

APPENDIX 3.2

**One Valley One Vision Valley-wide Traffic Study,
prepared by Austin-Foust Associates, Inc.; dated June 2010**

ONE VALLEY ONE VISION

VALLEY-WIDE TRAFFIC STUDY

TECHNICAL REPORT FOR THE CIRCULATION ELEMENTS OF
THE SANTA CLARITA VALLEY AREA PLAN UPDATE (LOS
ANGELES COUNTY) AND THE CITY OF SANTA CLARITA
GENERAL PLAN UPDATE

JUNE 2010



ONE VALLEY ONE VISION
VALLEY-WIDE TRAFFIC STUDY

**Technical Report for the Circulation Elements of the Santa Clarita Valley
Area Plan Update (Los Angeles County) and the City of Santa Clarita
General Plan Update**

Prepared for:

**City of Santa Clarita
County of Los Angeles**

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1.0 INTRODUCTION

This report presents the results of a traffic study carried out for One Valley One Vision (OVOV). OVOV is a joint effort between the County of Los Angeles, the City of Santa Clarita, and Santa Clarita Valley residents and businesses to create a single vision and guidelines for the future growth of the Santa Clarita Valley and the preservation of natural resources. This traffic study presents information for the City of Santa Clarita General Plan Update and the Santa Clarita Valley Area Plan Update for the County of Los Angeles. More specifically, it contains existing and future traffic information that provides resource material that can assist the City and County in updating their Circulation Elements, and serves as a technical resource document for the Environmental Impact Reports being prepared by both the City and the County.

1.1 BACKGROUND

This traffic study was carried out to achieve three primary objectives:

1. Update the City and County's traffic forecasting model with current land use planning estimates
2. Prepare long-range traffic forecasts
3. Evaluate the proposed Land Use and Circulation Elements and propose potential changes to the arterial roadway component

The technical analysis results presented here pertain to the arterial roadway component of the City and County Circulation Elements. Existing conditions are compared with the anticipated growth in traffic on the City and County street system, and recommendations are made with respect to an updated arterial roadway component. A comparison is also made between long-range traffic forecasts based on the current City General Plan/County Area Plan and conditions based on the proposed OVOV Plan.

The area addressed in this traffic study includes the City, its sphere of influence, and unincorporated Los Angeles County areas of the Santa Clarita Valley. All three areas comprise what is referred to as the OVOV area, which is illustrated in Figure 1-1.



To derive traffic forecasts, use is made of the Santa Clarita Valley Consolidated Traffic Model (SCVCTM). This traffic model produces peak hour and average daily traffic (ADT) forecasts for the OVOV area roadway system. Buildout land use data from the proposed City General Plan/County Area Plan Land Use Elements has been used as the basis for the traffic forecasts, thereby showing future circulation system needs in relation to future land use projections.

Part of this work effort involved updating the traffic model originally developed in 1994 (see discussion on SCVCTM in Chapter 2.0) with the land use data noted above. A major update was previously carried out in 2004 and periodic refinements were subsequently made up until this update.

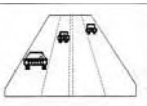
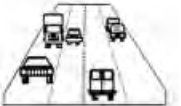
1.2 PERFORMANCE CRITERIA

To evaluate the roadway system in relation to future land use in the OVOV area, use is made of performance criteria. These criteria include “performance standards” and “thresholds of significance.” The latter are used for identifying individual land development project impacts in an EIR context, and while not specifically applied in a planning study of this type, they are given here for informational purposes. The performance standards form part of City and County Policy (e.g., in the City’s Circulation Element and in the County Congestion Management Program) and represent desired operating conditions for the OVOV roadway system. For a Circulation Element to be in “balance” with the Land Use Element of the General Plan, the circulation system must achieve the performance standard criteria.

The performance criteria used here are based on two primary measures. The first is “capacity”, which establishes the vehicle carrying ability of a roadway, and the second is “volume.” The volume measure is either a traffic count (in the case of existing volumes) or a forecast for a future point in time. The ratio between the volume and the capacity gives a volume/capacity (V/C) ratio and based on that V/C ratio, a corresponding level of service (LOS) is defined. Traffic LOS is designated A through F with LOS A representing free flow conditions and LOS F representing severe traffic congestion. Traffic flow quality for each LOS is provided in Table 1-1 based on descriptions for arterial roadways as contained in the 2000 Highway Capacity Manual (HCM 2000).

