** Carlos Alazraqui <carlos@carlosalazraqui.com>
> **Date:** July 25, 2016 at 9:47:47 AM PDT
> **To:** City Council <CityCouncil@burbankca.gov>
> **Cc:** Bradley Davis <BDavis3082@aol.com>, "Kriske, David" <DKriske@burbankca.gov>
> **Subject: Cul de Sacs**
>
> To whom it may concern,
>
> As a resident of Avon Street in Burbank I wanted to express how much our family has enjoyed the tranquility and SAFETY that the temporary Cul de Sacs have brought to our street. As a parent of two daughters, five and two I am much more aware of how it has brought all the kids out of their homes to interact and play. I am also relieved that iI LITERALLY do not have to scream at SPEEDING cut through traffic to slow down to UNDER 50 miles per hour - this is not made up - people ACTUALLY drove that fast when the Cul de Sacs were not in place, and much more frequently!! The 3 lights from Buena Vista to Hollywood Way encourage impatient drivers to angrily use our streets as cut through paths - this is no longer possible with the barriers in place.
>
> The Cul De Sacs WORK period!!!
>
> For a better, more peaceful and safer neighborhood, I am urging that we make the Cul de Sacs permanent
>
> Thank you for your time
>
> Carlos Alazraqui

Kriske, David

From: Mosley, Michael (NBCUniversal) <Michael.Mosley@nbcuni.com>
Sent: Monday, July 25, 2016 2:19 PM
To: Kriske, David
Subject: Alameda North Neighborhood Protection Program

Dear Mr. Kriske,

As a resident of Burbank and, more specifically, a resident of Lima Street between Oak and Alameda, I am strongly concerned about the potential cut-through traffic that would negatively affect this quiet, family-oriented neighborhood.

I have read the plans that were made available.

I am in great favor of implementing the permanent closure of Cordova, Avon, Lima and California Streets at Alameda Avenue as it has worked beautifully with the temporary road closures.

My fear is that if the temporary road closures are removed, our quiet, residential street will become just another 'surface street' people use to get to the new Whole Foods once it is completed.

As Lima Street, heading north from Alameda, leads directly to Stevenson Elementary School, high traffic volume could negatively impact the safety currently enjoyed by children and parents.

I implore you to make sure that the temporary road closures along Alameda become permanent ones.

Thank you,

Michael Mosley
316 N. Lima St.
818-205-3108

The City of Burbank has released a draft update to the Alameda North Neighborhood Protection Plan including the proposed permanent closure of Cordova, Avon, Lima, and California Streets at Alameda Avenue. The update includes a traffic study that provides more information on the proposed plan, including:

- Assessing conditions of the current neighborhood protection plan
- Discussing the traffic observations and circulation effects resulting from the temporary closures, including before-vs-after effects
- Identifying mitigations to traffic impacts caused by the closures
- Proposing additional neighborhood protection plan elements to be included in the NPP.

The conclusion of the study identifies a draft list of neighborhood protection improvements for the Alameda North NPP that could be implemented with the permanent closure of the four streets. It also identifies alternatives to full closures.
This plan update is subject to the California Environmental Quality Act and the City has determined that there is no substantial evidence the plan will have a significant effect on the environment, and a Mitigated Negative Declaration is proposed. A 30-day public comment period will begin on **July 23, 2016 and will end on August 22, 2016**. Interested residents and property owners are encouraged to review the environmental document and traffic study for the proposed plan update, and provide input. At the conclusion of the public comment period, staff will compile the comments received and make a recommendation to the City Council on the draft plan. All comments received during the public comment period will be considered by the City Council prior to any decision on the project.
How do I participate or find out more information?

- Call the project planner, David Kriske, at 818-238-5250

- Send an email to dkriske@burbankca.gov, or written comments to Transportation Division Attn: David Kriske, 150 N. Third St., Burbank CA 91502.

- View documents Online

- View documents at the Community Development Dept. office at 150 N. Third Street, Monday through Friday from 8AM to Noon & 1 to 5 PM.

—Attend the **Traffic Commission** (link to agenda) meeting on **Thursday July 28, 2016 at 4PM** in the City Council Chambers in City Hall at 275 E. Olive Ave. in Burbank
Attend a **Community Meeting** on **August 3, 2016 at 6PM** in the Community Services Bldg. Community Room at 150 N. Third Street in Burbank
The **Burbank City Council** will make a decision on the proposed project at a public hearing tentatively scheduled for **Tuesday, September 13, 2016 at 6PM** at the City Council Chambers in City Hall at 275 E. Olive Ave. in Burbank. You will receive another notice in the mail 10 business days before the hearing date.
Postcard notices about the Alameda North NPP will be mailed on Friday July 22, 2016 to let residents and property owners in the NPP area know about the updated plan and public comment period, and a notice will be published in the Burbank Leader. A second notice will be mailed 10 business days before the City Council public hearing.

Having trouble viewing this email? View on the website instead.
Change your eNotification preference.
Unsubscribe from all Burbank, CA eNotifications.

Maybe you can put a one way out on California (right-turn only) onto Alameda, leave the light at Lima to go both ways in and out, right turn (north) only on Avon (you can't really take a left from Alameda there anyway), and leave the Cordova light in. Make this quick and easy. We've gone so far down a rabbit hole, we're talking about moving parking lots and school doors. What is the goal? To protect traffic in the neighborhood? If so, step back out of the hole for a moment and realize the changes to accomplish that would be extremely simple very cost effective... and should have been implemented over a year ago.

(Leave the lights at Lima and Cordova as is)

1. One way south on California
2. One way north on Avon
3. Right-turn only from Oak to Buena Vista
4. Put up no parking except by permit signs on any street you don't want parking (pick a time structure or just give us enough permits for our friends or a baseball party... maybe 4 permanent ones for our family and up to 10 temporary ones for guests at end-of-year parties
5. Move the guy who wants cul-de-sacs everywhere to a remote mountain location

Cheap, effective, no 10s or 100s of millions of dollars needed to reconfigure streets and schools. But if you do want to spend a lot of money, invest it in the intersection of Olive and Alameda (including Ontario and Fairview). Just stand there for 15 minutes and watch the traffic. I don't know that it was engineered, as much as it was just paving existing horse paths a long time ago. The money spent on that would be so much more effective and enjoyed by millions more than spending it on cutting off our community.

I implore you not to cut off our community from southern access, and certainly not if you cut-off the eastern access at Buena Vista as well. You'll be making us drive in circles to get in AND out of our community. It doesn't make any sense.

Sincerely,

Steve Swanson
818-720-7315

Resident
247 N. California Street

From: webmaster@burbankca.gov
To: stevespersonal@hotmail.com
Date: Fri, 22 Jul 2016 15:08:33 -0700
Subject: Burbank, CA: Alameda North Neighborhood Protection Plan Draft Update Released

Alameda North Neighborhood Protection Plan Draft Update Released

Post Date: 07/22/2016 1:37 PM
PUBLIC NOTICE
Alameda North Neighborhood Protection Program Update and Traffic Study Released for Public Comment

Kriske, David

From: Steve Swanson <stevespersonal@hotmail.com>
Sent: Monday, July 25, 2016 2:31 PM
To: Kriske, David
Subject: RE: Burbank, CA: Alameda North Neighborhood Protection Plan Draft Update Released

Dear Mr. Kriske,

I am a resident in the very middle of this "experiment" that has been going on for WAY too long. Thank you for allowing us to voice our concerns over this project. I want to make sure you realize there is one thing that obviously cannot be done...

We cannot close all exits from Cordova, Avon, Lima, California AND close the entrance to our neighborhood from Buena Vista. Basically, you will have taken the entire southern and eastern access away from our neighborhood and making us drive north and west to go south and east. It is absolutely NOT an acceptable alternative.

Currently, our only path out is take Oak to Hollywood Way (where the light is not "smart" and takes 5 minutes), or head over to Buena Vista where there is solid traffic, and little ability to to take a left onto Olive from there. Or, we could try to wiggle through the neighborhood and exit out by El Torito, but it is EXTREMELY dangerous there. The lights handle three roads coming together and for lack of better term, is just a cluster ****.

From what I've seen as the plan, to close all four streets AND the left from Buena Vista to Oak, you may as well put a "Do Not Cross" police line around our entire neighborhood. We have been here for decades, and from the neighbors we have spoken to, no one wants to be completely cut off from the southern exits.

We've been a pawn in a political fiasco started by some retired guy canvasing our neighborhood, brow-beating people into signing his petition for cul-de-sacs on every street. This person obviously doesn't work and doesn't need to go out of his house. He told us we were the only ones not to sign his petition. I told him I would stay the only person not to sign his petition. But come to find out, he outright lied. None of our neighbors were for his "plan" to close us off.

I was all in favor of the City doing a six-week traffic test. But it has turned into over 18 months. This is unacceptable. Our neighborhood has looked like a construction zone for over a year and a half. This needs to end.

On my own account, I really don't care what you do as I figured you'd do what was best, but after seeing the proposed plan, maybe I do need to care. The one thing you cannot do is close off 4 exits AND one entrance into our neighborhood and think it's OK because the City Council doesn't live there, or because some loud-mouth retired guy demands it. On the account of my neighbors and what they have said, I would stand against closures of these streets as they have. Having to reconfigure a school's main door and parking lot because some guy wants a cul-de-sac is way too far over the top. Change the parking signs to no parking without a permit and enforce them. Cheap, effective, and doesn't destroy commuting for an entire neighborhood.

Kriske, David

From: NAL317@aol.com
Sent: Monday, July 25, 2016 4:41 PM
To: Carreon, Julie
Cc: Kriske, David
Subject: Alameda North Neighborhood Protection Plan - Phase 2

Dear Traffic Commissioners.

We are Nancy and Rick Lacher and live at 317 N. Lima St. We have lived at this address for 40 years.

We have been involved with the Neighborhood Protection Plan since 2003 when it was first initiated for the Alameda North neighborhood. We are happy to see in this report that this protection plan meets the goals of the Burbank General Plan as set forth in Goal 6 in the Mobility Element of the plan that states, "transportation infrastructure should minimize cut-through traffic in residential neighborhoods to maintain neighborhood quality of life."

Unfortunately, we will be unable to attend the July 28th Traffic meeting as we will be out of town, however, we would like to support the recommendations made in the Alameda North NPP to install permanent closures on Alameda and California, Lima, Cordova and Avon Streets.

In the year and a half that the temporary closures have been in place, our neighborhood traffic has been reduced and has brought back a quality of life that we felt we had lost.

According to the traffic report, the number of daily vehicle trips has been reduced 23% on our street. Avon and the other streets also experienced measurable reductions in traffic and this will provide protection from additional commercial growth in the Media District including the Talaria Project.

We are also in support of the other Plan recommendations including additional parking for Stevenson faculty and Option 2 of the student drop off recommendation.

We are also in support of the installation of the left turn lane off of Oak on to Hollywood Way.

We look forward to your support on the recommendations made by City Staff.

Thank you for your attention.

Nancy and Rick Lacher

Kriske, David

From: Susan and Brien <brisue1@sbcglobal.net>
Sent: Monday, July 25, 2016 5:37 PM
To: Kriske, David
Cc: City Council
Subject: Alameda North Neighborhood Protection Project Comment

I would like to comment on the Alameda North Neighborhood Protection Program (notice mailed July 22, 2016).

I am strongly in favor of making the "Temporary" Cul de Sacs "Permanent". There has been a marked improvement in the traffic speed and congestion in the area. Living directly across from Stevenson Elementary, there has been a tremendous decrease in unsafe vehicular movement to try and exit the valet system to cut down Lima Street. The "cut in" traffic zooming up Lima to cut in the school line has also been eliminated. The quality of life for the residents in the area has risen tremendously since the temporary Cul de Sac's were installed in January 2015.

There is no question that the project at the end of our streets will only exacerbate the traffic problems we were having before the Cul de sacs went in. I have witnessed drivers along Alameda actually get out of their cars to move the temporary barriers and speed up Avon. We now check them every day to keep our neighborhood safe. Please follow through on the brilliant decision made 18 months ago.

Thank you.

Brien Zimmermann
351 N Lima Street

Kriske, David

From: Jeff H <silanga55@gmail.com>
Sent: Monday, July 25, 2016 6:13 PM
To: Kriske, David
Subject: Alameda North Neighborhood Protection Program

I am a property owner on Cordova and received a notification that the city will be permanently closing my street for "protection". How will I then access my street? I know the city is trying to accomodate as much development in Burbank as possible without regard to traffic flow impact. Maybe closing streets is the solution?

I am in Northern California so maybe you can email me more information or a link to a site with some information?

Thank you
Jeffrey Hill

I implore you to make sure that the temporary road closures along Alameda become permanent ones.

Thank you,

Michael Mosley
316 N. Lima St.
818-205-3108

Kriske, David

From: Kramer, Bob
Sent: Tuesday, July 26, 2016 6:57 AM
To: Michael.Mosley@nbcuni.com
Cc: Hess, Justin; Davis, Ron; City Council; Kriske, David; Prescott, Patrick; Teaford, Bonnie
Subject: RE: Alameda North Neighborhood Protection Program

Expires: Sunday, January 22, 2017 12:00 AM

Michael

Thank you for your email. I am going to forward it to additional staff.

Sincerely

Bob K

Sent from my iPad

Begin forwarded message:

> **From:** "Mosley, Michael (NBCUniversal)" <Michael.Mosley@nbcuni.com>
> **Date:** July 25, 2016 at 2:18:46 PM PDT
> **To:** "CityCouncil@burbankca.gov" <CityCouncil@burbankca.gov>
> **Subject: Alameda North Neighborhood Protection Program**
>
> Dear Council Members,
>
> As a resident of Burbank and, more specifically, a resident of Lima Street between Oak and Alameda, I am strongly concerned about the potential cut-through traffic that would negatively affect this quiet, family-oriented neighborhood.
>
> I have read the plans that were made available.
>
> I am in great favor of implementing the permanent closure of Cordova, Avon, Lima and California Streets at Alameda Avenue as it has worked beautifully with the temporary road closures.
>
> My fear is that if the temporary road closures are removed, our quiet, residential street will become just another 'surface street' people use to get to the new Whole Foods once it is completed.
>
> As Lima Street, heading north from Alameda, leads directly to Stevenson Elementary School, high traffic volume could negatively impact the safety currently enjoyed by children and parents.

Kriske, David

From: Terry Milligan <mvpresources@gmail.com>
Sent: Tuesday, July 26, 2016 7:13 AM
To: Kriske, David
Subject: Alameda North NPP - Oak and Buena Vista

Has anyone projected the impact on property values that would be caused by a permanent prohibition against left turns at this corner? We own the vacant lot on the corner.

Thank you,

--
Terry Milligan
MVP Resources, Incorporated
PO Box 538
Camarillo, CA 93011

We are also in support of the other Plan recommendations including additional parking for Stevenson faculty and Option 2 of the student drop off recommendation.

We are also in support of the installation of the left turn lane off of Oak on to Hollywood Way.

We look forward to your support on the recommendations made by City Staff.

Thank you for your attention.

Nancy and Rick Lacher

Kriske, David

From: Yee, Jonathan
Sent: Tuesday, July 26, 2016 8:59 AM
To: Kriske, David; Choi, Roy
Subject: FW: Alameda North Neighborhood Protection Plan - Phase 2

David and Roy,

FYI

Jonathan Yee, P.E., T.E.
Assistant Public Works Director Traffic
City of Burbank
Public Works Department, 3rd Floor
150 North Third Street
Burbank, CA 91510-6459
Phone: 818-238-3969
Fax: 818-238-3918
jyee@burbankca.gov

From: Carreon, Julie
Sent: Tuesday, July 26, 2016 8:38 AM
To: Yee, Jonathan
Subject: FW: Alameda North Neighborhood Protection Plan - Phase 2

Here's another one.

From: NAL317@aol.com [mailto:NAL317@aol.com]
Sent: Monday, July 25, 2016 4:41 PM
To: Carreon, Julie
Cc: Kriske, David
Subject: Alameda North Neighborhood Protection Plan - Phase 2

Dear Traffic Commissioners.

We are Nancy and Rick Lacher and live at 317 N. Lima St. We have lived at this address for 40 years.

We have been involved with the Neighborhood Protection Plan since 2003 when it was first initiated for the Alameda North neighborhood. We are happy to see in this report that this protection plan meets the goals of the Burbank General Plan as set forth in Goal 6 in the Mobility Element of the plan that states, "transportation infrastructure should minimize cut-through traffic in residential neighborhoods to maintain neighborhood quality of life."

Unfortunately, we will be unable to attend the July 28th Traffic meeting as we will be out of town, however, we would like to support the recommendations made in the Alameda North NPP to install permanent closures on Alameda and California, Lima, Cordova and Avon Streets.

In the year and a half that the temporary closures have been in place, our neighborhood traffic has been reduced and has brought back a quality of life that we felt we had lost.

According to the traffic report, the number of daily vehicle trips has been reduced 23% on our street. Avon and the other streets also experienced measurable reductions in traffic and this will provide protection from additional commercial growth in the Media District including the Talaria Project.

Kriske, David

From: Yee, Jonathan
Sent: Tuesday, July 26, 2016 8:59 AM
To: Kriske, David; Choi, Roy
Subject: FW: Alameda North Neighborhood Protection Program

David and Roy,

FYI again

Jonathan Yee, P.E., T.E.
Assistant Public Works Director Traffic
City of Burbank
Public Works Department, 3rd Floor
150 North Third Street
Burbank, CA 91510-6459
Phone: 818-238-3969
Fax: 818-238-3918
jyee@burbankca.gov

From: Mosley, Michael (NBCUniversal) [mailto:Michael.Mosley@nbcuni.com]
Sent: Monday, July 25, 2016 2:19 PM
To: Carreon, Julie
Subject: Alameda North Neighborhood Protection Program

Dear Ms. Carreon,

As a resident of Burbank and, more specifically, a resident of Lima Street between Oak and Alameda, I am strongly concerned about the potential cut-through traffic that would negatively affect this quiet, family-oriented neighborhood.

I have read the plans that were made available.

I am in great favor of implementing the permanent closure of Cordova, Avon, Lima and California Streets at Alameda Avenue as it has worked beautifully with the temporary road closures.

My fear is that if the temporary road closures are removed, our quiet, residential street will become just another 'surface street' people use to get to the new Whole Foods once it is completed.

As Lima Street, heading north from Alameda, leads directly to Stevenson Elementary School, high traffic volume could negatively impact the safety currently enjoyed by children and parents.

I implore you to make sure that the temporary road closures along Alameda become permanent ones.

Thank you,

Michael Mosley
316 N. Lima St.
818-205-3108

Kriske, David

From: David Shearer <ds@davidshearer.net>
Sent: Tuesday, July 26, 2016 1:00 PM
To: Kriske, David
Subject: Support-Alameda North Neighborhood Protection Program Temporary Cul-De-Sac

Hi,

I would like to inform you that I support the temporary barriers on Cordova, Avon, Lima and California Streets. Since the temporary barriers were installed in late January, the traffic has been dramatically reduced and my neighborhood is very peaceful, quiet and tranquil. My family feels much safer since the temporary barriers were placed.

I strongly urge that the temporary barriers remain in place until the permanent barriers are installed.

David Shearer
311 N. Lima Street
Burbank, CA 91505
949.981.3431
ds@DavidShearer.net

Kriske, David

From: Edna Alvarez Dilaçar <todilacar@gmail.com>
Sent: Tuesday, July 26, 2016 1:40 PM
To: Kriske, David; City Council
Subject: Alameda North Neighborhood Protection

From : Edna Dilacar
131 N Ontario Street,
Burbank, CA 91505
818-434-3593
todilacar@gmail.com

I wanted to say thank you for the angle closer that's on California Street. It has helped us a lot from when the alley was closed. Easier for a neighbor that lives at the corner of Ontario Street who has better access to his gate and driveway from the alley. We can make safe right turns and nice to be able to make left turns as well. The traffic seems to improve now that the alley is opened and we have another exit route. It does ease our stress a lot more because of the angles closer, then when it was closed before. I know it has helped my neighbors who live on Alameda because they have better access out to Alameda. Easier for another neighbor on Alameda who's gate to their driveway was a bit blocked from the old closer in the alley. Same for the customers at Wienerschnitzel, since I take my son there and have asked some of their customers of what they think. I have spoken to Susan Segal owner of the property where Wienerschnitzel is and the other neighbors next to her property they seem please to how it is now. Please continue the good work for our community.

I will attempt to go to the city council meeting and the others. I have children with their activities during those times. So sometimes I can not make it to the meetings.
Thank you,

Edna Dilacar.

Kriske, David

From: Yee, Jonathan
Sent: Tuesday, July 26, 2016 2:09 PM
To: Kriske, David; Choi, Roy
Subject: FW: Support-Alameda North Neighborhood Protection Program Temporary Cul-De-Sac

Tada

Jonathan Yee, P.E., T.E.
Assistant Public Works Director Traffic
City of Burbank
Public Works Department, 3rd Floor
150 North Third Street
Burbank, CA 91510-6459
Phone: 818-238-3969
Fax: 818-238-3918
jyee@burbankca.gov

From: Carreon, Julie
Sent: Tuesday, July 26, 2016 1:35 PM
To: Yee, Jonathan
Subject: FW: Support-Alameda North Neighborhood Protection Program Temporary Cul-De-Sac

Here's another one.