The performance criteria are separated according to two components of the circulation system; arterial roadways and freeway segments. ADT data as well as peak hour data is used in both cases to establish V/C and LOS measures and to define the performance criteria. The following sections outline the criteria for each of the two components.

Table 1-1: Level of Service Descriptions for Urban Streets

Level of Service	Example	Flow Conditions	Percent of free flow speeds (FFS)
A		LOS "A" describes primarily free-flow operations at average travel speeds, usually about 90 percent of the FFS for the given street class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is normal..	90
B		LOS "B" describes reasonably unimpeded operations at average travel speeds, usually about 70 percent of the FFS for the street class. Vehicles are completely unimpeded in their ability to maneuver with the traffic stream. Control delay at signalized intersections is minimal.	70
C		LOS "C" describes stable operations; however, ability to maneuver and change lanes in midblock locations may be more restricted than at LOS "B," and longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50 percent of the FFS for the street class.	50
D		LOS "D" borders on a range in which small increases in flow may cause substantial increases in delay and decreases in travel speed. LOS "D" may be due to adverse signal progression, inappropriate signal timing, high volumes, or a combination of these factors. Average travel speeds are about 40 percent of FFS.	40
E		LOS "E" is characterized by significant delays and average travel speeds of 33 percent or less of the FFS. Such operations are caused by a combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.	33
F		LOS "F" is characterized by urban street flow at extremely low speeds, typically one-third to one-fourth of the FFS. Intersection congestion is likely at critical signalized locations, with high delays, high volumes, and extensive queuing.	25

Source: Highway Capacity Manual 2000, Transportation Research Board, National Research Council

1.2.1 Arterial Streets and Intersections

Arterial roadway segments are evaluated using a generalized average daily traffic (ADT) capacity as summarized in Table 1-2. They are based on the type of roadway as classified in the City General Plan/County Area Plan Circulation Elements. It can be noted that these ADT capacity values are suitable for planning purposes, but they are not intended as precise measures of capacity. The ultimate capacity of a roadway is based upon a number of factors including the relationships between peak hour and daily traffic volumes, the roadway design features (allowing parking, driveway access and cross streets, the intersection geometrics, etc.), the amount of traffic crossing the roadway or turning onto or off of the roadway at intersecting roadways, and the actual turn movements at an intersection.

Table 1-2: Daily Roadway Capacity Values

General Plan Designation	Lanes	Ultimate Capacity (Level of Service "E") ¹
Major Arterial Highway	8	72,000
	6	54,000
Secondary Arterial Highway	4	36,000
Limited Secondary Arterial Highway	2	18,000
Collector ²	2	15,000
¹ The ultimate capacity value is an estimate of the physical limit of daily traffic flows (level of service "E") based upon typical suburban peak hour characteristics. This value can vary significantly depending upon volume demand characteristics (amount of off-peak travel and duration of peak periods) as well as roadway design features (access, spacing, intersection geometrics, etc.). ² Collector roadways are not identified in the City/County Circulation Elements but are included in the traffic analysis on a limited basis.		

Although level of service is an important factor in transportation planning, it is not the only or even the most important criterion used in all cases. Depending on the area being planned, other factors may be considered as having priority over expedited movement of vehicles. For example, in some commercial areas, high-speed vehicle movements could be detrimental to the desired character of development. In all portions of the OVOV planning area, traffic level of service must be weighed against other community priorities such as quality of life and environmental resource protection, in order to achieve a balanced approach to transportation and land use planning.

The County General Plan does not specify an acceptable LOS for the purpose of long-range planning, however in conformance with the Los Angeles County Congestion Management Program (LA CMP), the maximum acceptable level of service on arterial roads (i.e., major, secondary, and limited secondary highways) within the OVOV planning area is LOS E. The City strives to achieve LOS D or

better on arterial roads to the extent feasible given right-of-way and physical constraints, while recognizing that in higher density urban areas there is generally a tradeoff between vehicle LOS and other factors such as pedestrian mobility, and that LOS E is acceptable in those types of urban settings. In residential neighborhoods, vehicular LOS is less important than other factors, such as traffic volumes and speeds.

Table 1-3 summarizes the V/C ranges that correspond to LOS “A” through “F” for arterial roads and intersections as used by the City and the County.

Table 1-3: LOS Criteria for Arterials

LOS	Roadway V/C & Intersection ICU Ranges
A	0.00 – 0.60
B	0.61 – 0.70
C	0.71 – 0.80
D	0.81 – 0.90
E	0.91 – 1.00
F	Above 1.00
Source: Congestion Management Program of Los Angeles County	

Both the V/C ratio and the LOS are used in determining impact significance. As noted above, certain LOS values are deemed unacceptable, and increases in the V/C ratio which cause or contribute to the LOS being unacceptable are defined as a significant impact.

In establishing V/C based performance criteria, there are certain items that need to be addressed to obtain suitable V/C estimates and relate them to LOS. For instance, while average daily traffic (ADT) is a useful measure to show general levels of traffic on a facility and to provide data for other related aspects such as noise and air quality, highway congestion is largely a peak hour or peak period occurrence. Because of this, ADT is not used here as the sole basis for capacity evaluation, but instead this evaluation also evaluates those parts of the day when such congestion can occur, specifically the a.m. and p.m. peak hours.

Levels of service for arterial roadway intersections are determined based on operating conditions during the a.m. and p.m. peak hours. The intersection capacity utilization (ICU) methodology is applied, providing a planning level basis for determining V/C and LOS. This methodology sums the V/C ratios for the critical movements of an intersection and is the preferred intersection analysis procedure of the City of Santa Clarita and the County of Los Angeles. The ICU calculation methodology is summarized in Table 1-4.

Table 1-4: Arterial Intersection ICU Methodology

City of Santa Clarita ICU Calculation Methodology	
Level of service to be based on peak hour intersection capacity utilization (ICU) values calculated using the following assumptions:	
Saturation Flow Rates:	1,750 vehicles/hour/lane for all lanes
Clearance Interval:	.10
County of Los Angeles ICU Calculation Methodology	
Level of service to be based on peak hour intersection capacity utilization (ICU) values calculated using the following assumptions:	
Saturation Flow Rates:	1,600 vehicles/hour/lane for through lanes, right-turn lanes, and single left-turn lanes 2,880 vehicles/hour/lane for dual left-turn lanes (total of both lanes)
Clearance Interval:	.10

1.2.2 Freeway Segments

Table 1-5 summarizes the V/C ranges that correspond to LOS “A” through “F” for general freeway segments. The V/C ranges listed for freeway segments are based on the V/C and LOS relationships specified in the *2000 Highway Capacity Manual* (see Reference 1 in Section 1.5 and referred to as “*HCM 2000*” in this report) for basic freeway sections with free-flow speeds of 105 kilometers per hour (65 miles per hour), and are specified by the County’s Congestion Management Program (CMP) for the evaluation of CMP freeway monitoring stations.

Table 1-5: LOS Criteria for Basic Freeway Segments

LOS	Freeway Segment Volume Density Ranges	Freeway Segment V/C Ranges
A	0.0 – 11.0	0.00 – 0.30
B	11.1 – 18.0	0.31 – 0.50
C	18.1 – 26.0	0.51 – 0.71
D	26.1 – 35.0	0.72 – 0.89
E	35.1 – 45.0	0.90 – 1.00
F	Above 45.0	Above 1.00
Sources: HCM 2000 Congestion Management Program of Los Angeles County		

1.3 INFORMATION IN THIS REPORT

The information presented in this report is arranged as follows:

- | | |
|-------------|--|
| Chapter 1.0 | Introduction – background and scope plus a description of the performance criteria used in the traffic analysis. |
| Chapter 2.0 | Transportation Setting – describes existing conditions with respect to circulation, and future growth forecasts. |
| Chapter 3.0 | Arterial Roadways – presents the proposed roadway component of the City and County Circulation Elements. |
| Chapter 4.0 | Traffic Analysis – discusses future traffic volumes and levels of service, and shows the improvements needed to implement the proposed roadway plan. |

Technical appendices contain tabular data as appropriate, and traffic model data can be found in the previously referenced traffic model report.