From: David Shearer [mailto:ds@davidshearer.net]
Sent: Tuesday, July 26, 2016 1:00 PM
To: Carreon, Julie
Subject: Support-Alameda North Neighborhood Protection Program Temporary Cul-De-Sac

Hi,

I would like to inform you that I support the temporary barriers on Cordova, Avon, Lima and California Streets. Since the temporary barriers were installed in late January, the traffic has been dramatically reduced and my neighborhood is very peaceful, quiet and tranquil. My family feels much safer since the temporary barriers were placed.

I strongly urge that the temporary barriers remain in place until the permanent barriers are installed.

David Shearer
311 N. Lima Street
Burbank, CA 91505
949.981.3431
ds@DavidShearer.net

Kriske, David

From: Kramer, Bob
Sent: Tuesday, July 26, 2016 2:21 PM
To: kwinter153@aol.com
Cc: Hess, Justin; Davis, Ron; Kriske, David; Prescott, Patrick; Teaford, Bonnie; City Council
Subject: RE: Keep cul-de-sac's permanent

Expires: Sunday, January 22, 2017 12:00 AM

Kevin

Thank you for your email. I am going to send it on to additional staff.

Sincerely

Bob K

Sent from my iPad

Begin forwarded message:

> **Resent-From:** <BFrutos@burbankca.gov>
> **From:** kwinter153@aol.com
> **Date:** July 26, 2016 at 1:14:24 PM PDT
> **To:** CityCouncil@burbankca.gov
> **Subject: Keep cul-de-sac's permanent**
>
> To the Burbank City Council, regarding the cut-de-sac on Alameda and Avon St., I would like to see them remain as they are. I've talked to many neighbors and we all love them. No more heavy traffic speeding down our streets. Over the years, while backing out of my driveway, I've almost had accidents with or almost been hit by speeding cars using our neighborhood as a short cut. The peace and quiet is appreciated everyday. The safety of the many small children on our street (Avon St.) is our priority. I strongly vote to keep them in place. Thank you, Kevin Winter, Avon St.

Kriske, David

From: Kramer, Bob
Sent: Tuesday, July 26, 2016 2:23 PM
To: 'ds@davidshearer.net'
Cc: Hess, Justin; Davis, Ron; Prescott, Patrick; Kriske, David; Teaford, Bonnie; City Council
Subject: RE: Support-Alameda North Neighborhood Protection Program Temporary Cul-De-Sac

Expires: Sunday, January 22, 2017 12:00 AM

David

Thank you for your email. I am going to send it on to additional staff.

Sincerely

Bob K

Begin forwarded message:

> **From:** "David Shearer" <ds@davidshearer.net>
> **Date:** July 26, 2016 at 12:59:52 PM PDT
> **To:** <CityCouncil@burbankca.gov>
> **Subject: Support-Alameda North Neighborhood Protection Program Temporary Cul-De-Sac**
>
> Hi All,
>
> I would like to inform you that I support the temporary barriers on Cordova, Avon, Lima and California Streets. Since the temporary barriers were installed in late January, the traffic has been dramatically reduced and my neighborhood is very peaceful, quiet and tranquil. My family feels much safer since the temporary barriers were placed.
>
> I strongly urge that the temporary barriers remain in place until the permanent barriers are installed.
>
> David Shearer
> 311 N. Lima Street
> Burbank, CA 91505
> 949.981.3431
> ds@DavidShearer.net

Please, please, I implore you to reconsider the installation of the cul-de-sacs. Please try and consider some other alternative that will avoid putting my children and me in danger and ruin the peacefulness of our little street. At the very least, if no other option is available, please consider installing speed humps on Fairview to ensure drivers are driving at a reasonable speed.

Respectfully,

Rebecca Windsor

319 N. Fairview St.

City of Burbank Community Development Department

818.238.5269

818.238.5254 (f)

www.burbankusa.com

www.burbankbus.org

Follow BurbankBus on Twitter at www.twitter.com/burbankbus

From: rebecca windsor [mailto:rebeccaemilywindsor@gmail.com]
Sent: Friday, February 20, 2015 10:35 AM
To: Kriske, David
Subject: Proposed cul-de-sacs on Alameda

Dear David,

I live at 319 N. Fairview St. and am writing to voice my deep concerns about the proposed installation of cul-de-sacs along Alameda near the Talaria project.

While I sympathize with the residents of those streets, the unfortunate consequence of blocking through-traffic there is that it will all funnel onto Fairview. Fairview will become the first available left turn for cars traveling east on Alameda who want to cut up to Verdugo, and the effects will be incredibly detrimental to me and my neighbors.

We already have traffic issues on Fairview, as people driving northeast on Olive cut up Fairview to access Verdugo, and since the temporary cul-de-sacs were installed last month, I've already noticed a tremendous increase of traffic on our street, many of them driving recklessly fast.

In addition, by cutting off all other access roads to Stevenson elementary school, it will direct even more traffic to our street (and prove possibly dangerous given the large amount of kids walking to and from school).

I have two young children, and there are countless other young kids on our street who are all out in their front yards, or walking dogs, etc., and the increase in traffic will no doubt prove dangerous.

Kriske, David

From: rebecca windsor <rebeccaemilywindsor@gmail.com>
Sent: Tuesday, July 26, 2016 3:55 PM
To: Kriske, David
Subject: Re: Proposed cul-de-sacs on Alameda / Alameda North Neighborhood Protection Program

Hi David,

I wanted to renew my strong objection to the permanent closure of the adjacent streets. As I mentioned, traffic has significantly increased on Fairview, and the amount of cars speeding along between Olive and Verdugo is incredible, the speeds they go are very dangerous, which is especially concerning since I have two toddlers.

If there is no way to avoid the street closures, I **IMPLORE** you at the every least to install speed bumps on Fairview so we can at least limit the amount of dangerous speeding that takes place daily.

Thank you,
Rebecca Windsor

On Mon, Feb 23, 2015 at 9:04 AM, Kriske, David <DKriske@burbankca.gov> wrote:

Rebecca,

Thanks for your comments. I've been collecting everyone's comments (email and phone) and we'll present all of this feedback to the City Council when they consider whether or not to make the closures permanent, which should be sometime in March. We'll be sending mailed notices to all the residents in the area before the Council meets. We're also taking traffic counts before and after the closures on every street in the neighborhood to assess if there have been any shifts in traffic to other streets, and we'll definitely be reporting our findings from this data to the Council as well.

Also, we are analyzing the rest of the neighborhood to determine if any additional traffic calming measures might be warranted to keep cut-through traffic out. Regardless of whether Council decides to install cul-de-sacs or not, we are looking at Fairview, Niagara, and the other streets between Hollywood Way and Buena Vista to determine if treatments like speed humps or other treatments are warranted.

David

David L. Kriske, AICP

Deputy City Planner for Transportation

319 N. Fairview St.

Kriske, David

From: damian windsor <damianwindsor@gmail.com>
Sent: Tuesday, July 26, 2016 4:10 PM
To: Kriske, David
Subject: Proposed cul-de-sacs on Alameda

Dear David,

I live at 319 N. Fairview St. and am writing to voice my deep concerns about the proposed installation of cul-de-sacs along Alameda near the Talaria project.

While I sympathize with the residents of those streets, the unfortunate consequence of blocking through-traffic there is that it will all funnel onto Fairview. Fairview will become the first available left turn for cars traveling east on Alameda who want to cut up to Verdugo, and the effects will be incredibly detrimental to me and my neighbors.

We already have traffic issues on Fairview, as people driving northeast on Olive cut up Fairview to access Verdugo, and since the temporary cul-de-sacs were installed last month, I've already noticed a tremendous increase of traffic on our street, many of them driving recklessly fast.

In addition, by cutting off all other access roads to Stevenson elementary school, it will direct even more traffic to our street (and prove possibly dangerous given the large amount of kids walking to and from school).

I have two young children, and there are countless other young kids on our street who are all out in their front yards, or walking dogs, etc., and the increase in traffic will no doubt prove dangerous.

Please, please, I implore you to reconsider the installation of the cul-de-sacs. Please try and consider some other alternative that will avoid putting my children and me in danger and ruin the peacefulness of our little street. At the very least, if no other option is available, please consider installing speed humps on Fairview to ensure drivers are driving at a reasonable speed.

Respectfully,

Damian Windsor

Kriske, David

From: Ty Andrade <tyofspades@hotmail.com>
Sent: Tuesday, July 26, 2016 5:24 PM
To: Kriske, David
Subject: Alameda North NPP phase 2

Hi!
We are in the middle of closing on a house on California street. One reason we chose to purchase this property was because of the street closure. We have two young children and would feel much much safer if California Street was closed off at Olive Ave. Please consider the risk that increased through traffic would pose on this residential neighborhood. Our house is at the very end of the street near Olive and I would feel much better as a parent if I knew cars won't be flying through my neighborhood.

Thanks for taking our children's safety into consideration when making this important decision.

Ty & Ken Andrade

bottom of the bottom of the block to go uphill. By blocking the road at Lima and Alameda, YOU prevent drivers from racing up the street where Stevenson Elementary school is located. Putting signs and reminding drivers that are not from this area is not enough. People make bad judgments and prevention is better.

I like the way the barriers are positioned on California street where it forces the flow of traffic to slow down and pay attention. It also prevents drivers from racing down the alley ways with speed bumps like they do behind the stores along Riverside in Toluca Lake. I've had near misses trying to get out of the parking lot of Boston Market. You can prevent this.

We really need the barriers to be permanent at the end of the streets off of Alameda because we all care about each other and the lives of the children that live near us and go to school at Stevenson.

Thank You,

Mary Micu

Kriske, David

From: Kramer, Bob
Sent: Wednesday, July 27, 2016 2:21 PM
To: 'mkmicu@gmail.com'
Cc: Hess, Justin; Davis, Ron; City Council; Prescott, Patrick; Kriske, David; Teaford, Bonnie
Subject: RE: Alameda North neighborhood protection plan

Expires: Monday, January 23, 2017 12:00 AM

Mary

Thank you for your email. I am going to forward it on to additional staff

Sincerely

Bob K

Begin forwarded message:

> **From:** Mary Micu <mkmicu@gmail.com>
> **Date:** July 27, 2016 at 11:07:34 AM PDT
> **To:** "CityCouncil@burbankca.gov" <CityCouncil@burbankca.gov>
> **Subject: Alameda North neighborhood protection plan**
>
> Hello Burbank Council Members,
>
> Thank you for your hard work and great planning to grow Burbank and make it a place where people want to find a home. It is your great efforts that have brought more businesses to Burbank and help it change with the diversifying population.
>
> I live at 230 North Lima Street at the bottom of the hill and less than 800 ft from the Talaria job site. I am happy that we are building a place to accommodate people who are coming in from all over the world to learn at the different studios and television industries here in Burbank. BUT safety comes first. As a long time resident, I grew up playing on my street and the surrounding streets without worrying about getting run over or kidnapped or assaulted. Through the years, the wonderful elderly neighbors who looked over me and my brothers and sisters have left and are now replaced with young families. My newest neighbors have three children under the age of 4. And now, I have four nieces under 4 years old.
>
> We NEED the cul-de-sacs at the end of the block to minimize the traffic that makes it unsafe for children. Cars are faster now and drivers are very distracted. Also, they tend to speed up at the

Kriske, David

From: Kramer, Bob
Sent: Wednesday, July 27, 2016 4:49 PM
To: 'jed0208@att.net'
Cc: Hess, Justin; Davis, Ron; City Council; Prescott, Patrick; Kriske, David; Teaford, Bonnie
Subject: RE: Cul-de-Sacs

Expires: Monday, January 23, 2017 12:00 AM

Jeannie

Thank you for your email. I am going to forward it to additional staff.

Sincerely

Bob K

Sent from my iPad

Begin forwarded message:

> **From:** jeannie Davis <jed0208@att.net>
> **Date:** July 27, 2016 at 4:35:31 PM PDT
> **To:** "CityCouncil@burbankca.gov" <CityCouncil@burbankca.gov>
> **Subject: Cul-de-Sacs**
> **Reply-To:** jeannie Davis <jed0208@att.net>
>
> To the Burbank City Council:
>
> As I understand, the traffic study has been completed.
> I would ask that you vote to keep the Cul-de-Sacs permanent on Cordova, Avon, Lima and California. We are enjoying the peace and quiet since temporary Cull-de-Sas were installed. I cannot even begin to envision the traffic on these four blocks once the project is completed. I live at 344 N. Avon Street. During the school year, the traffic is bad on the streets that are close to Oak. It would destroy this little neighborhood if you decide to remove the cul-de-sacs.
>
> Thank you.
>
> Jeannie Davis
> 344 N. Avon Street
> Burbank, Ca 91505
> (818)388-2854

unwanted traffic on Lima Street is something that we should not have to deal with. By permanently putting in the cul de sacs, and creating limited access to these streets, we are preventing accidents from happening.

Council Members, for the safety of the residents in this neighborhood and the children attending Stevenson Elementary School, please take what the neighborhood is asking and vote to make the barriers permanent.

Thank You

Sincerely,
Olivia Micu

Burbank resident for over 25 years
230 N Lima St
Burbank, CA 91505

Kriske, David

From: Kramer, Bob
Sent: Thursday, July 28, 2016 7:57 AM
To: 'oliviamicu@gmail.com'
Cc: Hess, Justin; Davis, Ron; City Council; Prescott, Patrick; Kriske, David; Teaford, Bonnie
Subject: RE: Cul de sacs for North Alameda neighborhood

Expires: Tuesday, January 24, 2017 12:00 AM

Olivia

Thank you for your email. I am going to send it on to additional staff.

Sincerely

Bob K

Sent from my iPad

Begin forwarded message:

From: Olivia Micu <oliviamicu@gmail.com>
Date: July 27, 2016 at 7:40:59 PM PDT
To: CityCouncil@burbankca.gov
Subject: Cul de sacs for North Alameda neighborhood

Hello Burbank Council Members,

Thank you for your hard work and great planning to grow Burbank and make it a place where people want to find a home. I live at 230 North Lima Street and very close to the Talaria project. I am excited that there will be a Whole Foods market within walking distance from my home. Although this project, will block my wonderful view of the mountains, it is still good to know that the city of Burbank is looking to the future and will be implementing new features of conservation at this location. We will be an example to surrounding cities. I can say that closing off the street from Alameda has definitely affected my short trek to my job at Toluca Hills Apartments (formerly Oakwood), but I understand that we need the housing to accommodate people who come from all to learn/work at the different studios and television industries here in Burbank. BUT i must stress how safety will always comes first.

Prevention is the key! The permanent cul de sacs will PREVENT accidents in our neighborhood.

As a long time resident, I grew up playing on what used to be a rather quiet street and enjoyed walking the dog or riding a bike in the surrounding streets without worrying about getting run over by speeding cars looking to avoid the traffic on Alameda St. Too many times i have witnessed near misses with inconsiderate drivers who drive over 25 mph thinking they can bypass the traffic without knowing that this portion of Lima Street ends at a Stevens Elementary School. Putting signs and reminding drivers that are not from this area is not enough. People make bad judgments and prevention is better. Many of my neighbors are families with children of all ages. The family that just leased the house next door have 3 children under the age four.

We NEED the cul de sacs to be permanent at the end of the block. So far, traffic has been reduced, less riff-raff parking/hanging out, and less fear of getting hit or knocked over by a speeding car as we are enter or exit our vehicle on the street. Talaria is not yet complete and traffic has grown significantly. I am sure we can count on much more traffic as the construction and street closures occur. Although i am excited for the new building and people to meet, dealing with

Kriske, David

From: Brien Zimmermann <tpbfz@yahoo.com>
Sent: Thursday, July 28, 2016 8:34 AM
To: Kriske, David; City Council
Subject: Alameda North Neighborhood Protection Program

All -

Thank you for the opportunity to comment on the ANNPP. I have thoroughly reviewed the traffic plan.

Although originally skeptical about the traffic mitigation the temporary barriers would provide, I have since seen a marked improvement on my street and in the neighborhood in general. It makes sense that the local residents using the streets are more conscientious of speed and safety.

Instead of providing a long list of benefits and improvements I have observed, let me be succinct in this correspondence. **I fully support the cul-de-sacs being a permanent fixture at the end of Cordova, Avon, Lima and California**. I look forward to adding my voice to this chorus at the upcoming City Council meeting in September.

Thank you.

Thomas Pritchard
Avon Street

David L. Kriske, AICP

Assistant Community Development Director

Transportation Division | City of Burbank

818.238.5269

www.burbankca.gov | **www.burbankbus.org**

From: Jeff H [mailto:silanga55@gmail.com]
Sent: Monday, July 25, 2016 6:13 PM
To: Kriske, David
Subject: Alameda North Neighborhood Protection Program

I am a property owner on Cordova and received a notification that the city will be permanently closing my street for "protection". How will I then access my street? I know the city is trying to accomodate as much development in Burbank as possible without regard to traffic flow impact. Maybe closing streets is the solution?

I am in Northern California so maybe you can email me more information or a link to a site with some information?

Thank you

Jeffrey Hill

Kriske, David

From: Jeff H <silanga55@gmail.com>
Sent: Thursday, July 28, 2016 8:42 AM
To: Kriske, David
Subject: Re: Alameda North Neighborhood Protection Program

Thanks for the direct link...

On Tue, Jul 26, 2016 at 8:51 AM, Kriske, David <DKriske@burbankca.gov> wrote:

Hi Jeffrey,

You can get more information about the proposed neighborhood protection plan and the proposal to close Cordova, Avon, Lima, and California Streets at Alameda Avenue online at the City's website, including an overview of the proposal, review of the temporary barriers that were installed over a year ago, and a copy of the environmental documents and traffic study. The direct link to the project page is:

http://burbankca.gov/departments/community-development/transportation/projects/alameda-north-npp

Cordova has been closed using temporary devices north of Alameda for over a year, and access to the street must be made via Oak Street to the north.

I would disagree with you that Burbank disregards traffic impacts when new development is approved; on the contrary we have had very little development here in the last 5 to 7 years and traffic is something the City Council takes pretty seriously for new development that is approved. The proposal to close the four streets has been driven by a group of very active neighborhood residents who believe there is significant cut-through traffic on their streets. The data we collected shows that traffic on the four streets is not appreciably higher than other comparable local streets in Burbank.

If you feel strongly about the proposal I encourage you to contact the City Council and participate in the public process, including attending the City Council hearing (or sending a representative).

Please let me know if you have any further questions.

David

The whole concept of closure is a very bad concept, especially as Robert Lewis Stevenson school is on Oak street one block above the closures. Why would we want to exacerbate the traffic past the school and endanger our children?

It's been obvious from the start that local citizen objections cannot and will not stop the City Staff from implementing this "protection plan" which does nothing of the sort. Hearings are scheduled at inconvenient and suspect times. Complaints are ignored and non-responses sent. An e-mail sent results not in an answer or explanation but rather with redirection to a web address where we can "find more information." The closures have remained in effect long, long after the traffic study was concluded which tends to indicate that there is and has never been an intention to remove the "temporary" closures.

What is it supposed to "protect" us from? You could easily use parking permits to protect the local residents' parking. Instead staff has come-up with another ill-advised plan to solve a problem that doesn't exist yet and may never materialize. These closures were put in place years before the construction of the project on Alemeda was begun and which will not be complete and open for a long time.

It would be easy for residents like myself who live in the affected area to feel railroaded by City Staff and the City Council. It would not be surprising if this ends up in court.

There was a day in Burbank when City Council candidates would knock on doors and discuss the issues with the residents. It would have been nice for you to have knocked on my door and to have asked me about this crazy "protection plan" as well as discuss the dangerous changes to Verdugo.

Very Truly Yours, Vincent Yanniello

Kriske, David

From: Vincent Yanniello <walkrunrush@yahoo.com>
Sent: Thursday, July 28, 2016 10:38 AM
To: Kriske, David; Talamantes, Jess; Rogers, Will; Frutos, Bob; Gordon, David; Gabel-Luddy, Emily; gnp@latimes.com; carol.cormaci@latimes.com; George, Sandra; Thomas, Xavier A.; Buhagiar, Kristin
Subject: Objection to proposed "Alameda north Neighborhood Protection Program"

Dear Members of the Senior Citizen Board, the Traffic Commission and the City Council,

Trust or lack of trust in our government and government officials starts with local government. Recently the City sent a notice of the Traffic Commission meeting on July 28, 2016 regarding the alleged "Alameda north Neighborhood Protection Program." - This is the very same night as the concluding night of the Democratic National Convention. Attending this meeting would require a choice between watching Hillary Clinton's speech or attending the meeting to voice our objections.

As a senior citizen, the Alemeda closures and other plans in the "protection plan" make egress and ingress from and to my home extremely difficult and dangerous. They exacerbate the difficulties and dangers of the ill-advised changes along Verdugo in our neighborhood. Someone is going to get injured because of these changes.

Left turns onto Verdugo are nearly impossible and terribly nerve racking and therefore we are forced onto Fairview if our destination is West of our homes. A senior has a very difficult and dangerous time turning right out of Fairview onto busy Olive avenue as forced to do by these closures.

The inconvenience of this July 28 schedule is wrong on many obvious levels. Was the date chosen to favor one political party over the other? Or, was it chosen to suppress community participation? Trust or lack of trust starts with picking a date.

The notice did not explain the many closures, removal of turns, and speed bumps. There may be many other objectionable elements that remain undisclosed. Merely mentioning that we can research these changes is not a "good faith" disclosure. It requires skills, time and analysis of which many of us are incapable.