1.4 DEFINITIONS

Certain terms used throughout this report are defined below to clarify their intended meaning:

- | | |
|-----|---|
| ADT | Average Daily Traffic. Generally used to measure the total two-directional traffic volumes passing a given point on a roadway. |
| CMP | Congestion Management Program. A state mandated program administered by the Los Angeles County Metropolitan Transportation Authority (MTA) that provides a mechanism for coordinating land use and development decisions. |
| DU | Dwelling Unit. Used in quantifying residential land use. |

ICU	Intersection Capacity Utilization. A measure of the volume to capacity ratio for an intersection. Typically used to determine the peak hour level of service for a given set of intersection volumes.
LOS	Level of Service. A scale used to evaluate circulation system performance based on intersection ICU values or volume/capacity ratios of arterial segments.
Peak Hour	This refers to the hour during the a.m. peak period (typically 7 a.m. - 9 a.m.) or the p.m. peak period (typically 3 p.m. - 6 p.m.) in which the greatest number of vehicle trips are generated by a given land use or are traveling on a given roadway.
Tripend	A trip generation measure which represents the total trips entering and leaving a location.
TSF	Thousand Square Feet. Used in quantifying non-residential land uses, and refers to building floor area.
V/C	Volume to Capacity Ratio. This is typically used to describe the percentage of capacity utilized by existing or projected traffic on a segment of an arterial or intersection.
VPD	Vehicles Per Day. Similar to ADT, but more typically applied to trip generation (i.e., the amount of traffic generated by a given amount of land use).
VPH	Vehicles Per Hour. Used for roadway volumes (counts or forecasts) and trip generation estimates. Measures the number of vehicles in a one-hour period, typically the a.m. or p.m. peak hour.

1.5 REFERENCES

1. "Highway Capacity Manual 2000," Transportation Research Board, National Research Council, 2000.

2. "Santa Clarita Valley Consolidated Traffic Model Report," County of Los Angeles Department of Public Works, 1994.
3. "Draft Santa Clarita Valley Consolidated Traffic Model 2004 Update and Validation," City of Santa Clarita and County of Los Angeles Department of Public Works, June 2004.
4. "Transportation Concept Report, Interstate 5," California Department of Transportation District 7 Office of Advance Planning System Planning Unit, November 1998.
5. Project Report – I-5 HOV and Truck Lane Project from SR-14 to Parker Road in Los Angeles County," California Department of Transportation District 7, August 2009.
6. "Interregional Transportation Strategic Plan," California Department of Transportation, June 1998.
7. "North County Combined Highway Corridors Study Final Report," Los Angeles County Metropolitan Transportation Authority, June 2004.
8. "2004 Congestion Management Program for Los Angeles County," Los Angeles County Metropolitan Transportation Authority, July 2004.

2.0 TRANSPORTATION SETTING

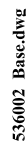
This chapter discusses the transportation setting for the Santa Clarita Valley roadway system. Existing conditions are described including traffic volumes on the City and County street system and levels of service (LOS) for those same street system segments and for key intersections. Information on future land use and the corresponding increase in study area trip generation is also given and discussed in relation to its growth implications.

2.1 EXISTING ROADWAYS

The existing roadway system within the OVOV planning area is illustrated in Figure 2-1. Shown here is the number of lanes (midblock) on individual segments of the valley-wide roadway system.

The primary regional roadway components serving the Santa Clarita Valley are the I-5 and SR-14 freeways, passing through the Valley from north to south, and the SR-126 highway, which connects the Santa Clarita Valley to Ventura County. The I-5 freeway is listed as a “high priority corridor” on the National Highway System (NHS). The I-5 and the SR-14 freeways are part of the Surface Transportation Assistance Act (STAA) national truck network, and the SR-126 highway is a designated terminal access route for the STAA national truck network. 18 interchanges, 10 on I-5 and eight on SR-14, serve the Valley. The 10 interchanges on the I-5 are located at Sloan Canyon Road/Lake Hughes Road, Parker Road/Ridge Route Road, Hasley Canyon Road, SR-126/Newhall Ranch Road, Rye Canyon (at The Old Road), Magic Mountain Parkway, Valencia Boulevard, Stevenson Ranch Parkway/McBean Parkway, Pico Canyon Road/Lyons Avenue, and Calgrove Boulevard. The eight interchanges on the SR-14 are located at Agua Dulce Canyon Road, Soledad Canyon Road, Sand Canyon Road, Sierra Highway, Via Princessa, Golden Valley Road, Placerita Canyon Road, and Newhall Avenue.