The closures along Alameda already in-place are a huge inconvenience. They make it almost impossible to get into and out of our neighborhood. The closures favor the residents of those streets between Oak and Alemeda at the expense of those living in the adjacent streets. Those closures increase the property values of those streets between Oak and Alemeda at the cost of lowering property values in the adjacent streets.

Living next to a busy street has it's drawbacks. The people who bought a home adjacent to Alemeda benefited by paying reduced prices because of the less desirable location. The "protection program" contemplated now seeks to ameliorate that choice made by those residents near Alemeda and punish those who made better choices.

Kriske, David

From: Ratnakar Kalakota <kalakota77@gmail.com>
Sent: Thursday, July 28, 2016 1:09 PM
To: City Council
Cc: Kramer, Bob; Kriske, David; Carreon, Julie
Subject: Alameda North

Hello Council Members,

I have noticed that traffic on Oak street is better after the street closures on Alameda North. I am in favor of making the street closures permanent.

Sincerely,

Ratnakar Kalakota

Kriske, David

From: Kramer, Bob
Sent: Thursday, July 28, 2016 2:37 PM
To: 'Maneshwar Rana'; City Council
Cc: Kriske, David; Carreon, Julie; Hess, Justin; Davis, Ron; Kriske, David; Prescott, Patrick; Teaford, Bonnie
Subject: RE: Street closures on Alameda North

Expires: Tuesday, January 24, 2017 12:00 AM

Maneshwar

Thank you for your email. I am going to send it on to additional staff.

Sincerely

Bob K

From: Maneshwar Rana [mailto:maneshwar@yahoo.com]
Sent: Thursday, July 28, 2016 10:49 AM
To: City Council
Cc: Kramer, Bob; Kriske, David; Carreon, Julie
Subject: Street closures on Alameda North

Hello Council Members,

As a longtime resident on Lima Street I wanted to let you know that the street closures have been amazing. The kids and pets are safer. There are no more racing cars all day. Even the Stevenson school drop off is more structured and safer for all school kids.

We look forward to the street closures becoming permanent to make the life of the residents safer.

Sincerely,

Maneshwar Rana
Lima Street, Burbank

6. Speed bumps on any street.
7. Intersection channelization at Fairview & Whitnall 8. Gateway treatments on Niagara,Catalina, Florence, Naomi, Frederic at Olive.

Thanks for your time,
Alice Howell
818-590-8409

Sent from my iPad

Kriske, David

From: Kramer, Bob
Sent: Thursday, July 28, 2016 2:52 PM
To: adhowell@sbcglobal.net
Cc: Hess, Justin; Davis, Ron; City Council; Prescott, Patrick; Kriske, David; Barrett, Carol; Teaford, Bonnie; Yee, Jonathan
Subject: RE: Proposed Alameda North improvements by the city

Expires: Tuesday, January 24, 2017 12:00 AM

Alice

Thank you for your email. I am going to see if staff would respond to your questions and comments.

Sincerely

Bob K

Original Message
From: Alice Howell <adhowell@sbcglobal.net>
Sent: Thursday, July 28, 2016 9:16 AM
To: Brad Davis; brandonqnn@gmail.com Brandon; Nancy Lacher; diane_rana@yahoo.com; davidmachrist@gmail.com; Gordon Bussard; alan@masters-ribakoff.com; briar@dslextreme.com
Subject: Proposed Alameda North improvements by the city

Enclosed is a summary of the improvements as related from the city report on our cul de sac study. I would like to know how much each item will cost to improve. The Cusumano money was secured for our cul de sac's, now it appears to be a bloated, inflated excuse to use all the money for many other issues. BTW, Cusumano gave $500,000-$600,000 to the school district and the superintendent refused to apply any of the funds to Stevenson School. My belief is that the money going to the school district can cover the School circulation problems, the crosswalk, and the parking lot. Then the issue of the new signal configuration at Ontario is going to require a great deal of funds, the Lima Street signal at Alameda cost $250,000 way back when..now the cost??

I would like to see more funds available to restore the Alleys on the four cul de sac's and repave the four streets as well. One hour or permit parking only on Lima and Avon streets to curtail the spill over from Whole Foods and the apartments. We as a group were not consulted prior to this published report or asked our views on what we would like included.

1. Closures on Cordova, Avon, Lima, California.
2.provide angled diverters on Cordova and California.
3. Improve intersection at Ontario& Alameda Painted raised median New signal Continental sidewalks 1hr parking signage from 2hr 4.Take out left turn lane on Buena Vista to Oak.
5. Stevenson school improvements
Relocating drop off
New crosswalk
Parking lot for school staff (35 spaces) The school has more than 70 staff currently.

7. Intersection channelization at Fairview & Whitnall 8. Gateway treatments on Niagara,Catalina, Florence, Naomi, Frederic at Olive.

Thanks for your time,
Alice Howell
818-590-8409

Sent from my iPad

Kriske, David

From: Prescott, Patrick
Sent: Thursday, July 28, 2016 6:10 PM
To: Davis, Ron; Hess, Justin; Kriske, David
Subject: FW: Proposed Alameda North improvements by the city

This was forwarded to me by Bob. Not sure if you all got it as well.

-----Original Message-----
From: frutosforcitycouncil@gmail.com [mailto:frutosforcitycouncil@gmail.com]
Sent: Thursday, July 28, 2016 9:21 AM
To: Prescott, Patrick
Subject: Fw: Proposed Alameda North improvements by the city

Bob Frutos
818-823-6541
Original Message
From: Alice Howell <adhowell@sbcglobal.net>
Sent: Thursday, July 28, 2016 9:16 AM
To: Brad Davis; brandonqnn@gmail.com Brandon; Nancy Lacher; diane_rana@yahoo.com; davidmachrist@gmail.com; Gordon Bussard; alan@masters-ribakoff.com; briar@dslextreme.com
Subject: Proposed Alameda North improvements by the city

Enclosed is a summary of the improvements as related from the city report on our cul de sac study. I would like to know how much each item will cost to improve. The Cusumano money was secured for our cul de sac's, now it appears to be a bloated, inflated excuse to use all the money for many other issues. BTW, Cusumano gave $500,000-$600,000 to the school district and the superintendent refused to apply any of the funds to Stevenson School. My belief is that the money going to the school district can cover the School circulation problems, the crosswalk, and the parking lot. Then the issue of the new signal configuration at Ontario is going to require a great deal of funds, the Lima Street signal at Alameda cost $250,000 way back when..now the cost??

I would like to see more funds available to restore the Alleys on the four cul de sac's and repave the four streets as well. One hour or permit parking only on Lima and Avon streets to curtail the spill over from Whole Foods and the apartments. We as a group were not consulted prior to this published report or asked our views on what we would like included.

1. Closures on Cordova, Avon, Lima, California.
2.provide angled diverters on Cordova and California.
3. Improve intersection at Ontario& Alameda Painted raised median New signal Continental sidewalks 1hr parking signage from 2hr 4.Take out left turn lane on Buena Vista to Oak.
5. Stevenson school improvements
Relocating drop off
New crosswalk
Parking lot for school staff (35 spaces) The school has more than 70 staff currently.
6. Speed bumps on any street.

Kriske, David

From: Naveen Suri <emailnaveensuri@gmail.com>
Sent: Thursday, July 28, 2016 7:01 PM
To: City Council
Cc: Kramer, Bob; Kriske, David; Carreon, Julie
Subject: Street closed at Alameda

Dear Council Members,

Please make the street closure at Alameda North permanent. The street closures have done an excellent job of keeping the residents safe and keep the racing cars away.

Sincerely,

Naveen Suri

Kriske, David

From: Naveen Suri <emailnaveensuri@gmail.com>
Sent: Friday, July 29, 2016 9:09 AM
To: Kramer, Bob
Cc: Hess, Justin; Davis, Ron; Kriske, David; Prescott, Patrick; Teaford, Bonnie; City Council
Subject: Re: Street closed at Alameda

Thank you Bob and hope that everyone involved will take the right decision for Alameda residents.

Regards

Naveen Suri

Sent from my iPhone

On Jul 29, 2016, at 6:41 AM, Kramer, Bob <BKramer@burbankca.gov> wrote:

> Naveen
>
> Thank you for your email. I am going to send it on to additional staff
>
> Sincerely
>
> Bob K
>
> Sent from my iPad
>
> Begin forwarded message:
>
> **From:** Naveen Suri <emailnaveensuri@gmail.com>
> **Date:** July 28, 2016 at 7:01:23 PM PDT
> **To:** CityCouncil@burbankca.gov
> **Cc:** BKramer@burbankca.gov, dkriske@burbankca.gov, jcarreon@burbankca.gov
> **Subject: Street closed at Alameda**
>
> Dear Council Members,
>
> Please make the street closure at Alameda North permanent. The street closures have done an excellent job of keeping the residents safe and keep the racing cars away.
>
> Sincerely,
>
> Naveen Suri

Kriske, David

From: Amy <amytenow@aol.com>
Sent: Saturday, July 30, 2016 1:39 PM
To: Kriske, David; City Council
Subject: Less restrictive alternatives to street closures

Dear Sirs and Madams,

My name is Amy Tenowich and I live at 534 N. California St. I am unable to attend community meetings because I am still working at the hours during which they are held. But I would very much like to speak out against the street closures - they are a hassle, and it has been brought to my attention that the city's own study has concluded that projected traffic is lower than normal range for other residential streets in the city. The closures are ugly, and add time to my daily commute.

Thank you so much.

Sincerely,
Amy Tenowich

Kriske, David

From: Kramer, Bob
Sent: Sunday, July 31, 2016 6:39 AM
To: 'dobo313@gmail.com'
Cc: Hess, Justin; Davis, Ron; Kriske, David; Prescott, Patrick; City Council
Subject: RE: Permanent Cul de sac

Expires: Friday, January 27, 2017 12:00 AM

Doug

Thank you for your email. I am going to forward it to additional staff.

Sincerely

Bob K

Sent from my iPad

Begin forwarded message:

> **Resent-From:** <BFrutos@burbankca.gov>
> **From:** Doug Boehme <dobo313@gmail.com>
> **Date:** July 30, 2016 at 9:46:44 PM PDT
> **To:** CityCouncil@burbankca.gov
> **Cc:** Brad Davis <BDavis3082@aol.com>, Dave & Mary Ann Christ <davidmachrist@gmail.com>
> **Subject: Permanent Cul de sac**
>
> We support in keeping the Cul de sacs permanent on
> Cordova, Avon, Lima, and California Streets at Alameda.
>
> We have lived here at 350 Avon St. for 49 years and the traffic has been the best for the last 18 months.
>
> Please keep the Cul de sacs.
>
> Thank you, Doug and Rayna Boehme
>
> Sent from my M4☺

Kriske, David

From: Kramer, Bob
Sent: Sunday, July 31, 2016 6:54 AM
To: 'd_turla@hotmail.com'
Cc: Hess, Justin; Davis, Ron; City Council; Kriske, David; Prescott, Patrick; Teaford, Bonnie
Subject: RE: Alameda North Neighborhood Project

Expires: Friday, January 27, 2017 12:00 AM

David

Thank you for your email. I am going to forward it to additional staff.

Sincerely

Bob K

Sent from my iPad

Begin forwarded message:

> **From:** David Turla <d_turla@hotmail.com>
> **Date:** July 29, 2016 at 10:15:29 PM PDT
> **To:** "CityCouncil@burbankca.gov" <CityCouncil@burbankca.gov>
> **Subject: Alameda North Neighborhood Project**
>
> Dear City Council:
>
> I am writing in support of making permanent the cul de sacs along the Alameda corridor. It has eliminated the constant traffic we previously experienced as commuters daily cut through our streets during rush hours. We have subsequently been able to enjoy our street and have our kids play out front without fear of cars and strangers speeding through our neighborhoods.
>
> Regards.
>
> David Turla
>
> 322 N. California Street

Kriske, David

From: PJ Masters <mastersoptions@gmail.com>
Sent: Sunday, July 31, 2016 7:12 AM
To: Kriske, David
Subject: Alameda neighborhood protection plan

Dear Mr Kriske,
I own A duplex at 301 & 303 N California St Burbank. Please count my two address as in favor of permanent closures of Cordova, avon, Lima, and California St. My street feels safer with the cut through traffic minimized.

Thank You,

PJ Masters
818-842-0604

protect the safety of our children and our property values. I personally turn left from Buena Vista onto Oak regularly, but would gladly give up this convenience and drive the extra few minutes to get home if it meant we could preserve the sanctity of the Alameda North Neighborhood by converting the temporary closures to permanent closures on all four streets in question.

Cordova, Avon & California Permanent Closures at Alameda:
While the recently published Traffic Study does not indicate that traffic levels on Cordova, Avon and California exceed the allowable limit, the City will eventually be forced to deal with the Hollywood Way and Alameda intersection traffic in a more substantial and comprehensive way. Allowing frustrated commuters to cut through small residential neighborhoods is not now, and will never be a long term solution. While traffic diverters may present a quick fix to get the Talaria project completed, if these streets are not permanently closed, the Alameda North Neighborhood will suffer irreparable degradation as more (already approved) development projects get under way and congestion on Alameda and Hollywood Way increases. The City must make the tough decision now to permanently close these streets and look for other alternatives to the larger issue at hand – the impending overdevelopment of the Alameda Corridor and the unplanned for, but inevitable, resulting traffic.

Burbank is a city bursting with creative, diverse and talented individuals. We are growing and evolving, and it is time to take our eyes off the beautiful, shiny new development projects and the associated income they will bring to our city, and seriously focus on the infrastructure needed to take people to and from those developments in a safe and efficient manner. It's time to look to other alternatives than bleeding daily commuter traffic off into small residential streets. I urge you to think outside the box, to listen with a collective open mind and not just choose the path of least resistance. Traffic is a very real problem impacting the lives of all of your Burbank constituents on a daily basis. I am counting on you, our City leaders, to embrace the larger issue at hand and make the tough decisions now for the long term success of this area.

Thank you for your consideration.

Noelle Harling Leonetti
Alameda North Neighborhood Resident
-and-
Vice President
FRASCO, INC.
215 W. Alameda Ave., Burbank, CA 91502
tel: 800.820.9029 x260

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Kriske, David

From: Noelle Harling <nharling@frasco.com>
Sent: Sunday, July 31, 2016 5:08 PM
To: Kriske, David; Talamantes, Jess; Rogers, Will; Gordon, David; Gabel-Luddy, Emily; Frutos, Bob
Subject: Alameda North NPP Traffic Analysis Report Comments

Dear Mayor Talamantes, Vice Mayor Rogers, Council Members and Mr. Kriske,

I live on the 300 block of N. Lima Street and am writing with comments about the recently published Traffic Analysis for the Alameda North NPP (July 2016). As a longtime resident of Burbank, I have lived in this area over twenty five years. I have owned and lived in homes on Screenland (between Verdugo and Magnolia), Niagara (between Verdugo and Oak) and now Lima (between Oak and Alameda). I have raised three children here (two are still attending Burbank USD schools) and am proud and grateful to have the opportunity to call Burbank my home.

As with all cities, progress, growth and redevelopment are necessary to maintain a thriving economy. As we've all seen over the years, finding a balance between developers and homeowners/residents is no easy feat. I know all of the residents of the Alameda North Neighborhood, as well as many Burbank commuters, have a lot invested in the City's decisions as related to this project. I implore you all to make your decisions with an eye toward the future, when all of the additional approved development on the Alameda Corridor has been completed, not just in consideration of the Talaria project. Talaria is but a drop in the bucket of what's to come in the next ten years in terms of increased traffic. It is absolutely critical that the City make decisions based on traffic projections in 2020, 2030, 2040 and beyond, not on one or two traffic studies in 2015 and 2016 and the projected traffic upon the completion of Talaria in 2018.

With that said, I would like my following comments on the Traffic Analysis legally recorded and reviewed by both the Transportation Division and the City Council.

Gateway Treatments:
I strongly recommend that gateway treatments be removed from consideration as a solution to cut-through traffic. Having lived on Screenland Drive before and after the installation of landscaped traffic chokes at the corner of Screenland and Verdugo, I can definitively say that not only did traffic volume remain the same, but the average speed of cut-through drivers increased after the chokes were installed. It was as if slowing down to navigate the tighter intersection prompted the driver to accelerate more significantly to make up for the few lost seconds from slowing down. Similar to speed humps, gateway treatments are an irritant to drivers, not a solution to cut-through traffic in Burbank.

Stevenson Traffic/Parking:
Due to the already existing safety issues with parking and pedestrian traffic at Stevenson drop off and pick up times, I strongly recommend that Lima Street be permanently closed at the intersection of Lima and Alameda and one of the two proposed drop off alternatives be implemented. As a parent who walked my children to Stevenson on Oak, and now a resident on Lima within a few houses of Oak, I can attest to the dangers children face every morning at the Lima/Oak intersection. Close calls are a regularly occurring event on Lima at Oak due to rushed parents and distracted children. Reopening Lima at Alameda once Talaria is completed and allowing cut through traffic will surely result in the eventual tragedy. Stevenson drop off/pick up would be much safer if it occurred on the non-residential side of California (adjacent to the triangle park) where Children can enter onto the playground.

Buena Vista/Oak Left Turn Elimination:
While getting in and out of the Alameda North neighborhood is more difficult to residents since the installation of temporary closures, it is an inconvenience the vast majority of residents in this area are more than happy to endure to

Kriske, David

From: Sue Zimmermann <suezim28@gmail.com>
Sent: Sunday, July 31, 2016 6:14 PM
To: Kriske, David
Cc: City Council
Subject: Alameda/Talaria and street barriers resident feedback

Dear Mr. Kriske:

I am a resident homeowner responding to the Alameda North Neighborhood Protection Program (notice mailed July 22, 2016).

As a volunteer at the R.L. Stevenson Elementary school, I can say that the development at Alameda (Talaria) and its prospective traffic growth is a regular topic in the school community. Since the protective barriers were put in, the tone of the area defused - and a sense of danger to children lowered. You see young people on bikes, skateboards, walking, being young in a relaxed way that is rare in this urban landscape. Although the installation of a corporate grocery like Whole Foods is of great debate, I support it -- but not at the expense of high speed cut through traffic on Avon, Lima and California from "visitors" to the flagship Whole Foods as they cut their way out of traffic binds.

We need the traffic department and Burbank City Council to consider the wishes of the community here, and all the children who do not have the words to express in writing to you the request to continue the street barriers at Avon/Lima and California as a permanent instalment. Please do not make this neighborhood into an illness, like West Hollywood.

Thank you for your time.

Yours truly,

Sue Zimmermann
351 North Lima
zip 91505

Kriske, David

From: Wade Beckett <wadebeckett@gmail.com>
Sent: Monday, August 01, 2016 8:11 AM
To: Kriske, David
Subject: Alameda North Neighborhood Protection Program

Hi David--

We received your mailer for the Alameda North Neighborhood Protection Program. We live on California street just north of Alameda so we're very interested in the project. We plan to attend the meeting this Wednesday night. The mailer also said residents could view documents at the Community Development Department. Is there a lot of additional information available there at this time?

Also, is there any additional information available on the project online? Thanks so much for your time.

Wade & Maddy Beckett

From: Wade Beckett [mailto:wadebeckett@gmail.com]
Sent: Monday, August 01, 2016 8:11 AM
To: Kriske, David
Subject: Alameda North Neighborhood Protection Program

Hi David--

We received your mailer for the Alameda North Neighborhood Protection Program. We live on California street just north of Alameda so we're very interested in the project. We plan to attend the meeting this Wednesday night. The mailer also said residents could view documents at the Community Development Department. Is there a lot of additional information available there at this time?

Also, is there any additional information available on the project online? Thanks so much for your time.

Wade & Maddy Beckett

Kriske, David

From: Wade Beckett <wadebeckett@gmail.com>
Sent: Monday, August 01, 2016 8:51 AM
To: Kriske, David
Subject: Re: Alameda North Neighborhood Protection Program

Perfect, thanks.

On Mon, Aug 1, 2016 at 8:41 AM, Kriske, David <DKriske@burbankca.gov> wrote:

Hi Wade,

We have posted all of the information on the project, including the environmental document and the traffic study, online for review. There is also some historical information about the project and why we completed this study. Here is the direct link:

http://burbankca.gov/departments/community-development/transportation/projects/alameda-north-npp

We have a hard copy of the environmental document online for viewing at the City offices, but everything can be found online at the link above. Let me know if you have any questions.

David

David L. Kriske, AICP

Assistant Community Development Director

Transportation Division | City of Burbank

818.238.5269

www.burbankca.gov | **www.burbankbus.org**

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commuters to cut through small residential neighborhoods is not now, and will never be a long term solution. While traffic diverters may present a quick fix to get the Talaria project completed, if these streets are not permanently closed, the Alameda North Neighborhood will suffer irreparable degradation as more (already approved) development projects get under way and congestion on Alameda and Hollywood Way increases. The City must make the tough decision now to permanently close these streets and look for other alternatives to the larger issue at hand – the impending overdevelopment of the Alameda Corridor and the unplanned for, but inevitable, resulting traffic.

Burbank is a city bursting with creative, diverse and talented individuals. We are growing and evolving, and it is time to take our eyes off the beautiful, shiny new development projects and the associated income they will bring to our city, and seriously focus on the infrastructure needed to take people to and from those developments in a safe and efficient manner. It's time to look to other alternatives than bleeding daily commuter traffic off into small residential streets. I urge you to think outside the box, to listen with a collective open mind and not just choose the path of least resistance. Traffic is a very real problem impacting the lives of all of your Burbank constituents on a daily basis. I am counting on you, our City leaders, to embrace the larger issue at hand and make the tough decisions now for the long term success of this area.

Thank you for your consideration.

Noelle Harling Leonetti
Alameda North Neighborhood Resident
-and-
Vice President
FRASCO, INC.
215 W. Alameda Ave., Burbank, CA 91502
tel: 800.820.9029 x260

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this area over twenty five years. I have owned and lived in homes on Screenland (between Verdugo and Magnolia), Niagara (between Verdugo and Oak) and now Lima (between Oak and Alameda). I have raised three children here (two are still attending Burbank USD schools) and am proud and grateful to have the opportunity to call Burbank my home.

As with all cities, progress, growth and redevelopment are necessary to maintain a thriving economy. As we've all seen over the years, finding a balance between developers and homeowners/residents is no easy feat. I know all of the residents of the Alameda North Neighborhood, as well as many Burbank commuters, have a lot invested in the City's decisions as related to this project. I implore you all to make your decisions with an eye toward the future, when all of the additional approved development on the Alameda Corridor has been completed, not just in consideration of the Talaria project. Talaria is but a drop in the bucket of what's to come in the next ten years in terms of increased traffic. It is absolutely critical that the City make decisions based on traffic projections in 2020, 2030, 2040 and beyond, not on one or two traffic studies in 2015 and 2016 and the projected traffic upon the completion of Talaria in 2018.

With that said, I would like my following comments on the Traffic Analysis legally recorded and reviewed by both the Transportation Division and the City Council.

Gateway Treatments:
I strongly recommend that gateway treatments be removed from consideration as a solution to cut-through traffic. Having lived on Screenland Drive before and after the installation of landscaped traffic chokes at the corner of Screenland and Verdugo, I can definitively say that not only did traffic volume remain the same, but the average speed of cut-through drivers increased after the chokes were installed. It was as if slowing down to navigate the tighter intersection prompted the driver to accelerate more significantly to make up for the few lost seconds from slowing down. Similar to speed humps, gateway treatments are an irritant to drivers, not a solution to cut-through traffic in Burbank.

Stevenson Traffic/Parking:
Due to the already existing safety issues with parking and pedestrian traffic at Stevenson drop off and pick up times, I strongly recommend that Lima Street be permanently closed at the intersection of Lima and Alameda and one of the two proposed drop off alternatives be implemented. As a parent who walked my children to Stevenson on Oak, and now a resident on Lima within a few houses of Oak, I can attest to the dangers children face every morning at the Lima/Oak intersection. Close calls are a regularly occurring event on Lima at Oak due to rushed parents and distracted children. Reopening Lima at Alameda once Talaria is completed and allowing cut through traffic will surely result in the eventual tragedy. Stevenson drop off/pick up would be much safer if it occurred on the non-residential side of California (adjacent to the triangle park) where Children can enter onto the playground.

Buena Vista/Oak Left Turn Elimination:
While getting in and out of the Alameda North neighborhood is more difficult to residents since the installation of temporary closures, it is an inconvenience the vast majority of residents in this area are more than happy to endure to protect the safety of our children and our property values. I personally turn left from Buena Vista onto Oak regularly, but would gladly give up this convenience and drive the extra few minutes to get home if it meant we could preserve the sanctity of the Alameda North Neighborhood by converting the temporary closures to permanent closures on all four streets in question.

Cordova, Avon & California Permanent Closures at Alameda:
While the recently published Traffic Study does not indicate that traffic levels on Cordova, Avon and California exceed the allowable limit, the City will eventually be forced to deal with the Hollywood Way and Alameda intersection traffic in a more substantial and comprehensive way. Allowing frustrated

Kriske, David

From: Noelle Harling <nharling@frasco.com>
Sent: Monday, August 01, 2016 10:54 AM
To: Kramer, Bob
Cc: Hess, Justin; Davis, Ron; City Council; Kriske, David; Prescott, Patrick; Teaford, Bonnie
Subject: RE: Alameda North NPP Traffic Analysis Report Comments

Thank you Bob. Much appreciated!

-Noelle
Noelle Harling Leonetti

From: Kramer, Bob [mailto:BKramer@burbankca.gov]
Sent: Monday, August 01, 2016 7:26 AM
To: Noelle Harling
Cc: Hess, Justin; Davis, Ron; City Council; Kriske, David; Prescott, Patrick; Teaford, Bonnie
Subject: RE: Alameda North NPP Traffic Analysis Report Comments

Noelle

Thank you for your email. I am going to forward it to additional staff.

Sincerely

Bob K

From: Frutos, Bob
Sent: Sunday, July 31, 2016 10:55 PM
To: Kramer, Bob
Subject: Fwd: Alameda North NPP Traffic Analysis Report Comments

Sent from my iPad

Begin forwarded message:

> **From:** Noelle Harling <nharling@frasco.com>
> **Date:** July 31, 2016 at 5:07:33 PM PDT
> **To:** "'dkriske@burbankca.gov'" <dkriske@burbankca.gov>, "'jtalamantes@burbankca.gov'" <jtalamantes@burbankca.gov>, "'wrogers@burbankca.gov'" <wrogers@burbankca.gov>, "'dgordon@burbankca.gov'" <dgordon@burbankca.gov>, "'egabel-luddy@burbankca.gov'" <egabel-luddy@burbankca.gov>, "'bfrutos@burbankca.gov'" <bfrutos@burbankca.gov>
> **Subject: Alameda North NPP Traffic Analysis Report Comments**
>
> Dear Mayor Talamantes, Vice Mayor Rogers, Council Members and Mr. Kriske,
>
> I live on the 300 block of N. Lima Street and am writing with comments about the recently published Traffic Analysis for the Alameda North NPP (July 2016). As a longtime resident of Burbank, I have lived in

Michael D. Kostecka Esq. | Safarian Choi & Bolstad LLP

555 S. Flower Street, Suite 650
Los Angeles, CA 90071
213 254 3282 / Direct
213 481 6565 / Main
213 225 1146 / Fax
mkostecka@safarianchoi.com
safarianchoi.com

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From: Kostecka, Rhea S [mailto:rhea.s.kostecka@bankofamerica.com]
Sent: Tuesday, August 02, 2016 1:20 PM
To: CityCouncil@burbankca.gov
Subject: cul de sac at Avon St

Dear Sir/ Madame:

I am writing in support of the cul de sac temporarily placed Avon and Alameda. I live at 326 N. Avon St. and the cul de sac has greatly reduced the thru traffic on our street. We do not have speed bumps and, as one of the only residential streets without speed bumps, we get people racing down our street frequently, posing a danger to our kids and pedestrians in general. We would love the cul de sac to be a permanent fixture, especially with all the kids walking the street when Stevenson Elementary school is in session. As the Talaria/ Whole Foods project becomes complete, the traffic can only get worse so this fix does a lot to abate that concern.

Warm regards,

Rhea Singh Kostecka
Bank of America Home Loans
VP, Executive Recruiter
Rhea.S.Kostecka@bankofamerica.com
Office: 626-486-3559
Fax: 213-457-9123

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Kriske, David

From: Kramer, Bob
Sent: Tuesday, August 02, 2016 2:42 PM
To: mkostecka@safarianchoi.com
Cc: Hess, Justin; Davis, Ron; City Council; Kriske, David; Prescott, Patrick; Teaford, Bonnie
Subject: RE: Cul de sac at Avon St

Expires: Sunday, January 29, 2017 12:00 AM

Mike

Thank you for your email. I am going to send it on to additional staff.

Sincerely

Bob K

Sent from my iPad

Begin forwarded message:

> **Resent-From:** <BFrutos@burbankca.gov>
> **From:** Mike Kostecka <mkostecka@safarianchoi.com>
> **Date:** August 2, 2016 at 1:28:42 PM PDT
> **To:** "CityCouncil@burbankca.gov" <CityCouncil@burbankca.gov>
> **Cc:** "'Kostecka, Rhea S'" <rhea.s.kostecka@bankofamerica.com>
> **Subject: Cul de sac at Avon St**
>
> Dear Sir or Madam,
>
> I am writing to echo my wife's concern. Prior to the installation of the barriers at the end of Avon Street, the flow of traffic was heavy and the drivers were rushed and harried. It was not unusual to see people racing down the street at 50-60 mph to beat the traffic on Hollywood Way. We would not even allow our children to go in the front yard unattended for fear of them being run over. The temporary barriers have dramatically reduced the number of cars going up and down the street; further, because the traffic is primarily local, the people that do drive down the street usually obey the speed limit. I imagine that if the City takes the barriers down and does not replace them with permanent barriers we will be right back to heavy traffic, high speed, and potential death of children and pets on Avon Street.
>
> Regards,

Safarian
Choi
Bolstad

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Kriske, David

From: Kramer, Bob
Sent: Tuesday, August 02, 2016 2:44 PM
To: 'rhea.s.kostecka@bankofamerica.com'
Cc: Hess, Justin; Davis, Ron; City Council; Kriske, David; Prescott, Patrick; Teaford, Bonnie
Subject: RE: cul de sac at Avon St

Expires: Sunday, January 29, 2017 12:00 AM

Rhea

Thank you for your email. I am going to send it on to additional staff.

Sincerely

Bob K

Sent from my iPad

Begin forwarded message:

Resent-From: <BFrutos@burbankca.gov>
From: "Kostecka, Rhea S" <rhea.s.kostecka@bankofamerica.com>
Date: August 2, 2016 at 1:20:04 PM PDT
To: "CityCouncil@burbankca.gov" <CityCouncil@burbankca.gov>
Subject: cul de sac at Avon St

Dear Sir/ Madame:

I am writing in support of the cul de sac temporarily placed Avon and Alameda. I live at 326 N. Avon St. and the cul de sac has greatly reduced the thru traffic on our street. We do not have speed bumps and, as one of the only residential streets without speed bumps, we get people racing down our street frequently, posing a danger to our kids and pedestrians in general. We would love the cul de sac to be a permanent fixture, especially with all the kids walking the street when Stevenson Elementary school is in session. As the Talaria/ Whole Foods project becomes complete, the traffic can only get worse so this fix does a lot to abate that concern.

Warm regards,

Rhea Singh Kostecka
Bank of America Home Loans
VP, Executive Recruiter
Rhea.S.Kostecka@bankofamerica.com
Office: 626-486-3559
Fax: 213-457-9123

Rhea.S.Kostecka@bankofamerica.com
Office: 626-486-3559
Fax: 213-457-9123

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Kriske, David

From: Kostecka, Rhea S <rhea.s.kostecka@bankofamerica.com>
Sent: Tuesday, August 02, 2016 2:46 PM
To: Kramer, Bob
Cc: Hess, Justin; Davis, Ron; City Council; Kriske, David; Prescott, Patrick; Teaford, Bonnie
Subject: RE: cul de sac at Avon St

Thanks all!

From: Kramer, Bob [mailto:BKramer@burbankca.gov]
Sent: Tuesday, August 02, 2016 2:44 PM
To: Kostecka, Rhea S
Cc: Hess, Justin; Davis, Ron; City Council; Kriske, David; Prescott, Patrick; Teaford, Bonnie
Subject: RE: cul de sac at Avon St

Rhea

Thank you for your email. I am going to send it on to additional staff.

Sincerely

Bob K

Sent from my iPad

Begin forwarded message:

> **Resent-From:** <BFrutos@burbankca.gov>
> **From:** "Kostecka, Rhea S" <rhea.s.kostecka@bankofamerica.com>
> **Date:** August 2, 2016 at 1:20:04 PM PDT
> **To:** "CityCouncil@burbankca.gov" <CityCouncil@burbankca.gov>
> **Subject: cul de sac at Avon St**
>
> Dear Sir/ Madame:
>
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>
> Warm regards,
>
> Rhea Singh Kostecka
> Bank of America Home Loans
> VP, Executive Recruiter

Kriske, David

From: Denise Spatafora <denise@beclearmethod.com>
Sent: Tuesday, August 02, 2016 9:03 PM
To: Kriske, David
Subject: Meeting on 8/3/16

Dear Mr. Kriske—
I am a long time resident on California Street between Verdugo and Oak Streets. I will not be able to attend the meeting tomorrow evening so I thought I would write to you directly.
I have carefully watched and experienced the impact of some of the closures on the streets and even more so because I have two children, both of who attended Stevenson Elementary.

I always thought this was a few months of an experiment (I called your offices and was told that directly when I inquired) and has now turned in to over a year and a half of a "permanent" installation. I am a huge advocate of the speed bumps but I am not an advocate of the closures on to Alameda. They are incredibly inconvenient and it does not feel like it has reduced the flow of traffic in fact there has been even greater congestion in many pockets and intersections specifically on California and Oak because so many of this streets are now closed off to Alameda.

I request as a very long time resident—our family has had this home for over fifty years that you seriously consider opening at least a few of the streets on to Alameda: California, Avon, etc.
Thank you for your consideration.
Best,
Denise Spatafora

Denise Spatafora
denise@beclearmethod.com
http://www.beclearmethod.com
917-279-0742

encounter the same problem trying to get out onto Verdugo, or worse yet be making U-Turns on Avon and going back to Oak street. We members of this neighborhood have been asking for help, have offered our personal time to come and work with the City and here we are approximately 15 years later discussing the same problems and nothing has been done.

And now on top of everything else, you want to use monies for the neighborhood for the school, which is over crowded with children whose parents work here, but don't live here. Other schools in Burbank are not overcrowded and these out of City children should be spread to other schools which will also help the traffic. Also, the report for parking for teachers is redundant. Look back at the records and these proposals or similar ones were in Pat Gibson's report from 10 years ago. From that report which our tax dollars paid for only resulted in a white stripe being painted on Oak to reduce speeds and a stop sign. Again had Mr. Kriske and Pat Gibson met with the citizens who have been involved for the last 15-20 years additional costs might not have been incurred AGAIN!.

Oh and the costs of re-doing the intersections at Olive/Ontario and Alameda to accommodate the few residents is prohibitive and needs to be looked at objectively. There has to be a solution that would not be spending more tax dollars, but create a safe alternative for the few residents impacted. Again, meetings with Mr. Kriske and Mr. Gibson might have eliminated this debacle.

Please take a look and lets work together to once and for all help our neighborhood.

Sincerely,

Patrika Darbo

346 N. Avon St.

Kriske, David

From: Kramer, Bob
Sent: Wednesday, August 03, 2016 7:39 AM
To: briar@dslextreme.com
Cc: Hess, Justin; Davis, Ron; Kriske, David; Prescott, Patrick; Teaford, Bonnie; City Council
Subject: RE: Cul De Sacs on California, Lima, Avon and Cordova and The Report

Expires: Monday, January 30, 2017 12:00 AM

Patrika

Thank you for your email. I am going to forward it to additional staff.

Sincerely

Bob K

Sent from my iPad

Begin forwarded message:

> **From:** Rolf / Patrika / DARBO <briar@dslextreme.com>
> **Date:** August 2, 2016 at 8:44:03 PM PDT
> **To:** Bob Frutos <bfrutos@burbankca.gov>, David W Gordon <gorbur@pacbell.net>, David Gordon <dgordon@burbankca.gov>, Emily Gabel-Luddy <egabel-luddy@burbankca.gov>, Jess Talamantes <jtalamantes@burbankca.gov>, Will Rogers <wrogers@burbankca.gov>
> **Subject: Cul De Sacs on California, Lima, Avon and Cordova and The Report**
>
> Dear Mr. Mayor and Council Members,
>
> I just don't understand why things have to be so difficult, but I guess that's a definition of government!
>
> First, I want to go on record saying that Mr, Kriske could have been more helpful to the residents of the above referenced neighborhoods if he would have continued neighborhood meetings, but he told us that since you didn't tell him he had to meet with us he wasn't going to do it!! So here we are looking at reams of paperwork that might have been eliminated.
>
> But I digress. We love the peace and safety we have enjoyed with the temporary cul-de-sacs and hope that you will make them permanent. The increase in traffic removing them will make the neighborhood unbearable.
>
> Also, if you will go back in your files, you will see that I wrote you before, regarding changing the drop off for school children to Avon St. will be a disaster. I'm sure if you also look back to a previous Council meeting you will see where Former Mayor Ramos, who resides on Cordova St., requested help getting out onto Verdugo Ave. Stating that traffic made it almost impossible for her to exit her street. Well, if you suddenly have parents dropping off on Avon they will

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Kriske, David

From: Kramer, Bob
Sent: Wednesday, August 03, 2016 7:41 AM
To: rhea.s.kostecka@bankofamerica.com
Cc: Hess, Justin; Davis, Ron; City Council; Kriske, David; Prescott, Patrick; Teaford, Bonnie
Subject: RE: cul de sac at Avon St

Expires: Monday, January 30, 2017 12:00 AM

Rhea

Thank you for your email. I am going to send it on to additional staff.

Sincerely

Bob K

Sent from my iPad

Begin forwarded message:

From: "Kostecka, Rhea S" <rhea.s.kostecka@bankofamerica.com>
Date: August 2, 2016 at 1:20:04 PM PDT
To: "CityCouncil@burbankca.gov" <CityCouncil@burbankca.gov>
Subject: cul de sac at Avon St

Dear Sir/ Madame:

I am writing in support of the cul de sac temporarily placed Avon and Alameda. I live at 326 N. Avon St. and the cul de sac has greatly reduced the thru traffic on our street. We do not have speed bumps and, as one of the only residential streets without speed bumps, we get people racing down our street frequently, posing a danger to our kids and pedestrians in general. We would love the cul de sac to be a permanent fixture, especially with all the kids walking the street when Stevenson Elementary school is in session. As the Talaria/ Whole Foods project becomes complete, the traffic can only get worse so this fix does a lot to abate that concern.

Warm regards,

Rhea Singh Kostecka
Bank of America Home Loans
VP, Executive Recruiter
Rhea.S.Kostecka@bankofamerica.com
Office: 626-486-3559
Fax: 213-457-9123

Kriske, David

From: Susan Segal <ssegalwood@gmail.com>
Sent: Wednesday, August 03, 2016 12:32 PM
To: Kriske, David
Subject: Road Closure - My Position - Before August 22nd Deadline
Attachments: Road Closure to Burbank Council 2016.docx

Hi David,
I have attached my letter to be added to the public comments that your office and the City Council has asked the public to send to your office about our opinion for or against permanently closing the alleyways.
You know my position having discussed the issue and how a permanent closure behind my property at 3203 W. Alameda Avenue would be a disaster for my tenant.

Thank you for sending me link to the report that was done in 2015. I have referenced it in my letter to you which I have attached in a Word doc. Why didn't the City Council heed the recommendations? The angled closure cured the problem for my tenant and my property.

Due to a sudden death in my family I will not be at the Council Meeting tomorrow but I will have a representative from Raymond James there to voice our concerns.

Please let me know immediately if you cannot open my attachment and I will send another way.
Thank you for all of your hard work in this matter.
Best,
Susan Segal
Co-Owner of 3203 W. Alameda Avenue (Wienerschnitzle tenant)
(707) 480-3280

Kriske, David

From: Kramer, Bob
Sent: Wednesday, August 03, 2016 3:15 PM
To: 'segalfoto@napanet.net'
Cc: Hess, Justin; Davis, Ron; City Council; Kriske, David; Yee, Jonathan; Teaford, Bonnie; Prescott, Patrick
Subject: FW: Alleyway Road Closure/My Position
Attachments: Road Closure to Burbank Council 2016.docx; ATT00001.htm

Susan

Thank you for your email. I am going to forward it to additional staff.

Sincerely

Bob K

Sent from my iPad

Begin forwarded message:

Resent-From: <BFrutos@burbankca.gov>
From: "segalfoto@napanet.net" <segalfoto@napanet.net>
Date: August 3, 2016 at 12:48:48 PM PDT
To: City Council <CityCouncil@burbankca.gov>
Subject: Alleyway Road Closure/My Position

Dear City Council Members,
I hope you are able to open my word document about my position as a property owner at 3203 W. Alameda Avenue regarding the alley closures if you vote to make them permanent.
If you are not able to read my concerns I have also sent this to Mr. Kriske.

I will not be at the Public Meeting tomorrow due to a death in the family. I cannot fly down there tomorrow, but there will be a representative from Raymond James who represent the Mark Segal Trust and she will be representing me as well.

You heard from me last year when you all voted to close the alleyway behind my property and created a terrible situation for my then tenant and my property.

If you cannot open my word document please have staff email me or call me immediately and I will resend so it can be read by each one of you.

Best,
Susan Segal
Co-Owner 3203 W. Alameda Avenue
(707) 480-3280

Hi David,

I have attached my letter to be added to the public comments that your office and the City Council has asked the public to send to your office about our opinion for or against permanently closing the alleyways.

You know my position having discussed the issue and how a permanent closure behind my property at 3203 W. Alameda Avenue would be a disaster for my tenant.

Thank you for sending me link to the report that was done in 2015. I have referenced it in my letter to you which I have attached in a Word doc. Why didn't the City Council heed the recommendations? The angled closure cured the problem for my tenant and my property.

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Thank you for all of your hard work in this matter.