Several major north-south arterials run through the Valley. Newhall Avenue/Railroad Avenue/Bouquet Canyon Road originates at the southern part of the SR-14 freeway, traverses the Valley, and terminates at Elizabeth Lake Road, just west of Palmdale, and well north of the OVOV boundaries. The roadway varies in width from two to eight lanes. Stevenson Ranch Road/McBean Parkway originates at Pico Canyon Road, traverses the City, and terminates at Copper Hill Drive. The roadway varies in width from four to eight lanes. Whites Canyon Road originates at Via Princessa and terminates at Bouquet Canyon Road. The roadway varies in width from four to six lanes. The Old Road originates



near the SR-14/I-5 interchange and traverses the entire west side of the Valley, terminating north of Lake Hughes Road. The roadway varies in width from two to six lanes. Golden Valley Road originates just south of the SR-14 freeway, traverses the middle portion of the Valley, and terminates at Newhall Ranch Road. Sierra Highway originates near the SR-14/I-5 interchange, traverses the Valley on the east side, and terminates at Angeles Forest Highway just north of the Angeles National Forest and well north-east of the OVOV boundaries. Sierra Highway varies between two to six lanes.

Several east-west arterials serve the Valley and provide access to the I-5 and SR-14 freeways. Many of these arterials are incomplete and provide access to only portions of the Valley. To the north is Rye Canyon Road/Copper Hill Drive with four to eight lanes throughout and a half interchange at the I-5 freeway. The next arterial to the south is SR-126/Newhall Ranch Road, which varies from four to eight lanes throughout, provides an interchange to the I-5 freeway, and terminates at Golden Valley Road. Magic Mountain Parkway originates just west of the I-5 freeway and terminates at Railroad Avenue. The main east-west arterial is further to the south and exists as both Valencia Boulevard and Soledad Canyon Road, which varies from two to seven lanes throughout. Valencia Boulevard originates just west of the I-5 freeway, is renamed to Soledad Canyon Road at the Bouquet Canyon Road intersection, and terminates to the east of the SR-14 freeway near the Acton Canyon area and well east of the OVOV boundaries. This roadway features interchanges with the I-5 freeway as well as the SR-14 freeway. The final east-west arterial is Pico Canyon Road/Lyons Avenue, which varies from two to six lanes. This stretch of roadway is relatively short, starting west of Stevenson Ranch Parkway in the Santa Susana Mountains and terminating at Railroad Avenue. It also provides an interchange with the I-5 freeway. The Cross Valley Connector is a primarily east-west roadway formed by the combination of Newhall Ranch Road and Golden Valley Road. As Newhall Ranch Road, the Cross Valley Connector originates at the SR-126/I-5 interchange and continues east to Soledad Canyon Road. At Soledad Canyon Road, the Cross Valley Connector continues south as Golden Valley Road, resulting in a continuous roadway between SR-126 and the SR-14 freeway.

Within the Santa Clarita Valley, connectivity of the street network is interrupted by topographic constraints, including rolling terrain, canyons, and the Santa Clara River. In addition, the prevalent subdivision pattern comprised of local cul-de-sac streets with limited connectivity, acts to funnel all traffic onto collector and arterial streets. As a result, regional traffic is concentrated on a limited number of arterial streets. Projects such as the Via Princessa gap closure, and plans to create a new north-south connection through the center of the Valley (Santa Clarita Parkway), are examples of projects intended to increase connectivity.

2.1.1 Existing Traffic Volumes

Figure 2-2 shows the study area roadway segments included in this evaluation, which includes all roadway segments identified in the Highway Plan (see discussion in Chapter 3.0) and select collector streets. This analysis also includes key intersections of Highway Plan roadways, which are considered the principal intersections within the Santa Clarita Valley. As such, these principal intersections are required to accommodate significant volumes of traffic and are critical to vehicle mobility within the Santa Clarita Valley. Figure 2-3 shows the principal intersections included in this evaluation.