Best,

Susan Segal

Co-Owner of 3203 W. Alameda Avenue (Wienerschnitzle tenant)

(707) 480-3280

--
Susan Segal
(707) 480-3280

Kriske, David

From: Susan Segal <ssegalwood@gmail.com>
Sent: Wednesday, August 03, 2016 4:29 PM
To: Kriske, David
Subject: Re: Road Closure - My Position - Before August 22nd Deadline

Hi David,
Yes I know about tonights meeting that I am unable to attend due to a death in my family and a funeral I need to attend tomorrow.
Tonight I and and my Fathers Trust (Mark Segal Trust) that owns the other 50% of our property will have Tess Ottenbreit represent us as the owner of the property.
I wish I could be there in person but I know Tess will get our point across as owners of the property.
I just talked to my new tenant and he is expecting to be there tonight also and speak on his behalf as the new owner of the Weinerschnitzel business.

I will do my best to make the September 13th City Council meeting.
I do have my doubts about the September 13th meeting when the City Council will vote to keep the alleyway's open with the curved structure, by that meeting I would expect the City Council members to have made up their minds as to how they will vote.

Thank you for letting me know that my letter was received and you were able to open it. Susie English the Trust VP for Real Estate will also be sending you a letter as the corporate trustee of the Mark Segal Trust. Ms. English's office is in Florida but Ms. Ottenbreit is based in Los Angeles and she actually lives in Burbank.
Best,
Susan Segal

On Wed, Aug 3, 2016 at 3:49 PM, Kriske, David <DKriske@burbankca.gov> wrote:

Susan,

I wanted to confirm I received and was able to open your letter. I also wanted to let you know that the City Council meeting is not until September 13, after our public comment period has closed. We are holding a community meeting tonight but it's just another way for neighbors to hear information and provide input.

David

From: Susan Segal [mailto:ssegalwood@gmail.com]
Sent: Wednesday, August 03, 2016 12:32 PM
To: Kriske, David
Subject: Road Closure - My Position - Before August 22nd Deadline

Kriske, David

From: Tess Ottenbreit <Tess.Ottenbreit@RaymondJames.com>
Sent: Thursday, August 04, 2016 6:32 AM
To: Kriske, David
Subject: Please Confirm Receipt - Wienerschnitzel located at 3202 W. Alameda Ave.

Dear Mr. Kriske,

It was a pleasure meeting you last night at the Alameda North NPP Community Meeting. Susan Segal could not make it to this meeting due to a death in her family. I represent the Mark Segal Trust, the other 50% owner of the above-referenced property.

Ms. Segal and I appreciate your help, efforts, and strong recommendations to keep the alleyway between California and Ontario streets open, to keep the angled diverter on California Street, and to improve and signalize Ontario Street on the corner of Olive Avenue, which would help the traffic flow on the Olive/Alameda intersections. Your recommendations would also minimize cars using the Wienerschnitzel's parking lot to make a right on Alameda Avenue and/or get to North Ontario.

Ms. Segal is all for the safety of the community especially the young children in the neighborhood, but she believes that her property is not at the epicenter of where homeowners have expressed concerns over heavy traffic and use of their residential streets as thoroughfares. We are happy that your recommendations and the report presented last night show the same. Please let me know where I can download a copy of this report.

On behalf of Susan Segal and the Mark Segal Trust, we thank you for your guidance and support.

Lastly, please confirm receipt of this email.

Best regards,

TESS OTTENBREIT, CTFA
First Vice President
& Managing Trust Officer

Raymond James Trust, N.A.
T 213.327.1026 // F 844.443.6901
444 South Flower Street, Suite 3870, Los Angeles, CA 90071
Tess.Ottenbreit@RaymondJames.com

RAYMOND JAMES

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Kriske, David

From: NAL317@aol.com
Sent: Wednesday, August 10, 2016 8:56 PM
To: Kriske, David
Subject: Alameda North Neighborhood Protection Plan

Hello David,

Rick and I want to thank you for holding the community meeting last week. We were out of town for the Traffic Commission meeting and, unfortunately, we will be out of the country for the City Council meeting on September 13th, so we are thankful we could attend at least one of the three meetings. Your explanation of the final plan was clear and concise and summarized well our 13 year journey regarding our street's protection.

We have gone over the final Protection Plan quite carefully and feel the numbers show the necessity for putting permanent cul de sacs on our streets. I wish you could experience what a positive impact it has had on our neighborhood on an everyday basis, not just on days the counts were taken.

We will be sending letters to the Council before we leave on our trip.

Thank you again.

Nancy and Rick Lacher
317 N. Lima St.

Kriske, David

From: Ayn Altman <aynaltman@gmail.com>
Sent: Friday, August 12, 2016 12:29 PM
To: Kriske, David; City Council
Cc: Mark Santora
Subject: Permanent Closures on Cordova, Avon, Lima and California Streets

David Kriske and the City Council-

RE: Permanent Closures on Cordova, Avon, Lima and California Streets

We live on Ontario St. between Oak and Verdugo.

If you put speed humps on all the streets around us, Ontario street becomes the speed through street as it is now, I often see cars speeding down our street to avoid the humps on California. There are small and school age children up and down our block. If you are going to put speed humps in, you need to include all the streets between North Hollywood Way and Buena Vista or none because the streets without become the pass through streets.

Thank you!

Ayn Altman
Mark Santora

Dang Phan

Kriske, David

From: Kramer, Bob
Sent: Tuesday, August 16, 2016 7:23 AM
To: 'NPHAN409@aol.com'
Cc: Hess, Justin; Davis, Ron; City Council; Prescott, Patrick; Kriske, David; Teaford, Bonnie
Subject: RE: ALAMEDA NORTH NEIGHBORHOOD temporary Cul de sacs

Expires: Sunday, February 12, 2017 12:00 AM

Dang Phan

Thank you for your email. I am going to send it on to additional staff.

Sincerely

Bob K
Sent from my iPad

Begin forwarded message:

From: NPHAN409@aol.com
Date: August 16, 2016 at 2:45:07 AM PDT
To: CityCouncil@burbankca.gov
Subject: ALAMEDA NORTH NEIGHBORHOOD temporary Cul de sacs

I am Dang Phan , 86 yr old , the owner of the house of 409 N. Avon Street, Burbank, CA 91505.
I have lived in Burbank for 41 years,
I hate the Alameda N. Neighborhood temporary Cul de sacs.
It has been causing me more inconvenient , when I want to get home , I have to drive around the block , then all my friends get lost , they can not get in my house easily such as the old day.
It looks ugly too, to close the whole block, Burbank has a lot of traffic due to more jobs here, so it will not help to make the cul de sacs at Alameda North.
The conclusion is I HATE THEM.
Thank you ,

Kriske, David

From: Michael Leib <michael_i_leib@yahoo.com>
Sent: Tuesday, August 16, 2016 11:22 AM
To: Kriske, David
Subject: Comments on Alameda NPP Street Closures

This entire project is making a mountain out of a molehill.

After the temporary closures were put in place, the neighborhood is now being faced with several problems as a direct result of that action.

After footing the bill for outside consultants to aid the Traffic Commission in coming forward with a mitigation plan to combat the effects of the temporary closures, Council is going to make a final decision without knowing for sure if their suggestions alleviate the effects or not? What if they don't or create yet unforeseen additional issues? Then what?

As someone who lives right in the middle of the affected area (200 block of Cordova), I must express one more time (I have come and spoken before Council on this matter) that we were better off before the closures were laid down. Being left with only one way in and out of my street is dangerous, time consuming and counter-productive.

The proposed changes for the Oak/Hollywood Way intersection (which is meant to help allow entry onto Oak from the four affected streets) did not mention changing the traffic light to offer an exclusive left turn lane cycle onto Hollywood Way. Without that, I'm not convinced that northbound entry onto Oak from any of these streets will be any easier (and it's not AT ALL currently when school is in session).

Cordova already had a diverter on the south end of the street and it worked fine for decades to keep northbound freeway off-ramp traffic at bay. Please listen to the Traffic Study and do the same for the other three streets which should alleviate any concerns regarding potential inbound Talaria traffic while still allowing some comfort for those residents which wish to exit their street in a southward manner (and which will also help ease pressure on Oak).

The cost involved to try this solution appears minimal and, if it fails, could easily be revisited.

Michael Leib

4. Most importantly I want council to mandate that the cul de sac's if approved be completed before the grand opening at Talaria, this is only fair after all the neighborhood has been through.
Thank you for your time,
Alice Howell
235 N Lima St.

Sent from my iPad

Kriske, David

From: Alice Howell <adhowell@sbcglobal.net>
Sent: Tuesday, August 16, 2016 12:45 PM
To: Kriske, David; City Council; Prescott, Patrick
Subject: Alameda north neighborhood protection comments

David,
After almost sixteen years in the process Iam happy to see the recommendation of the street closures and other mitigating elements to protect this neighborhood. Those households effected by the speeding, cut through traffic and high volume on California, Lima, Avon and Cordova Streets are in agreement by a margin of ninety seven percent.
You say the volumes are in the normal range but your traffic study was done after the council was shown the videos and police enforcement started to ticket drivers in the area.

The cul de sac's have provided the traffic control and safety to the school this neighborhood was lacking. Noticeable improvement in the speeding evening cut-through commute on Avon Street heading north proves our point. Soon, once the developments already approved are completed this neighborhood would experience unbelievable volumes of commuter traffic. So the closures are a must.

Let's look at the recommendation for Stevenson School circulation. I think the idea of drop-offs on Avon is ridiculous. You say that the crosswalk on Lima/Oak streets lacks visibility to drivers, then why would you move the drop-off to Avon street where there are four crosswalks no less to watch out for children and parents crossing. The negative impacts to Avon residents include huge volume of vehicles turning right from Oak, left from Oak and straight ahead north from Avon street all with the two oversize busses parked at the corner of Avon street. If you are driving west on Oak and plan to turn right on Avon the drivers have to swing wide around the busses and into the southbound Avon traffic in order to cue up to drop off their children all the while keeping a watch for the four crosswalks. This is crazy! Then the 650 or so parents will clog up Avon street with their u-turns heading back down to Oak as the access to Verdugo is impossible. The first five households on Avon are not in favor of this plan, it will prevent them from backing out their driveways and leaving their house safely. Mr. Phan at 409 N Avon was hit by a school commuter trying to back out of his driveway this past school year. It is dangerous to put that kind of volume on a side street, it needs to remain on the main artery Oak Street. The staff parking lot off California Street under the power lines is a must. The quoted 30 spaces will not be adequate as the staff count was around 70 last year and expected to grow. It is imperative to the neighborhood that the BUSD provide 100 parking spaces under the power lines as there is plenty of room. The staff takes up all the street parking in the surrounding neighborhood and no matter how many times you ask staff nicely for them to park on the school side they will challenge you and take up your residence parking just to be spiteful. The school administration has not been helpful either. The developer for Talaria contributed a significant amount of money to BUSD for this to become a reality.
I also recommend that you establish one or two hour permit parking on the west side of Avon Street (north of Oak) north to the log cabin. Once a residence leaves on this side the space is taken right away and leaves the returning residents stranded.

The school drop- off could safely occur in the old small teachers lot off Oak street. The cue up being on Oak will impact the fewest households. Once the staff has a lot to park in under the power lines this will free up street congestion for after school pick ups as well.

And finally I would like to add to the list of recommendations:
1. Dig up and resurface the alleys on the four closures.
2. Repave Avon, Lima Cordova and California streets.
3. Permit parking only! half way up Avon and Lima Streets from Alameda.

Kriske, David

From: Kramer, Bob
Sent: Wednesday, August 17, 2016 7:43 AM
To: 'liseinla@gmail.com'
Cc: Hess, Justin; Davis, Ron; City Council; Prescott, Patrick; Teaford, Bonnie; Kriske, David
Subject: RE: Alameda North Neighborhood Protection Plan Comment

Expires: Monday, February 13, 2017 12:00 AM

Lisa

Thank you for your email. I am going to send it on to additional staff

Sincerely

Bob K

Sent from my iPad

Begin forwarded message:

> **From:** Lise Kearney <liseinla@gmail.com>
> **Date:** August 16, 2016 at 12:55:53 PM PDT
> **To:** CityCouncil@burbankca.gov
> **Subject: Alameda North Neighborhood Protection Plan Comment**
>
> Hi,
>
> My name is Lise Kearney. I live on North Avon Street which currently has temporary Cul de Sacs pending the decision to make them permanent.
>
> I just wanted to write to you to let you know that I really support making the Cul de Sacs permanent. I moved to this street a year ago when the temporary Cul de Sacs were already in place. One of the main reasons to move to this particular street was that it seemed safe. As a single woman safety is a big concern and not having through traffic really makes a world of difference living here. I know when friends come over they all remark on how quiet the street is and how it really is a great street to live on. I would really hate for that to change.
>
> Thank you for your time,
>
> Lise Kearney
> 305 N Avon Street

Kriske, David

From: Kramer, Bob
Sent: Wednesday, August 17, 2016 7:48 AM
To: spadaforaphyllis@gmail.com
Cc: Hess, Justin; Davis, Ron; City Council; Prescott, Patrick; Kriske, David; Teaford, Bonnie
Subject: RE: Alameda North Neighborhood Plan

Expires: Monday, February 13, 2017 12:00 AM

Phyllis

Thank you for your email. I am going to forward it to additional staff.

Sincerely

Bob K

Sent from my iPad

Begin forwarded message:

> **From:** Phyllis Spadafora <spadaforaphyllis@gmail.com>
> **Date:** August 16, 2016 at 1:41:15 PM PDT
> **To:** bfrutos@burbankca.gov
> **Cc:** Phyllis Spadafora <spadaforaphyllis@gmail.com>, "arev6610@aol.com" <arev6610@aol.com>
> **Subject: Alameda North Neighborhood Plan**
>
> Dear Councilman Frutos,
>
> As longtime residents of Frederic St, we are urging you to stop the permanent closures of Cordova, Avon, Lima and California streets. The temporary closure of these streets has wreaked havoc in our neighborhood by a substantial and dangerous increase in through traffic, often compounded by speeding vehicles. During peak times it is too dangerous to back out of your driveway or for kids to play in the street. By closing those streets you have increased the safety of a few with cul-de-sacs that were never meant to be there and punished the nearby streets in the process. This has negatively impacted the peace and safety of our neighborhood. It is unjust and it is unfair.
>
> You have the power to maintain equity, safety, peace and order on ALL of our streets and not a select few. Please put a stop to this unfair and unsafe plan.
>
> Spadafora-Reveles household
> 325 N. Frederic Street

Lima as a separate street and dealing with its POSSIBLE traffic issues individually **after** the development is completed as it is in a unique situation with the light.

I would encourage the council to decide to open up our streets and support David in allowing him to try some of his innovative and proven effect alternative traffic mitigation designs that will solve problems in a more equitable and eco-friendly manner that will set a precedent for increases in traffic mitigation as Burbank continues to grow and thrive. Let's be on the cutting edge of new design and amazing neighborhoods.

Thank you,
Stefanie Girard

--
Stefanie Girard
http://recycledcrafts.craftgossip.com/
http://sweatersurgery.blogspot.com/
http://thecardalbum.blogspot.com/
Facebook facebook.com/StefanieL.Girard
Pin with me http://www.pinterest.com/plaidcrafter/
Instagram https://www.instagram.com/stefanielgirard/
(__/)
(='.'=) This is Bunny. Copy and paste Bunny into your
(")_(") signature to help him gain world domination.

Kriske, David

From: Stefanie G. <ypinkscissors@gmail.com>
Sent: Wednesday, August 17, 2016 2:14 PM
To: Kriske, David
Subject: Letter of opposition to 4 Alameda street closures

Hi David,

Here is my letter for the report. See you at the meeting on Sept 13th. (Unless you would like/need to chat before then)

Stef

Basing my opposition on the excellent report and data:

1. The comprehensive report showed that the traffic on these 4 streets before they were temporarily closed was **NO DIFFERENT** than other similar neighborhood streets in Burbank. See data.

Based on this **fact** and this **fact** alone there is not clear statistical evidence to support street closures.

If we are being asked to make a decision based on the numbers currently presented and not based on future speculation they clearly don't support a permanent closure decision.

What is clear based on the "after closure" statistics is that the cul de sacs cause more traffic and problems on the **majority** of our other neighborhood streets.

And quoting David Kriske at the Traffic Commission meeting -"What we are looking for is a "**holistic solution**" and unfortunately, as all would agree the report clearly shows that is NOT what closing 4 selected streets result in.

2. Adding cul de sacs to streets is not a holistic solution it simply makes 4 streets dreamy and idyllic with no traffic and increases traffic on other streets thus **reducing** the safety on more neighborhood streets including one that is a **major thoroughfare for very young students attending Stevenson School.** See data.

3. It would seem that all that closing a few streets does is cause other traffic problems and as pointed out by the Traffic Commission, set a **bad precedence**, that will potentially cause a chain reaction throughout Burbank residential neighborhoods. I might add, a city that is designed based on a grid system and not a cul de sac system.

4. David has some **great ideas** for naturally mitigating traffic that will improve the neighborhood along with reducing traffic and speed **FOR ALL** which I think should be pursued. (It is my understanding there are funds available for these progressive eco-friendly solutions.)

Regarding future traffic speculation:

5. After reviewing the traffic flow design with David of the new development -there is no way for visitors to leave the development and enter our neighborhood except on Lima. I suggest reviewing

Kriske, David

From: Kramer, Bob
Sent: Thursday, August 18, 2016 7:55 AM
To: 'zimmermannkasi@gmail.com'
Cc: Hess, Justin; Davis, Ron; City Council; Prescott, Patrick; Kriske, David; Teaford, Bonnie
Subject: RE: Pro Cul de Sac submission

Expires: Tuesday, February 14, 2017 12:00 AM

Kasi

Thank you for your email. I am going to send it on to additional staff.

Sincerely

Bob K

Sent from my iPad

Begin forwarded message:

From: Kasi Zimmermann <zimmermannkasi@gmail.com>
Date: August 17, 2016 at 9:18:18 PM PDT
To: CityCouncil@burbankca.gov
Subject: Pro Cul de Sac submission

City Council of Burbank:

My name is Kasi Zimmermann and I am currently a resident at 351 North Lima Street in our great city. I am a current student at John Burroughs High School and an alumni of both David Starr Jordan Middle School and R.L. Stevenson Elementary School. Throughout my 11 years of schooling and 12 years of living adjacent to an elementary school, I have seen some occasions where students have come close to being hit by a car zipping past. However, since the cul de sacs have been inputted at the ends of the streets, the amount of near-accidents I have seen around Stevenson have decreased significantly if not completely disappeared. Since the input of the cul de sacs, I have not been afraid of myself or another being hit by a car. The streets are much quieter and much more enjoyable to live and go to school on. When the new Talaria project comes in down the street, the placement of the cul de sacs will protect residents and students from the negative effects of the heavy, busy traffic. I would sincerely appreciate your consideration to keep the cul de sacs in place permanently.

Sincerely,
Kasi Zimmermann

Kriske, David

From: George, Sandra
Sent: Thursday, August 18, 2016 9:35 AM
To: Kriske, David
Subject: Alameda cul-de-sac call.

Hi David,

A resident left a message this morning on Council's voicemail saying she is very inconvenienced by the Alameda/Lima/Avon temporary cul-de-sacs, and wonders if they will ever be taken down. The message cut off before she gave her number or name, but caller ID showed the phone number as 818-929-8843.

Does this go to you? Do you want to give her a call? Thank you!

Sandy George
Executive Assistant | City Council Office | City of Burbank
275 East Olive Ave. Burbank, CA 91510
☎ 818.238.5751 | 🖷 818.238.5757 | ✉: sgeorge@burbankca.gov

Kriske, David

From: Cara Cooper <dotbearus@yahoo.com>
Sent: Thursday, August 18, 2016 10:02 AM
To: Kriske, David
Subject: Alameda North

Thank You David for your presentation on 8/03.
You said to send an e-mail.
I really do not see a need for barriers on these streets right now but I think I am out numbered.
1 I agree teachers need to have a parking lot and in the empty field under the power lines is a good spot, but also please still put in the additional parking along Whitnall Hwy to narrow the street and slow traffic down. If possible have Whitnall meet California St at more of a right angle (to make people stop at the stop sign).
2. If Avon gets permit parking California St will need it to as parking will have to move somewhere.
3. It was suggested that California St be a drop off zone. This is not a good place there are safety issues with this . 1 The gate is located on a 20 foot driveway. When I have seen pickups here before I saw parents driving up onto the driveways sideways or straight in to backup and turn around. This could have children getting hurt or worse pinned up on the fence. 2. Whitnall comes into California at that same spot adds to the problem (Oak would better at this point at least stop signs on both streets.) Since this is also a small park many parents will be crossing anywhere along the park. (I saw this with boys and girls club pickups.) Safety is the many issue here.
4 I know it is late but an over head walk way on Alameda Ave would be great. A very safe way for the neighborhood to have safe fast access to Whole Foods. and for people living there to have safe access to the school (without adding traffic) and restaurants on other side of street. I know in the long run this will save at least one life but also a good selling point for the apartments.
All your other ideas are very good. Again Thank You.
Cara Cooper
446 N. California St.
If you have any questions please feel free to e-mail me. If needed I can call you if you want.

Kriske, David

From: Mark Spero Anthony <speroanthony@gmail.com>
Sent: Thursday, August 18, 2016 10:58 AM
To: Kriske, David; City Council
Subject: Alameda North

As a homeowner on the 200 Block of Avon, born and raised in the city of Burbank, I am directly impacted by this decision - I would like to voice my opinion IN FAVOR of PERMANENT CLOSURES OF CORDOVA, AVON, LIMA & CALIFORNIA STREETS AT ALAMEDA. Our street Avon is MUCH SAFER for the many children on our street - there was Way too much traffic before the enclosures, one can only Imagine what it would be like after Talaria is completed - The freeway exit is so close - so many cars used to come up Avon at High Speed heading to Verdugo Right next to RL Stevenson. We can work with the folks on Alameda to help them best be able to get to their alleys with some creative efforts by experts I'm certain(no Access signs etc) . Please PROTECT our part of this city!

See you at the hearing SEPT 13

Kind Regards,
M.S. Anthony

it seems that the complete closure is what has been officially decided on. Again, I appreciate your effort in bringing together the community.

Looking forward to the next steps.

Thank you --

Madeline Beckett
e: mrsmaddybeckett@gmail.com
c: 818-943-6543

Kriske, David

From: Madeline Beckett <mrsmaddybeckett@gmail.com>
Sent: Thursday, August 18, 2016 12:18 PM
To: Kriske, David
Subject: Alameda North Project Comments

Hello David --

Just wanted to start off by saying thank you for putting together that community meeting a few weeks ago to discuss the impact that the street closures will be having on our neighborhood. I know it's a difficult task to try and make all parts of the community happy, but having these meetings is a great step towards that.

I just had a few comments on what I think could help make this new arrangement more efficient. My husband and I live on California St, between Alameda and Oak.

1. Now that the main route to get out of our neighborhood and to the freeway/community is via Oak St, the street desperately needs to be repaved. The dips at Cordova and Whitnall especially are so extreme that I hear it scratch the bumpers of cars daily while I am walking the dog. With the increase in traffic on that street, I can only see the quality of the road getting worse, so I believe this would be a very valuable improvement.

2. Along the same lines of increased traffic on Oak St, I strongly suggest moving Stevenson drop off away from Oak and over to either the side of the school on California St or the side of the school on Avon St. It is dangerous with people scrambling to get their kids to school on time mixed in with people rushing off to work.

3. Since it will now be a closed off end of the street, I would hope the community could be involved in the design of this barrier. Just adding a barrier at the end of the street, similar to what it is right now, is a huge eye sore for the neighborhood and takes away from the charm that these streets have. I would recommend having some type of planter with California native plants/drought tolerant landscape. My husband and I would be happy to donate our time and some of our own plants to help make the end of our street look a bit more welcoming.

4. The light at Hollywood Way and Oak NEEDS a turn signal and NEEDS the parking in that segment to be taken away to widen the street. I think this is a non-negotiable issue and is my biggest complaint with this project. I believe that you said this was required to be improved due to CEQA guidelines, but I just wanted to reiterate how important it is.

Unlike some of the members of the community at this meeting, we are very much looking forward to having a Whole Foods down the street. We would have loved to see some type of one-way option at the end of the street instead of a complete closure, but

Kriske, David

From: Rich Heath <burbankpeople@gmail.com>
Sent: Thursday, August 18, 2016 1:42 PM
To: Al Goode; Alice Marie Francis; Frutos, Bob; Carol Cormaci; David Banks; Gordon, David; Kriske, David; Gabel-Luddy, Emily; Eryn Mekash; Fran Avery; Gary Bric; Gina Vivona; Hayley; Jennifer Heath; Talamantes, Jess; Julie and Chris; regchoch04@yahoo.com; Scott Stevenson; Stefanie Girard; todilacer@gmail.com; Valerie Eames

Stephanie,

Above are the contacts that might want to be advised of upcoming council meetings etc. re:
street closures. In the mix are also city council members.

Sorry it took so long to get this to you.....

Thanks

Rich
306 North Ontario
burbankpeople@gmail.com

With the current street closures, the quality of life has improved beyond measure. Children can ride their bicycles, people can walk their dogs, people can exit their driveways, and families can use their front yards without the danger of car polution.
Please honor the commitment to these neighbors and make the street closures permanent.

Thank you for you time,
Kathryn Ballard
225 N. Avon Street

Kriske, David

From: Kramer, Bob
Sent: Thursday, August 18, 2016 4:12 PM
To: 'katiedover2@gmail.com'
Cc: Hess, Justin; Davis, Ron; City Council; Prescott, Patrick; Kriske, David; Teaford, Bonnie
Subject: RE: Alameda North Neighborhood Protection Plan

Expires: Tuesday, February 14, 2017 12:00 AM

Kathryn

Thank you for your email. I am going to send it on to additional staff.

Sincerely

Bob K

Sent from my iPad

Begin forwarded message:

> **From:** KATHRYN BALLARD <kat2ballard@sbcglobal.net>
> **Date:** August 18, 2016 at 10:34:27 AM PDT
> **To:** <CityCouncil@burbankca.gov>
> **Subject: Alameda North Neighborhood Protection Plan**
> **Reply-To:** KATHRYN BALLARD <kat2ballard@sbcglobal.net>
>
> Dear City Council Members,
>
> I am a resident of the 200 block on Avon Street. We have been very happy with the temporary closures for our street as well as the other 3 streets involved in the Alameda North Neighborhood Protection Plan.
>
> Prior to the closures the traffic driving through this area was terrible. Drivers would regularily drive way over the speed limit for a residential neighborhood to cut off traffic as a short cut for Hollywood Way and Alameda to access freeways and Olive towards Hollywood. This was illegal and dangerous, especially considering Stevenson Elementary School runs across Avon, Lima and California, but there were no deterants except closing the streets.
>
> With the construction of the Talaria Project, the traffic would be even greater. There was an understanding that the acceptance of the Talaria development would include mitigation of traffic that would have directly affected this neighborhood and these streets. The previous terrible traffic situation would have increased to an unbearable level.
>
> Safety issues and constant car fumes should not be the sole burden of these 4 streets and the children of Stevenson Elementary School.

When you hear from the residents on Cordova, Avon, Lima and California, please think about the rest of the neighborhood residents who are likely maxed out with work, who take care of kids and parents, who are also good citizens, but might not have a moment to review a 577-page study and write a letter or attend a council meeting. They elected and trust you to look at the information at hand and make the right decision for everyone.

Sincerely,
Julie D'Angelo
346 N. Ontario St.

Kriske, David

From: Julie D'Angelo <julie@musicforthemasses.net>
Sent: Thursday, August 18, 2016 4:25 PM
To: Talamantes, Jess; Gordon, David; Gabel-Luddy, Emily; Rogers, Will; Frutos, Bob
Cc: Kriske, David
Subject: Alameda North Neighborhood Protection Program

Dear Mayor, City Council and Mr. Kriske,

Based on page 89 of the 577-page Traffic Analysis for the Alameda North Neighborhood Protection Plan (which is actually the 95th page of the document), I don't know how anyone could advocate for the permanent closure of
Cordova, Avon, Lima and California streets in good conscience and especially at a time of current and projected budget shortfalls.

Per this page of the document:

Full street closures as part of a neighborhood protection plan are the most drastic of all neighborhood protection plan tools. They are usually implemented as a last resort to address severe cut-through traffic, because they fully restrict traffic to the street and cause significant spillover effects to surrounding streets. Thus, installation of full closures should be taken with care and only after other less intrusive measures have been applied.

In Alameda North, based on the pre-closure data collected in January 2015, none of the local residential streets experienced traffic volumes exceeding the normal range (i.e. 1,060 daily vehicles) for residential streets in the City.
Further, as shown in Table 17, under Cumulative No Project Conditions (which includes anticipate cut-through traffic from Related Projects prior to implementation of any street closures), non of the residential streets are anticipated to experience traffic volumes above 1,060 vehicles. While any additional traffic on local streets may be considered undesirable by the residents (especially when that traffic is just cutting through as a shortcut), the overall level of traffic on streets in Alameda North is generally lower than on comparable residential streets within the city.

The document continues, *Further, the implementation of the temporary street closures...resulted in a significant impact to* [other intersections within and surrounding the neighborhood].

There is simply no data to support street closures that have negatively and significantly impacted other parts of the neighborhood, despite the years-long anecdotal rhetoric from residents on Cordova, Avon, Lima and California.
Even if the data was there, what happened to trying the less intrusive measures that the report suggests, before trying the *temporary* closures? Why would we spend more time and money on something that, though unsupported in necessity per the study, would trigger even more mitigation that would impact even more of the neighborhood (e.g. preventing a left turn from Buena Vista north into the neighborhood, or omitting parking for apartment dwellers on Oak, near Hollywood Way, or adding parking to the side of a pocket park, impeding the currently nice green view for residents on part of California)?

There is a feeling in this neighborhood that the Council and City are unfairly addressing the wishes of a few at the expense of the many, that street closure is a solution in search of a problem.

Also, is there any additional information available on the project online? Thanks so much for your time.

Wade & Maddy Beckett

We have posted all of the information on the project, including the environmental document and the traffic study, online for review. There is also some historical information about the project and why we completed this study. Here is the direct link:

http://burbankca.gov/departments/community-development/transportation/projects/alameda-north-npp

We have a hard copy of the environmental document online for viewing at the City offices, but everything can be found online at the link above. Let me know if you have any questions.

David

David L. Kriske, AICP

Assistant Community Development Director

Transportation Division | City of Burbank

818.238.5269

www.burbankca.gov | **www.burbankbus.org**

From: Wade Beckett [mailto:wadebeckett@gmail.com]
Sent: Monday, August 01, 2016 8:11 AM
To: Kriske, David
Subject: Alameda North Neighborhood Protection Program

Hi David--

We received your mailer for the Alameda North Neighborhood Protection Program. We live on California street just north of Alameda so we're very interested in the project. We plan to attend the meeting this Wednesday night. The mailer also said residents could view documents at the Community Development Department. Is there a lot of additional information available there at this time?

Kriske, David

From: Wade Beckett <wadebeckett@gmail.com>
Sent: Thursday, August 18, 2016 5:31 PM
To: Kriske, David
Subject: Re: Alameda North Neighborhood Protection Program

Hi David--

It was nice meeting you in person after the meeting on August 3. The presentation was helpful and the information seemed to make sense.

Per your instructions at the meeting that night, below please find a list of the items that are of concern to us as homeowners on California St south of Oak.

1. The quality and integrity of Oak Street between California and Buena Vista is of concern. Due to the new traffic patterns, the road is falling apart and in pretty dire need of repair.
2. If the 4 streets are indeed closed off permanently at Alameda, the alley way just north of Alameda needs to be repaired. If this is going to be used as a throughway it will definitely need some love from the city as it's not in great condition and getting worse by the day.
3. The traffic light and lane situation at Hollywood & Oak needs to be addressed ASAP. With school back in session this week it's been terrible trying to get through the intersection. Sounds like you have a plan to help this intersection--we're hoping this happens sooner rather than later.
4. The school loading zone at Stevenson should be moved to one of the side streets since Oak is now Alameda North residents only way in and out of our neighborhood.
5. If possible, I would prefer that California street traveling southbound towards Alameda was actually a 'one way' down at the Alameda end so that we had a way out, but I understand this isn't likely. While I'd prefer this alternative, I understand if it's not going to happen.
6. Whatever the city decides to use as permanent barriers for the street closures in our neighborhood, it would be awesome if there was a little thought put in to the design and landscaping. My wife and I even talked about donating our time and some of our drought tolerant landscaping to the city for the barricades if there's the ability to plant items within the scope of the design.

Thanks so much for your time. For the record, we are excited about the Talaria project. I know that some of the local residents have been pretty hard on the city and the planning board but please know that they don't speak for everyone in our community. There are young families excited about the growth in Burbank and I fear their voices aren't heard nearly as often as some of the other long-time residents of the city who are extremely vocal and very consistent with their attendance at planning meetings. We'll try to spread the word and get more people involved with what's happening in our city.

Thanks for your time and hard work on the project.

Wade Beckett

On Mon, Aug 1, 2016 at 8:41 AM, Kriske, David <DKriske@burbankca.gov> wrote:

Hi Wade,

Kriske, David

From: Kramer, Bob
Sent: Friday, August 19, 2016 8:02 AM
To: 'mal9@me.com'
Cc: Hess, Justin; Davis, Ron; City Council; Prescott, Patrick; Kriske, David; Teaford, Bonnie
Subject: RE: Cul de sacs on Avon St.

Expires: Wednesday, February 15, 2017 12:00 AM

Laura

Thank you for your email. I am going to send it on to additional staff.

Sincerely

Bob K

Sent from my iPad

Begin forwarded message:

> **From:** Laura Mala <mal9@me.com>
> **Date:** August 18, 2016 at 5:36:43 PM PDT
> **To:** CityCouncil@burbankca.gov
> **Subject: Cul de sacs on Avon St.**
>
> Hi there! I saw the notices around the neighborhood to email our opinions on the cul de sacs. I know I've emailed before but I wanted to say how WONDERFUL they have been. I can not say speak more highly towards how they've made our street 110% safer. I have a 5 year old and 2 1/2 year old and our lives have changed with them. The amount of speeders that used to go up and down our street was staggering.
>
> Please, please keep them for the safety and comfort of our neighborhood.
>
> A truly appreciative resident on N Avon St,
>
> Laura Mala

Kriske, David

From: Alice Howell <adhowell@sbcglobal.net>
Sent: Friday, August 19, 2016 11:58 AM
To: Kriske, David
Subject: Alameda North Neighborhood protection comments

David,
Having reviewed the two public hearings on the Talaria project I would like to place emphasis on the short sighted traffic studies.

The council opted to take money to be acquired with the sale of the land within the project to pay for clearly needed neighborhood protection to the immediately adjacent neighborhood to the north of project property even though staff claimed there would be no adverse impacts of this nature.
So in my thinking the mitigations proposed are the wishes of the council and putting this neighborhood through almost two more years of staff dragging its feet is disrespectful.
To quote Joy Forbes " deficit in residential parking spaces(Talaria) is due to developer's request." Then she went on to say " overflow parking will park on surrounding streets." In light of this it is imperative that permit only parking on Lima and Avon Streets above Alameda be included in the neighborhood protection plan as we have been warned by Joy almost two years ago. We all know unsafe cycling around the project is the reality so expecting the traffic numbers to be reduced by 20% due to people getting out of their cars and grabbing their bikes is not realistic.

Thank you for your time,
Alice Howell
235 N Lima Street

Sent from my iPad

Kriske, David

From: Gordillo, Stephanie
Sent: Friday, August 19, 2016 1:36 PM
To: Kriske, David
Subject: Proposed Street Closures for Cordova/Avon/Lima/California at Alameda

Good Afternoon—I live on the 200 block of North Cordova Street and I am sending this email because I hate the idea of Cordova/Avon/Lima & California being changed to cul-de-sacs. Currently, my block has a 'DO NOT ENTER' sign at Alameda and it works great! I have lived here since 1988 and remember when we did not have that sign there and the freeway exit was on Cordova. The sign is on a choker and significantly keeps traffic coming in from Alameda.

Why can't we have 'DO NOT ENTER' signs installed at Alameda for Avon, Lima, & California to keep Alameda traffic out? This way, Alameda traffic is kept out, but residents can still exit on Alameda--as can ambulances heading to St. Joseph's Hospital with a sick patient. Large vehicles such as firetrucks, trash trucks, and street sweepers can safely and efficiently do their jobs. Also, there would be less liability for the City because large City trucks wouldn't have to back down the street or pull in to driveways to turn around, minimizing injury and personal property damage. I have talked to many neighbors who hate the idea of being forced to exit only on Oak—because of added traffic and inconvenience. I feel a choker with a 'DO NOT ENTER' sign would be a great compromise for everyone—those that want the cul-de-sacs and those of us that don't.

Thank you so much for your time and feel free to call me if you have any questions at 818.415.9514.

Stephanie Gordillo

Kriske, David

From: NAL317@aol.com
Sent: Friday, August 19, 2016 2:25 PM
To: Kriske, David
Cc: City Council
Subject: Alameda North Protection Plan Draft

Dear Mr. Kriske and Members of the City Council.

My wife and I have reviewed the NPP Phase 2, Initial Study, Noise Analysis Technical Report (Appendix A), and the Traffic Analysis (Appendix B).

The traffic report shows a marked improvement on the streets with the temporary cul de sacs and these match with our empirical observations from living in the neighborhood for 40 years.

It was also great to see that there was only one Mitigated Negative Declaration at the intersection of Oak and Hollywood Way and the staff has an appropriate recommendation to mitigate the problem at this intersection.

It is noteworthy to mention that this project meets the goals of the General Plan, as set forth in Goal 6 in the Mobility Element in the General Plan that states, "transportation infrastructure should minimize cut-through traffic in residential neighborhoods to maintain neighborhood quality of life."

It was good to see that the modifications made on California, to help those residents on Ontario, and the modifications on Cordova, to help Dolby Sound, were successful. We appreciate the attention and consideration to each street's residential needs, and that they are being actively addressed and resolved by the City.

Also, the staff's analysis shows there have been no effects on police/fire protection, schools, parks, or library services.

We also appreciate the staff looking at the Stevenson School drop off, pick up circulation, i.e.. moving or adding a crosswalk on Oak St. for easier flow of traffic, pedestrian and car, and the addition of a school, staff parking lot under the electrical lines behind Stevenson School and next to Whitnall Hwy.

The quality of life has improved greatly over the last 19 months with the presence of the temporary cul de sacs. Since the Media District is becoming such a vibrant commercial area, it is reassuring to see that our neighborhood's protection is being seriously addressed.

Thank you for your attention.

Rick and Nancy Lacher
317 N. Lima St.
818-848-9828

Kriske, David

From: Mary Krick <mlakrick@dslextreme.com>
Sent: Saturday, August 20, 2016 7:06 PM
To: City Council
Cc: Kriske, David
Subject: Cul de Sacs permanent

My family is favor of making the temporary cul de sac for Lima, California and Avon Streets permanent.

Thanks Mayr Krick

Kriske, David

From: Pierce, Edward <Edward.Pierce@disney.com>
Sent: Sunday, August 21, 2016 5:47 AM
To: City Council
Cc: Kriske, David
Subject: Permanent closures of Cordova, Avon, Lima and California Streets at Alameda Ave

Dear Burbank City Council,

I'm writing in support of the permanent closures of Cordova, Avon, Lima and California Streets at Alameda.

Since the temporary Cul de Sac's were installed in January 2015, I'm actually able to back out of my driveway without the fear of being hit by a speeding car. The noise level and general quality of life in our neighborhood has improved drastically during the temporary closures of Cordova, Avon, Lina and California.

I am in complete support to make the temporary Cul de Sacs "Permanent"

Sincerely,
R. Edward Pierce
524 N. Avon Street
Burbank, CA 91505
818/438-1158

Kriske, David

From: Kramer, Bob
Sent: Sunday, August 21, 2016 6:38 AM
To: 'mlakrick@dslextreme.com'
Cc: Hess, Justin; Davis, Ron; City Council; Prescott, Patrick; Kriske, David; Teaford, Bonnie
Subject: RE: Cul de Sacs permanent

Expires: Friday, February 17, 2017 12:00 AM

Mary

Thank you for your email. I am going to send it on to additional staff.

Sincerely

Bob K

Sent from my iPad

Begin forwarded message:

> **From:** Mary Krick <mlakrick@dslextreme.com>
> **Date:** August 20, 2016 at 7:05:48 PM PDT
> **To:** <CityCouncil@burbankca.gov>
> **Cc:** <dkriske@burbankca.gov>
> **Subject: Cul de Sacs permanent**
>
> My family is favor of making the temporary cul de sac for Lima, California and Avon Streets permanent.
>
> Thanks Mayr Krick

Kriske, David

From: Kramer, Bob
Sent: Sunday, August 21, 2016 7:12 AM
To: 'phxkd@yahoo.com'
Cc: Hess, Justin; Davis, Ron; City Council; Prescott, Patrick; Kriske, David; Teaford, Bonnie
Subject: RE: Cul de Sacs

Expires: Friday, February 17, 2017 12:00 AM

Ken

Thank you for your email. I am going to send it on to additional staff.

Sincerely

Bob K

Sent from my iPad

Begin forwarded message:

> **From:** Ken Davis <phxkd@yahoo.com>
> **Date:** August 20, 2016 at 10:04:11 PM PDT
> **To:** CityCouncil@burbankca.gov
> **Subject: Cul de Sacs**
>
> I, Ken Davis, residing at 313 N. Lima St. fully support the permanent cul de sac project for Cordova, Avon and Lima streets.
> Thanks,
> Ken Davis
>
> Sent from my iPhone

Kriske, David

From: D JACKSON <djjackson91505@earthlink.net>
Sent: Sunday, August 21, 2016 10:05 AM
To: CityCouncil@burbank.cagov
Cc: Kriske, David
Subject: Street Closures

Dear Mr. David Kriske,

I want to thank you for the road closure on my street. I have lived in my home, 331 N. Avon Street for almost 29 years. I love Burbank and cannot imagine living anywhere else. I have raised my family in this home and have seen over the years the change in traffic outside my front door. I am in support of the Whole Foods and the apartments going up, I think it will be good for our part of town.
However, I was always concerned about the traffic it would cause on the street. The street closure has made all the difference. Our street was made much safer, there's no doubt. Sometimes, pulling out of my own driveway was problematic due to the cars speeding up Avon. This is no longer an issue. I feel the closures have brought back safety and peace to our neighborhood. I strongly ask that you keep them in place, it is a necessity at this point. Especially, with Stevenson Elementary at the corner it is very important we keep the closures in place.
I thank you for your support in this very crucial matter.
Sincerely,
Doug Jackson

Kriske, David

From: Nicole Eggert <nicoleeggert@me.com>
Sent: Sunday, August 21, 2016 1:02 PM
To: City Council
Cc: Kriske, David
Subject: Cul de sacs

Hello I am writing as a concerned parent and resident on N Avon St regarding the permanent closures of the streets at Alameda. There are many children living and playing on these streets and it would be such a shame to allow these streets to become through streets for vehicles as most don't have respect for the speed limit. With the school at Avon and Oak it is already dangerous for the students before and after school with cars speeding down Oak St.
Also there has been quite a bit of car break ins and I've personally had someone steal off of my property and that is with the street closed off. I couldn't even imagine how the crime rate would sky rocket and the danger of our children being hit by speedings cars using the streets as "short cuts"
As of now the children get to enjoy playing outside, walking to school, riding bikes etc and it's part of what makes our neighborhood so special and I believe will raise the property value.
Thank you for your time and I really hope you understand and take into consideration the importance this is to our special neighborhood. Thanks again - Nicole Eggert 243 N Avon St 213.364.6686 Nicole E.