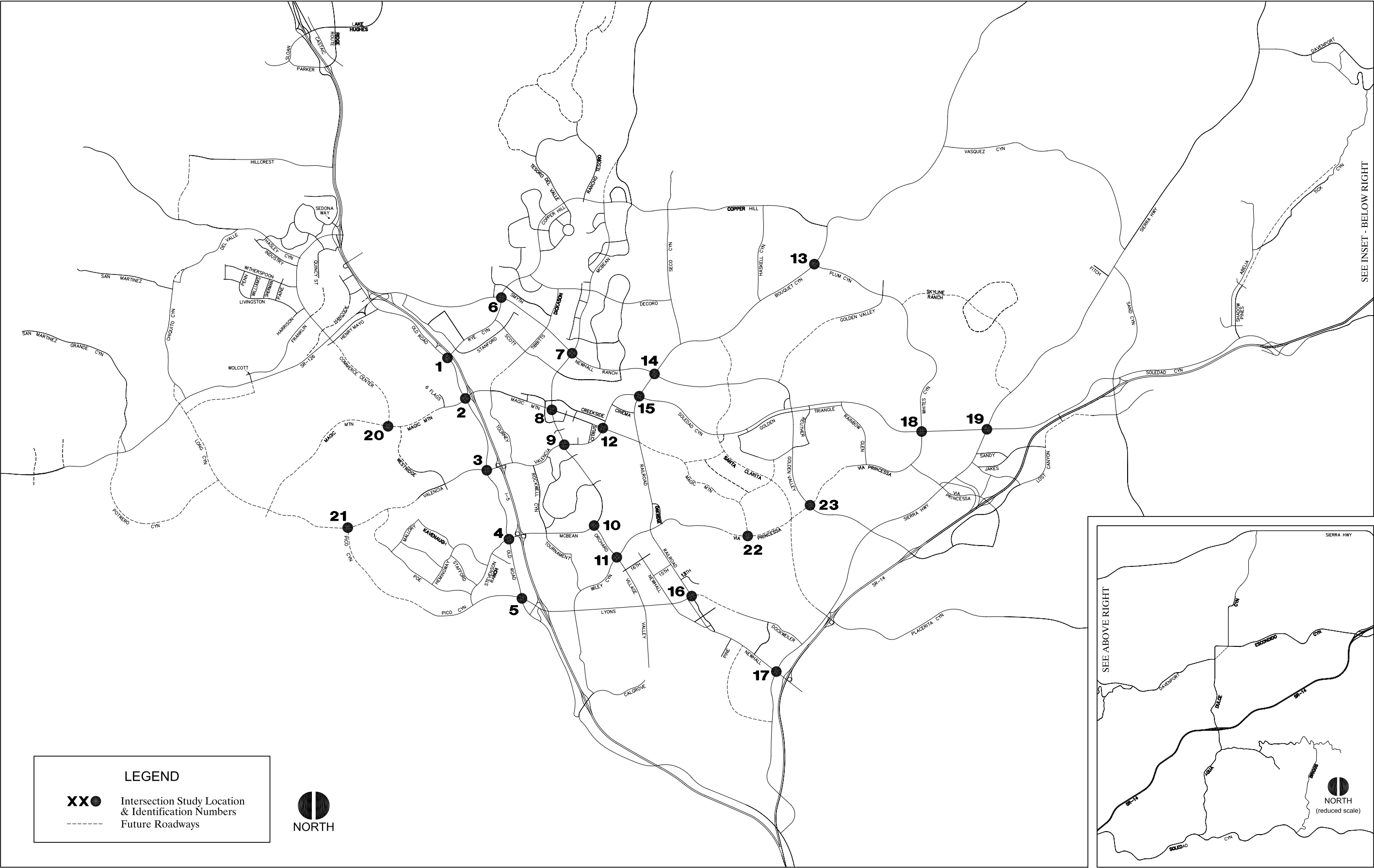
Existing average daily traffic (ADT) volumes on the study area street system are illustrated in Figure 2-4. These counts were collected at various times between 2005 to 2010 by the Traffic and Transportation Planning Division of the Department of Public Works of the City of Santa Clarita, by the Traffic and Lighting division of the County of Los Angeles Department of Public works, and by various development projects as part of their entitlement process. These counts provide a representative sample of existing traffic conditions throughout the Valley.