Kriske, David

From: shoeobsessed@gmail.com
Sent: Sunday, August 21, 2016 1:03 PM
To: City Council
Subject: Closing the cul de Sac

Hi,

Please add me to the petition to keep the closures permanent for the cul de sacs in Burbank.

Thanks!

Piper Overbaugh

Kriske, David

From: Amy Gollnick <amygollnick@gmail.com>
Sent: Sunday, August 21, 2016 1:38 PM
To: Kriske, David
Subject: Fwd: Alameda North NPP

---------- Forwarded message ----------
From: **Amy Gollnick** <amygollnick@gmail.com>
Date: Sunday, August 21, 2016
Subject: Alameda North NPP
To: CityCouncil@burbankca.gov

Hello,

I am a resident at 305 N Avon Street, and would like to voice my support of the cul-de-sac at the end of our block. The cul-de-sac not only makes the neighborhood safer and quieter due to less traffic, it also makes it safer for the kids in the neighborhood who ride their bikes and scooters, and play ball in their yards. It really does enhance the quality of life in the neighborhood, and I am strongly in favor of maintaining the cul-de-sac as a permanent feature.

Thank you,
Amy Gollnick

305 N Avon St
Burbank, CA 91505
323-828-0811

Kriske, David

From: wbsland <wbsland@gmail.com>
Sent: Sunday, August 21, 2016 4:10 PM
To: City Council; Kriske, David
Subject: Permanent Street Closers

Please City Council PLEASE Make the temporary Cul de Sac's closing of Cordova, Avon, Lima & California Street PERMANENT

Thank you,

Bill Scalzi

EXHIBIT G-838

Kriske, David

From: WBS <williamscalzi@yahoo.com>
Sent: Sunday, August 21, 2016 4:15 PM
To: City Council; Kriske, David
Subject: Permanent Street Closings

Please City Council PLEASE Make the temporary Cul de Sac's closing of Cordova, Avon, Lima & California Street PERMANENT

Thank you,

Ann Marie Scalzi

Kriske, David

From: Alex J <1984alexj@gmail.com>
Sent: Sunday, August 21, 2016 4:23 PM
To: City Council
Cc: Kriske, David
Subject: North Avon street closure

Dear Mr. Kriske,
I am a resident at 331 N Avon street.
Ever since the closure was placed on our street, the street has been safer, Calmer, safer for kids, as well as blocks the easy out for car jackers, and people who speed down the street trying to short cut traffic.
Please make our street a cul-de-sac
To keep it peaceful.
Thank you

Sent from my iPhone

Kriske, David

From: Keith Paul <keithpaul2@yahoo.com>
Sent: Sunday, August 21, 2016 4:30 PM
To: Kriske, David
Cc: Keith Paul; Cathleen Lampl
Subject: Alameda North Neighborhood Protection Program -

Hi Mr. Kriske,

We are in favor of the permanent closure of Lima, Cordova, Avon and California.
My wife Cathy Lampl has lived at 323 N. Lima St. since 2000 and me since 2005.
The safety and calm the closure has brought to Lima St. has been a very welcome relief to the speeding and heavy traffic of the past.
We want the closure to remain permanent and maintain the quiet, safe and pleasant neighborhood we now enjoy.

Thank you,
Keith Paul
818-795-1286
Cathy Lampl
818-468-3507

Kriske, David

From: BDavis3082@aol.com
Sent: Sunday, August 21, 2016 5:04 PM
To: Kriske, David
Subject: E-MAIL OF SUPPORT OF PERMANENT CUL-DE-SACS ALONG ALAMEDA AVE

August 21, 2016

Dear Mr. Kriske,

My name is Bradley Davis. I live at 316 N. Avon Street. I have lived at my current address for the past 45 years. I was born and raised in Burbank.

My home is located on one of the 4 streets that have temporary barriers installed along Alameda Ave between Cordova Street and California Street.

Since the "temporary barriers" were put in place on January 28, 2015, it's unbelievable how quiet and serene our neighborhoods have become. Children, the elderly and pets can now cross the street safely without threat of being run down by a "cut through" high speed driver. Simple things like being able to back out of your driveway can now easily be accomplished.

We now have "peace and tranquility" restored to our neighborhood. And it's wonderful!

We LOVE the temporary cul-de-sacs. Please join our residents by your support in making the temporary barriers permanent cul-de-sacs. We do not want to return to neighborhoods where "cut through" high speed vehicles were considered a "routine hazard." We owe this safety measure to our children and grandchildren.

Respectfully,

Bradley Davis

316 N. Avon Street

Kriske, David

From: Gordon Bussard <gordonbussard@gmail.com>
Sent: Sunday, August 21, 2016 7:52 PM
To: City Council
Cc: Kriske, David
Subject: Permanent Cul de Sacs

Dear City Council members,

I am writing to encourage you to support the permanent Cul de Sacs on California, Lima, Avon and Cordova streets. Since the installation of the temporary street closures, my street (Cordova between Oak and Verdugo), has seen a slight reduction in shortcut traffic, although it has remained heavier than desired. But the overall traffic in our neighborhood really feels reduced and much safer for everyone. For this reason, my family would greatly appreciate your votes to keep our neighborhood safer by making our temporary Cul de Sacs permanent.

Thank you for your support.

Respectfully,

Gordon Bussard
524 N. Cordova Street
Burbank, CA 91505
818-843-4721

Kriske, David

From: Amos Glick <amosglick@gmail.com>
Sent: Sunday, August 21, 2016 8:32 PM
To: City Council
Cc: Kriske, David
Subject: Cul-de-sac on N. Avon

I am writing to express my support for the cul-de-sac on N Avon St. becoming permanent.

Thank you,

Amos Glick
225 N Avon St.

Sent from my iPhone

Kriske, David

From: Mihaela Jifcu <mihaela_jifcu@yahoo.com>
Sent: Sunday, August 21, 2016 9:05 PM
To: City Council
Cc: Kriske, David
Subject: Alameda North Neighborhood Protection Plan

Dear Burbank City Council,
I am writing to you to strongly support the Alameda North Neighborhood Protection Plan.

Please make the temporary cul-de-sac closures permanent.

It very important for maintaining the quality of life for the residents of this area- especially with the Talaria development bringing new traffic.
It is also important for the safety of children attending Stevenson Elementary School.

Again, please make the cul-de-sacs permanent.
Thank you,
Mihaela Jifcu

Kriske, David

From: Mary-Ann Christ <davidmachrist@gmail.com>
Sent: Sunday, August 21, 2016 9:29 PM
To: City Council; Kriske, David
Subject: Permanent cul de sacs in Media District

Dear David & City Council

I am hoping that this will be it for our neighborhood in making the cul de sacs permanent so that we can move on. After 12+ years of fighting to have something done to protect our neighborhood from the barrage of cut through traffic zooming down our streets, I hope that this will be settled for us this year.

I can only say that the peace and calm that we've experienced for the past 19 months has been wonderful for our streets. I understand that there are other streets that have taken some of the excess. This is the responsibility of the city to figure this out. This is the most dense area of our city - something has to be done to protect all the residents who have invested the community.

I'm urging you to all vote to make the cul de sacs permanent on the streets that now have the temporary barriers.

Thank you for your time.

Regards,

Mary-Ann Christ
335 N. Lima Street
213-422-4372

Kriske, David

From: Joan Ballard <crabby.lady@yahoo.com>
Sent: Sunday, August 21, 2016 9:40 PM
To: City Council
Cc: Kriske, David
Subject: Alameda North Neighborhood Protection Plan

Dear Burbank City Council Members,

I understand that you are making the final plans for the Alameda Neighborhood traffic plan. Please make the temporary street closures for through traffic permanent. It is important for this small part of Burbank to have a peaceful street and neighborhood between the 2 busy streets leading to the freeways. It has been so nice to have the closures. With the new large apartment complex being built right next to whole area, it would be too much to have all the new residents added to current freeway, Burbank Studio and Warner Brothers traffic.
New attractive Cul de Sacs with plants and benches would add to a much more positive image for this part of Burbank.

Regards,
Mrs. Joan Ballard

Kriske, David

From: Elizabeth Kundibekian <elizabethkundi55777@gmail.com>
Sent: Sunday, August 21, 2016 9:44 PM
To: City Council
Cc: Kriske, David
Subject: Permanent cul-de-sacs

Hello, my name is Elizabeth Kundibekian and I am 13 years old. I am emailing you about making the cul-de-sacs permanent. I have talked to the city council 2 times before this and I would like to thank everyone on the council for giving us the temporary cul-de-sacs. It has been a pleasure having the cul-de-sacs and we would really like to keep them up. Before the cul-de-sacs went up there were no children walking outside and playing outside because both the children and their parents feared speeding cars. Ever since the cul-de-sacs went up ,the streets have been filled with children playing ball games, walking around, and biking etc.... I truly believe the cul-de-sacs have made everyone much happier. If you take the cul-de-sacs down that fear of cars will come back because people always used to speed up the street before the cul-de-sacs went up. I would just like for all of you to put yourselves in the shoes of the parents whose children will be running around the streets while cars are speeding. I know my mom would be worried sick and wouldn't let me go anywhere. Since there is a new development right up the street,if you open up the streets there will be way more cars than before speeding up the street. I am sure you all know that there is a school right up the street,and I don't know if you've ever seen any of the children that go there , but they are very short and if a speeding driver doesn't see them,they could end up getting seriously hurt and nobody wants that. Take it from someone who actually went to the school. My mom wouldn't ever let me walk to school because she was afraid of the cars, but ever since the cul-de-sacs went up she hasn't been as afraid. So please keep the cul-de-sacs up. It has made everything much better and calmer. Thank you for taking time out of your days to read what I have written. I hope the council considers keeping them up.

Sincerely,

-Elizabeth Kundibekian

Sent from my iPhone

Sent from my iPhone

Kriske, David

From: Jenn Wells MacGillonie <macgillonie@olypen.com>
Sent: Sunday, August 21, 2016 9:57 PM
To: Kriske, David
Subject: Request/support for neighborhood cul-de-sacs to remain closed

Dear Mr. David Kriske and Burbank City Council,

I respectfully request to make the temporary changes permanent for the closures of Cordova Ave, Avon Ave, Lima Ave, and California Street at Alameda Avenue.

The whole idea of the temporary closures has been working so well that it is to the benefit to the neighborhood that the streets remained closed.

Respectfully,

Jenn Wells MacGillonie

Kriske, David

From: Regan McGowan <reganmcgowan@charter.net>
Sent: Sunday, August 21, 2016 10:02 PM
To: City Council
Cc: Kriske, David
Subject: Permanent Cul de Sacs

Dear Burbank City Council,
My name is Regan McGowan. I live at 520 N Avon St. Ever since my street was closed off at Alameda, the neighborhood became much safer. Also, I'm sure that all the students and parents from Stevenson Elementary appreciate the closures. Much safer for all. Before the closures, I was always nervous to allow my son to play in front of my house because of the cars speeding up my street. My street does not have speed bumps so people would drive extra fast - trying to avoid the traffic on Hollywood Way.
Please follow through with the cul de sacs. It is so important to this neighborhood.

Many thanks,
Regan McGowan

Sent from my iPhone

Kriske, David

From: Mary-Ann Christ <davidmachrist@gmail.com>
Sent: Sunday, August 21, 2016 10:08 PM
To: Kriske, David; City Council
Subject: Cul de sacs in the Media District

Dear David & City Council

I live at 335 N. Lima Street. We've had our street closed off at Alameda for over 18 months and love having the peace and quiet in our neighborhood. The closures have made us all adjust our travel times but we are used to it and prefer the calm on our blocks.

I am asking that the closures become permanent so that we don't have to deal with the traffic from the current and future building projects in this area.

Thank you for your time.

David Christ
818-653-4992

Kriske, David

From: Diane Rana <diane_rana@yahoo.com>
Sent: Monday, August 22, 2016 6:00 AM
To: City Council
Cc: Kriske, David
Subject: Support for Cul De Sacs on Alameda

Dear City Council,

Please continue to move forward with the permanent installation of the cul de sacs along Alameda at California, Lima, Avon and Cordova.

While the closures of these streets has improved the speeding cut through traffic from Alameda and saved us from the impending crush of Talaria traffic, an unexpected and welcome benefit has been a streamlined drop off along Oak Street for Stevenson Elementary. For this reason I do NOT see any benefit to relocating the valet drop off lane to Avon (rather only more issues for residents AND parents driving to the area).

The minor modification to the California Street barrier and the passage of time in general have smoothed out any wrinkles to this change in the neighborhood.

PLEASE VOTE IN SUPPORT OF THEM BECOMING PERMANENT.

Sincerely,

Diane Rana
331 N Lima Street
Burbank, CA 91505

Kriske, David

From: Carrie Brown <carriebrown1@me.com>
Sent: Monday, August 22, 2016 7:26 AM
To: Kriske, David; City Council
Subject: North Alameda Draft Report - Cul De Sacs on Lima Street

Dear Mayor, City Council Members, and David Kriske:

I first wrote our city council back in September of 2015 but now that we are nearing a vote on the cul de sacs in our neighborhood, ***I want to again urge you to vote to keep these cul de sacs in place***.

What I said last year still holds true…

As a resident of the 300 block of Lima Street for over 20 years, I've grown to love so much about Burbank and our little neighborhood. While I love the small town feel of Burbank, I realize that we live in the middle of a giant urban sprawl and I am in favor of smart development like the Talaria project. (I also welcome the addition of a Whole Foods to our neighborhood!) I must confess that initially I was not in favor of installing a cul de sac on our street. After the initial adjustment, however, I have grown to appreciate them and I believe it is in the best interest of our neighborhood to keep them in place. And while this has resulted in more traffic on Oak Street, I haven't noticed an unreasonable or unsafe amount. It's still very manageable – and the addition of the stop sign at Oak & Frederic – and the new light by FotoKem is greatly appreciated.

When my daughter was younger, it was such a gift to be able to walk her up to Stevenson Elementary every day. Because of the school and the businesses in the adjoining Media District, we've had issues with traffic on our street and up at the corner of Oak and Lima for years. We've had people cutting through our street on the way to or from work to avoid the traffic bumps on California – and often flying up the street with little regard for the school at the end or the dozens of children who live on our street. I've also seen parents in a rush to drop off or pick up students make dangerous driving and poor parking decisions (including blocking driveways, cross walks and hydrants).

However, since the temporary barriers went in, **our street has been significantly quieter and safer**. Gone are the commuters racing up the street, and even though parents still park on our street to go to events at Stevenson, the whole process is calmer and safer without cut-through traffic to navigate around. It's easier to notice when strangers are coming and going – and our children are safer riding their bikes and skateboards.

This is I am writing you to urge you to KEEP the cul de sac barriers in place at Lima and Alameda. Even if you are not ready to make a decision yet on a permanent cul de sac, I urge you to please vote to keep the temporary barriers in place UNTIL THE TALARIA CONSTRUCTION IS COMPLETE and we can all have a chance to experience the new traffic flow and congestion.

I understand that there are some residents against these barriers, but I urge you to listen to those who are directly impacted by these barriers – those who live closest to them.

Thank you, as always, for listening.

Warm regards,
Carrie Brown
320 N. Lima Street
Burbank, CA
Cbrown4arts@gmail.com

Kriske, David

From: Robyn Taylor <robynctaylor@yahoo.com>
Sent: Monday, August 22, 2016 9:13 AM
To: Kriske, David
Subject: Lima St cul de sacs

To Whom It May Concern:

I am writing to the city council in regards to making the cul de sacs permanent on Lima St. I am a resident of this street & I have 2 small children that attend Stevenson Elem. Obviously, the safety of the school children is of upmost concern & without speed bumps or the cul de sacs, drivers use the street as a cut through & drive much too fast in the morning especially, while children are flooding into the school. With the Warner Bros morning rush, many drivers use Lima St & the surrounding streets to avoid main traffic routes & this causes concern for our residential street.

Making the cul de sacs permanent will ensure the safety of our school children & the residents of this neighborhood. Thank you so much for your consideration.

Robyn Taylor
312 N Lima St
Burbank, CA 91505

Kriske, David

From: Parker Kelley <parkerkelley@gmail.com>
Sent: Monday, August 22, 2016 10:16 AM
To: Kriske, David; City Council
Subject: North Alameda Neghborhood Protection

All,

I wanted to send my support for the current closures that are apart of the North Alameda Neighborhood Protection Plan. I am a current resident of the neighborhood, and I believe that the temporary barriers will be a sufficient safety addition in response to the expected increase in traffic from the Talaria project. I have not experienced any adverse responses from the temporary barriers, and I would hope that you will vote to make these permanent.

Please let me know if you have any questions.

Thanks,

Parker Kelley
818-632-5386

Kriske, David

From: Renee Kregler <tkreg@aol.com>
Sent: Monday, August 22, 2016 10:38 AM
To: Kriske, David
Subject: Objection to the Alameda North Neighborhood Protection Program

Dear Mr. Kriske:

I am a resident and property owner at 321 N. Frederic Street in Burbank and have been for over a decade. I am also a registered voter. I am extremely concerned about the pending permanent street closures on Avon, Cordova, Lima and California Streets bordering Alameda.

Since the temporary closures have begun, I have noticed a substantial increase in the number of cars driving up and down Frederic Street. I work from home, so I am around to witness the increase. Even though we have speed bumps, many of the drivers go at unsafe speeds way above 25 mph. Frederic Street is one block west of Buena Vista and just south of Verdugo. Many drivers use Frederic Street as a short cut, but now many more are using it with the street closures.

Our block between Verdugo and Oak has many children, elderly and pets. I am deeply troubled that the safety of our street is being jeopardized due to the other street closures and will only become worse.

I feel something needs to be done to protect the residents of Frederic Street. Please stop this unsafe plan of permanently closing the street bordering Alameda.

Sincerely,

Renee Kregler

(818) 841-6506

Kriske, David

From: Rowena Howell <baregirl@msn.com>
Sent: Monday, August 22, 2016 12:55 PM
To: Kriske, David
Subject: Alameda north comments

The cul de sac's are the only solution for this neighborhood. I have watched the growth of the school and cut through traffic in my area increase so much that now it is a safety issue. I used to sit on my porch of an evening and watch in awe the speeders that came up Avon street on the way to Hollywood Way you would think it was a racetrack. Please support the design of the permanent cul de sac's as the developments will continue to bring a large amount of vehicles to my neighborhood.

The school circulation plan to move to Avon Street is not a good idea. The neighbors will be unable to back out of their driveways. Why don't you keep it on Oak or move it to California where you have less households to impact. Avon street right now is impossible to park and every day the parents park over my driveway get out of their car to pick up and drop off. The congestion with your drop off plan does not work, we will have hundreds of vehicles u-turning in the street after drop off. I live across from the dedicated bus parking and we residents or friends are unable to park there at any time, in the evening, holidays, Christmas, school vacations you name it. Please fix that situation as the busses only occupy about 30 minutes a day and residents should have access to park there after hours etc. Iam an 89 year old female that has lived in the same house for over 68 years and would like the traffic to remain on Alameda so I can get out safely and walk with my walker twice a day in my neighborhood.
Thank you,
Rowena Howell
405 N Avon St.

Sent from my iPad

Kriske, David

From: TONY NOAKES <camguy@mindspring.com>
Sent: Monday, August 22, 2016 2:07 PM
To: Kriske, David
Subject: I SUPPORT the PERMANENT CLOSURES (cul de sacs) at Lima, Cordova, California and Avon on the Alameda St. side.

To City Council and Mr. Kriske,

This letter is meant to be included in the Final EIR. Having watched the many traffic mitigation efforts NOT WORK in Burbank over the years, and seeing the onslaught of OVER-DEVELOPMENT slated for approval in the future, I am sick and tired of Burbank residents having their quality of life diminished due to the developers greed and City Council approval of said greed with a net result of more traffic, crime, over-crowed schools, views being blocked, water depletion etc. etc. etc.

I have helped to show, via no less than six video's shown to the City Council in 2014, that, unequivocally, the cut through traffic on the four streets Lima, Cordova, California and Avon between Oak and Alameda was already VERY BAD and the accessibility from said streets onto Alameda was horrific at may times during the day. Now, with the building of the OVER-DENSITY Talaria project with a Whole Foods, located along Alameda on the south side of the four streets, in an area that is already plagued with traffic issues and is only going to get worse, given the already approved 4.2 million square feet of commercial development coming on line in that immediate area, one does not have to be a rocket scientist to see that the neighbors on these 4 streets need protection, more than ever, from this onslaught of development.

Despite whatever mitigation efforts Mr. Kriske may have proposed, they pale in comparison to the negative reality of what this mitigation was meant to correct. Proof? A history of traffic mitigation in Burbank not working, the massive attempts at MAX-DENISTY currently underway by developers.

ENOUGH!

FOR ONCE, and hopefully starting a GOOD TREND, BE PRO-ACTIVE and vote for the cul-de-sacs. And, use the money that was proposed, by Council woman Mrs. Gabel-Luddy, to pay for them. She proposed that a good portion of the paltry amount the land parcels were sold to the Cusumano's, so he could build his Talaria, to be used to construct these cup-de-sacs. She made this proposal during the Talaria approval vote back in 2014. Let's hold her to it.

ENOUGH of this kicking the can down the road and dealing with the negative aftermath in which, once again, a few would have benefitted at the expense of the many.

Sincerely,
TONY NOAKES
248 S. Lincoln St.
Burbank, CA 91506

Savoy Hotel, San Fernando & Verdugo, Burbank CA – Circa 1980

EXHIBIT G-860

Kriske, David

From: Reyes, Alex
Sent: Monday, August 22, 2016 2:54 PM
To: Kriske, David
Cc: Talamantes, Jess; Rogers, Will; Frutos, Bob; Gabel-Luddy, Emily; Gordon, David
Subject: Alameda North Neighborhood Protection Program (NPP)

Expires: Saturday, February 18, 2017 12:00 AM

Good afternoon David,

I understand that meetings have taken place concerning this issue, and will be before city council Tuesday, Sept. 13, 2016 for a decision that may this area into cul-de-sacs at Alameda.

I would like to weigh in on this matter as an employee with the City Of Burbank; lived and raised in Burbank, Sun Valley, and North Hollywood since 1958. I have had much extensive driving as a professional and as a commuting driver since 1974. As an employee with Burbank, in Public Works/Solid Waste. I am very familiar with this area's with my travels throughout the city from mornings to the afternoons every day of the week. Also, in my personal vehicle in late afternoons, evenings and weekends.

For over the years, I have observed different times of the day how traffic has affected our automation trash collections on Monday's and my field visits throughout the week.

One suggestion and a compromise is to allow neighborhood traffic exit west (right turn) only onto Alameda from California to Cordova. And not allow traffic into the neighborhood from Alameda. As we have allowed on Pass Ave. at Warner.

I have observed heavy and risky situations take place in forcing traffic onto Oak Street by Stevenson Elementary School during morning and afternoon drop offs, placing our children and parents at risk. It only gives exits at Oak / Hollywood Way and Fairview / Olive below Oak.

Emergencies that may and do take place in the neighborhood from residents and our city's emergency vehicles may be delayed to enter or exit from this area.

I'm not sure, if any ride a longs have taken place with ones who will be weighing on this decision on a constant basis. I would welcome anyone to do a ride along with me. Please consider not just some of the citizens in this area. But, please consider the whole picture that will affect the surrounding area for generations to come.

Thank you,

Alex L. Reyes / Solid Waste Leadworker
City Of Burbank / 124 S. Lake St.
Burbank, CA 91510
818.238.3800 xt 4060
818.238.3803 fax

Kriske, David

From: sarah lava <sarah.lava@gmail.com>
Sent: Monday, August 22, 2016 3:22 PM
To: Kriske, David; Talamantes, Jess; Rogers, Will; Frutos, Bob; Gordon, David; Gabel-Luddy, Emily
Cc: Joel Lava; Stephen Alfred Chamberlain
Subject: Alameda north neighborhood protection program

Dear project planners and Burbank city council members,
I am a resident and homeowner at 143 n Naomi Street. I am also a registered voter.
I am a proud resident of the city of Burbank and have been for almost a decade. I am extremely concerned about the pending permanent street closures of Avon, Cordova, Lima, and California streets. Since the temporary closures have begun, our street has absorbed the adverse effects, including a substantial increase in through traffic and unsafe speeding, among other issues. We have seen a substantial rise in traffic accidents as well. The street closures have redirected the majority of traffic to neighboring streets and have ensured quiet cul-de-sacs for some, but havoc for the rest of us.
Our block has many children, elderly and pets whose safety has been jeopardized by these closures and will only become worse. Those streets were not designed as cul-de-sacs and in doing so, you have disrupted the flow of traffic in the area. This is unjust and unfair. You have the power to maintain equity, safety, peace and order on ALL of the surrounding streets and not a select few. Please help keep our streets safe too!!
Please put a stop to this unsafe plan.

Sincerely,
Sarah Lava
323-527-5282

Kriske, David

From: Scott Elkin <scott@scottelkin.com>
Sent: Monday, August 22, 2016 4:08 PM
To: City Council
Cc: Kriske, David
Subject: temporary cul de sacs

Hello,

I just wanted to thank you for the temporary cul de sacs. Our 3 kids play regular in the front now, without fear from the cars that would regular drive 50+ cutting through the traffic.

I hope we see them changed into permanent fixtures. I could never go back to the race way again

--
Scott

Kriske, David

From: arev6610@aol.com
Sent: Monday, August 22, 2016 4:41 PM
To: Kriske, David
Subject: Fwd: Alameda North Neighborhood Protection Program

-----Original Message-----
From: arev6610 <arev6610@aol.com>
To: dkriske <dkriske@burbankca.go>
Cc: jtalamantes <jtalamantes@burbankca.gov>; wrogers <wrogers@burbankca.gov>; bfrutos <bfrutos@burbankca.gov>; dgordon <dgordon@burbank.gov>; egabel-luddy <egabel-luddy@burbank.gov>
Sent: Mon, Aug 22, 2016 4:39 pm
Subject: Alameda North Neighborhood Protection Program

August 22, 2016

Dear Mr. Kriski,

I am the property owner and a registered voter at 325 N. Frederic Street, Burbank CA 91505. I am writing to you with great concern over the Alameda North Neighborhood Protection Program, which involves the pending permanent street closures of Cordova, Avon, Lima, and California Streets. Since the temporary closures began there has been more traffic and parking issues which have been diverted to Frederic Street. This is of grave concern because it involves the health and safety of our residences which include the elderly, children and our pets. Drivers have begun using our street as a bypass for Buena Vista which are constantly speeding and ignoring the speed bumps. The other issue is the all day parking by non street residents. Many of the employees of the St. Joseph's medical complex and the other companies along Alameda and Olive Streets have begun using our street to park during their working hours. Many times driveways are partially blocked and on trash day our cans are moved without our permission. This has also led to people sitting in their cars during their lunch breaks which at times looks like they are scouting our houses to possibly commit a break in.

As a resident, tax payer and voter, I am asking for fair treatment of **ALL** of the Alameda North Neighborhood. I know that the City has approved major construction projects which are good, nevertheless we the residents must be treated fairly and equally protected from the hazards and burdens which have been unfairly inflected on us by the street closures of Cordova, Avon, Lima, and California Streets.

Thank you for taking my comments and concerns into consideration.

Respectfully,

Antonio Reveles
325 N. Frederic Street
Burbank, CA 91505
818-424-2986
arev6610@aol.com

Kriske, David

From: Richard Good <richjess434@att.net>
Sent: Monday, August 22, 2016 5:19 PM
To: Kriske, David
Subject: Alameda culdesac

Please leave in place the cul de sacs located along the alameda section bordering the Talaria Project.

Richard Goos
434 North California street
Burbank, Ca
Sent from my iPhone

Kriske, David

From: Jolene Jackson <jenneajolene@yahoo.com>
Sent: Monday, August 22, 2016 9:09 PM
To: City Council
Cc: Kriske, David
Subject: Support for closures of Cordova, Avon, Lima and California Streets at Alameda Ave

To whom it may concern,

I am writing in support of the streets being closed off at Cordova, Avon, Lima and California street. My home base is on Avon street and I feel it is very important to keep these streets closed off.
The neighborhood is much safer now and reckless driving has been cut down to almost none. Please help keep our neighborhood safe and property values good by keeping these streets closed off.

Sincerely,
Jolene Jackson

jolene jackson
jenneajolene@yahoo.com

Life Skills International Productions
818.940.4277

Kriske, David

From: Emma Yeager <yeageremmaj@gmail.com>
Sent: Monday, August 22, 2016 10:13 PM
To: City Council
Cc: Kriske, David
Subject: Cul-du-sac on Avon street

Dear City Council Members,
We are writing this email to you out of our highest appreciation for the changes made to North Avon Street in Burbank. I grew up on Avon street and my parents still live there today. We love to visit and ever since the change to make it a cul-de-sac we have noticed it is significant safer neighborhood. We have a toddler and one more child on the way and it is so lovely to have the peace of mind that only local traffic is passing through. The drivers who would race through to beat traffic and get on the freeway is no longer an issue. It has been much quieter in the after to play in the front yard and teach our daughter to ride her bike on such a quiet street with no concern for large trucks or fast drivers who are unaware of all the children who live and play on North Avon street. Thank you for taking the time to listen to our request and supporting the communities desire to keep the barriers and make them permanent.

Sincerely,
Emma Yeager daughter of Jennifer and Doug Jackson

Kriske, David

From:	Jennifer Sprow <jensprow@aol.com>
Sent:	Monday, August 22, 2016 10:37 PM
To:	City Council
Cc:	Kriske, David
Subject:	Alameda North Neighborhood - supporting permanent cul-de-sacs for our neighborhoods

Burbank City Council Members:

We ask you to make the temporary cul-de-sacs on Lima Street permanent.

Since the temporary cul-de-sacs were installed in January 2015, my family's quality of life has never been better. I cannot even begin to express the dramatic difference the cul-de-sacs have made for us. The positive impact, of not having thousands of cars race up and down our street, is very reassuring that a direct result came from years of avocation to the city that we were suffering.

We support permanent cul-de-sacs for our neighborhoods.

Thank You,

Jennifer Sprow

Theodore Napolitano

1. Emergency Personnel Access – Fire trucks and Ambulances can only access from Oak Street. If there was a house fire you want the trucks to be able to access from the most convenient and fastest route. Entering from only one entrance at Oak Street would not be, plus if they needed to have more than one unit come it is difficult with only one entry.

Also, I have had to call 911 and the ambulance had to turn around to go back up to Oak Street to exit and take me to St. Joe's. This took much longer than when I had to call 911 and be transported to the hospital prior to the street closure. Time is of the essence. Having only one way to enter and exit causes a few issues. Why? Well if I need emergency services in the morning between 8am and 9am or 2pm to 3pm this is a HUGE PROBLEM because of all the cars on Oak Street dropping off or picking up their children at Stevenson. If Alameda was open they could reach me or anyone else needing services much faster. Then there is the issue that if I or anyone else needs to be taken to the hospital, time is critical and now instead of exiting at Alameda and going straight to Providence St. Joes (approximately ½ mile being we are at the point where Olive and Alameda cross making it a shorter distance) they now have to turn the ambulance around or back the vehicle to Oak Street and then go east on Oak for ¾ mile to Buena Vista, then approximately another ½ mile from Oak Street down Buena Vista to Alameda. THIS IS NOT A GOOD ALTERNATIVE!!! Exiting at Alameda is far better.

Also the fire trucks have to back up to get out of here or try to go through the alley if cars aren't parked in the way for them to get through. This is a HUGE problem. Very inconvenient!!

2. Moving trucks; delivery trucks; towing trucks cause unsafe traffic as they have to back up to Oak Street to exit . This is unsafe as oncoming traffic now has to try to move out of their way and that's not always easy when there are parked cars on the street. Plus hard for them to see cars coming out of driveways.

3. On a day to day basis for those of us living on the street we have to go out of our way to get to our homes. When exiting the 134 freeway Northbound we either have to exit on Buena Vista and go all the way to Oak Street, or on Hollywood Way , which was the most convenient, but now we have to turn left on Alameda to Hollywood Way, then right on Hollywood Way to Oak Street, another right on Oak Street and down to California St where we turn right again. When for over 50 years when the 134 freeway way built, we exited Hollywood Way, turned right, went 3 blocks to California Street and turned left. How would you like to be so inconvenienced getting home?

4. I have Caregivers who come in the morning and due to only one entry in, they get caught up in the morning traffic up at Stevenson. If they could enter at Alameda this would not be an issue. Also I know neighbors who have said taking their kids to Jordan or Burroughs, or leaving for work has been an issue due to traffic from the Stevenson as well as from the other street closures causing more traffic on Oak Street.

5. With California, Lima, Avon and Cordova streets closed you have only created more traffic down Whitnall Highway and Fairview. I have seen many people do exactly what I do to get to Alameda faster without having to go all the way down Oak St. to Buena Vista. We turn south on Whitnall Highway to Fairview, right. Left on Olive Ave, right on Niagara and Left on Alameda. It was much easier to go south on California Street, Left on Alameda!!!! And the reverse going home!!! Is this fair to these residents to have more traffic on their streets because of these closures, which have no purpose closing.

The Burbank City Transportation Dept. has not done their due diligence since the closures as GPS has never been updated on the street closures. I rely on Medical Transport to appointments , as well as public transport and I have had many missed pickups, or late pickups because GPS directs them to enter off of Alameda. My daughter called and emailed last year about this and it still hasn't been resolved.

I read in the Burbank Leader in April 2015 that a child from Avon Street (I think the daughter of the guy who started this petition) that having the streets closed meant she could play in the street and she could walk to school because of less traffic on her street. What about the kids on Whitnall Hwy and Fairview that now have more traffic on their streets? This is not about ONE CHILD. This is about a community that has been inconvenienced.

Part of his complaint was that due to the construction of the apartments and Whole Foods on Avon and Alameda he felt there would be people parking on his street and creating more traffic. I have no issue with the traffic on our street prior to the closure. Parking is restricted during the day, but if he is concerned it will be an issue once the building is complete than why not just do as many other cities do and have 24 hour permit parking only. Problem Solved and then we can access our streets form Alameda!!! NO CLOSURE!!!

I hope you take my pints into consideration when making the decision. This has truly been a real inconvenience.

Kriske, David

From: Judy Napolitano <judyn57@gmail.com>
Sent: Monday, August 22, 2016 11:57 PM
To: Kriske, David
Subject: Alamdea North neighborhood Protection Program

TO: David Kriske

Burbank City Transportation Division

FROM: Theodore Napolitano

Date: August 22, 2016

RE: Alameda North Neighborhood Protection Program

Dear Mr. Kriske,

My name is Theodore Napolitano, I am a 93 year old disabled Veteran and as of August 2016 I have resided at 243 N. California Street in Burbank for Sixty-One years. I never signed the petition for the closure of the streets and want to say that the man who was going around asking for signatures was rude, inconsiderate and misrepresented the petition because his classic line to intimidate people to sign was to say "All of your neighbors have signed the petition you are the only one who hasn't." I have heard from other neighbors that he used this line to them to try to intimidate them to sign. So who knows how many people signed because of this? I DID NOT!! That is not the honest way to collect signatures.

I am opposed to the street closure. Our streets are not wide enough nor were they designed to have one way in and out access. I has caused problems with:

Kriske, David

From: Felix Chamberlain <felixchamberlain@gmail.com>
Sent: Tuesday, August 23, 2016 1:09 PM
To: Kriske, David; Talamantes, Jess; Rogers, Will; Frutos, Bob; Gordon, David; Gabel-Luddy, Emily
Subject: Alameda north neighborhood protection program

Dear City Council Members -

My wife and I have owned and lived in our house at 201 N. Naomi Street with our three kids for 15 years. We are very familiar with the traffic patterns up and down Naomi and along Oak Street, not to mention in the nearby areas of Olive, Verdugo and Alameda, etc.
We drive along these streets, we walk and jog along the sidewalks. All three kids have attended first Stevenson Elementary then Jordan then Burroughs. They have used these streets for years on their delay daily commutes to school.

The pending permanent street closures of Avon, Cordova, Lima, and California streets are a ridiculous idea. The plan would serve a few at the expense of many. The "temporary closures" have turned Oak Street and the intersecting north / south streets into race ways for all of the overspill traffic that is now forced to use many fewer streets for their commuting purposes.

With the new construction on Alameda, the number of cars will obviously grow not shrink over the next few years. This will add even more cars to the streets in this small residential area. The FLOW of traffic needs to be distributed much better, not redirected to fewer streets.

Please rethink this proposal.

Felix & Sandra Chamberlain

201 N. Naomi Street
Burbank, CA 91505

818-601-2829 cell

Street and the intersecting north / south streets into race ways for all of the overspill traffic that is now forced to use many fewer streets for their commuting purposes.

With the new construction on Alameda, the number of cars will obviously grow not shrink over the next few years. This will add even more cars to the streets in this small residential area. The FLOW of traffic needs to be distributed much better, not redirected to fewer streets.

Please rethink this proposal.

Felix & Sandra Chamberlain

201 N. Naomi Street
Burbank, CA 91505

818-601-2829 cell

Kriske, David

From: Joel Lava <joellavalava@gmail.com>
Sent: Tuesday, August 23, 2016 2:30 PM
To: Kriske, David; Talamantes, Jess; Rogers, Will; Frutos, Bob; Gordon, David; Gabel-Luddy, Emily
Subject: Alameda north neighborhood protection program

Dear City Council Members,
It has come to my attention that you are accepting comments about the pending closures of Avon, Cordova, Lima, and California streets. Thanks for hearing our voices, the neighbors who live here.

I understand why the experiment took place, and I applaud the city for being proactive to try it out.

But the experiment is over, the results are in, and it did not work. The traffic along Oak (where my wife and 2 small kids live on the corner of Oak/Naomi) has gotten worse, which is literally measurable with an increase of ACCIDENTS at our intersection.

The "temporary closures" have turned Oak Street and the intersecting north / south streets into race ways for all of the overspill traffic that is now forced to use many fewer streets for their commuting purposes. The traffic needs to be distributed much better, not redirected to fewer streets.

I would recommend strict parking permits instead, with vigorous enforcement.

Thanks for the experiment and for hearing our thoughts,

Joel Lava
143 N Naomi St
Burbank, CA 91505
310-346-8847

On Aug 23, 2016, at 1:09 PM, Felix Chamberlain <felixchamberlain@gmail.com> wrote:

Dear City Council Members -

My wife and I have owned and lived in our house at 201 N. Naomi Street with our three kids for 15 years. We are very familiar with the traffic patterns up and down Naomi and along Oak Street, not to mention in the nearby areas of Olive, Verdugo and Alameda, etc. We drive along these streets, we walk and jog along the sidewalks. All three kids have attended first Stevenson Elementary then Jordan then Burroughs. They have used these streets for years on their delay daily commutes to school.

The pending permanent street closures of Avon, Cordova, Lima, and California streets are a ridiculous idea. The plan would serve a few at the expense of many. The "temporary closures" have turned Oak

Local businesses, institutions, the BTMO, and neighborhood groups should have inputs on the goals and outcomes of the plan... ultimately reducing our dependency on cars.

Kreigh Hampel
324 N. Ontario Street

Kriske, David

From: kreigh hampel <soilsunwaterair@gmail.com>
Sent: Wednesday, August 24, 2016 1:06 AM
To: Kriske, David
Subject: North Alameda Neighborhood Protection Plan

I appreciate David Kriske and the City staff for their great work in gathering, analyzing and presenting complex information for the Alameda North Neighborhood Protection Plan (ANNPP). I also appreciate neighbors who have engaged in the process over the years.

I have a few general comments on congestion, then a few specific comments on the ANNPP.

First, congestion is intentional. It is the result of our designs. By design, those closest to high density, auto-dependent development are burdened with traffic, parking, noise, air emissions, storm water pollutants, and proportional health risks. Congestion and negative impacts can be eliminated through intentional design.

Second, every driver has a responsibility to reduce their driving and impacts. Driving is privilege, not a right. By design driving has become a wasteful and excessive addiction. Excess driving is escalated by the fear of dangerous streets. We are too intelligent to perpetuate this unnecessary waste.

Third, businesses have a community responsibility to reduce traffic and congestion. If the number of employees working in Burbank, along with the number of clients, shoppers,and visitors is greater than residents, businesses have a proportional responsibility to reduce congestion, impacts, and auto dependence.

Fourth, Burbank Transportation Management Organization (BTMO) should play a major role in reducing traffic and traffic impacts. The community deserves open access to its meetings and representation on the board. Burbank Unified School District, neighborhood groups, and City commissions also need to play an active role in reducing traffic and advocating for safe streets. Students and parents need safe streets for walking and biking to neighborhood schools.

Finally, All residents, businesses and institutions need to question the cultural and personal excuses for excess driving. After all, cars do not drive themselves, they are driven by intelligent people who have taken motorized excess for granted. Streets need to accommodate multiple transportation options and raise the quality of life. This combination plays out in lower speeds, quiet neighborhoods, greater safety, shade, clean air, water harvesting and community cohesion.

Comments on the current ANNPP

To evenly distribute "ambient" impacts throughout the neighborhood, avoid a hardened line of closures along Alameda, give Alameda-adjacent residents deserved relief, allow for emergency, street maintenance, and emergency response, and avoid traffic concentration on Oak, I recommend **alternating ingress and egress on Cordova, Avon, Lima, and California** - the four streets connecting with Alameda.

These north/south alternating access intersections should be installed after theTalaria project is complete and could be assessed before and after construction. Decisions should be weighed heavily on traffic data collected over the first five years, or before and after any significant new development has occurred. Monitoring may include traffic counts on Alameda and the residential streets to the North.