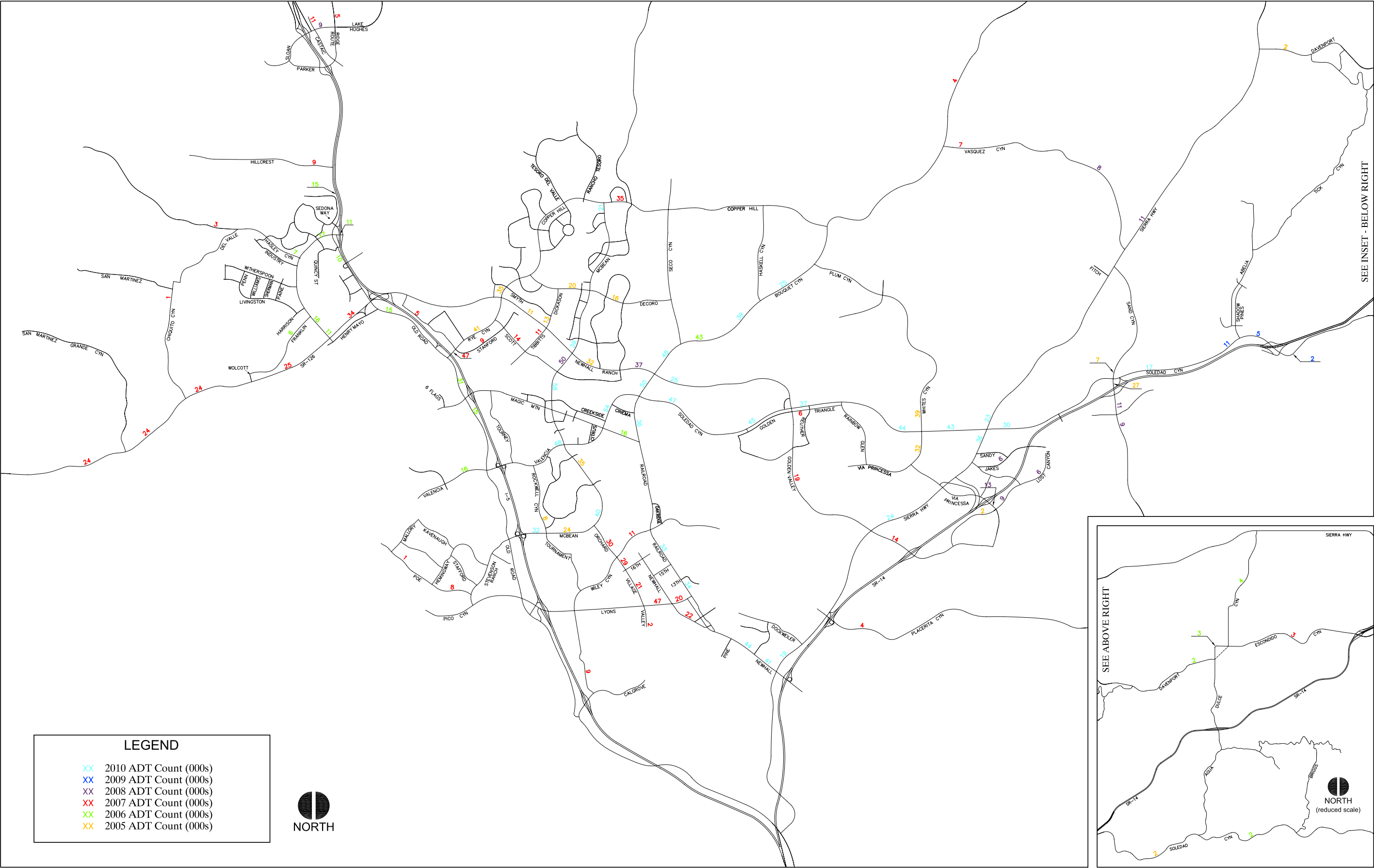
Illustrations of peak hour turning movement volumes for each principal intersection can be found in Figure 2-5 for the a.m. peak hour and in Figure 2-6 for the p.m. peak hour. As with the ADT counts, the peak hour counts were collected at various times between 2007 and 2010 and provide a representative sample of existing traffic conditions throughout the Valley.

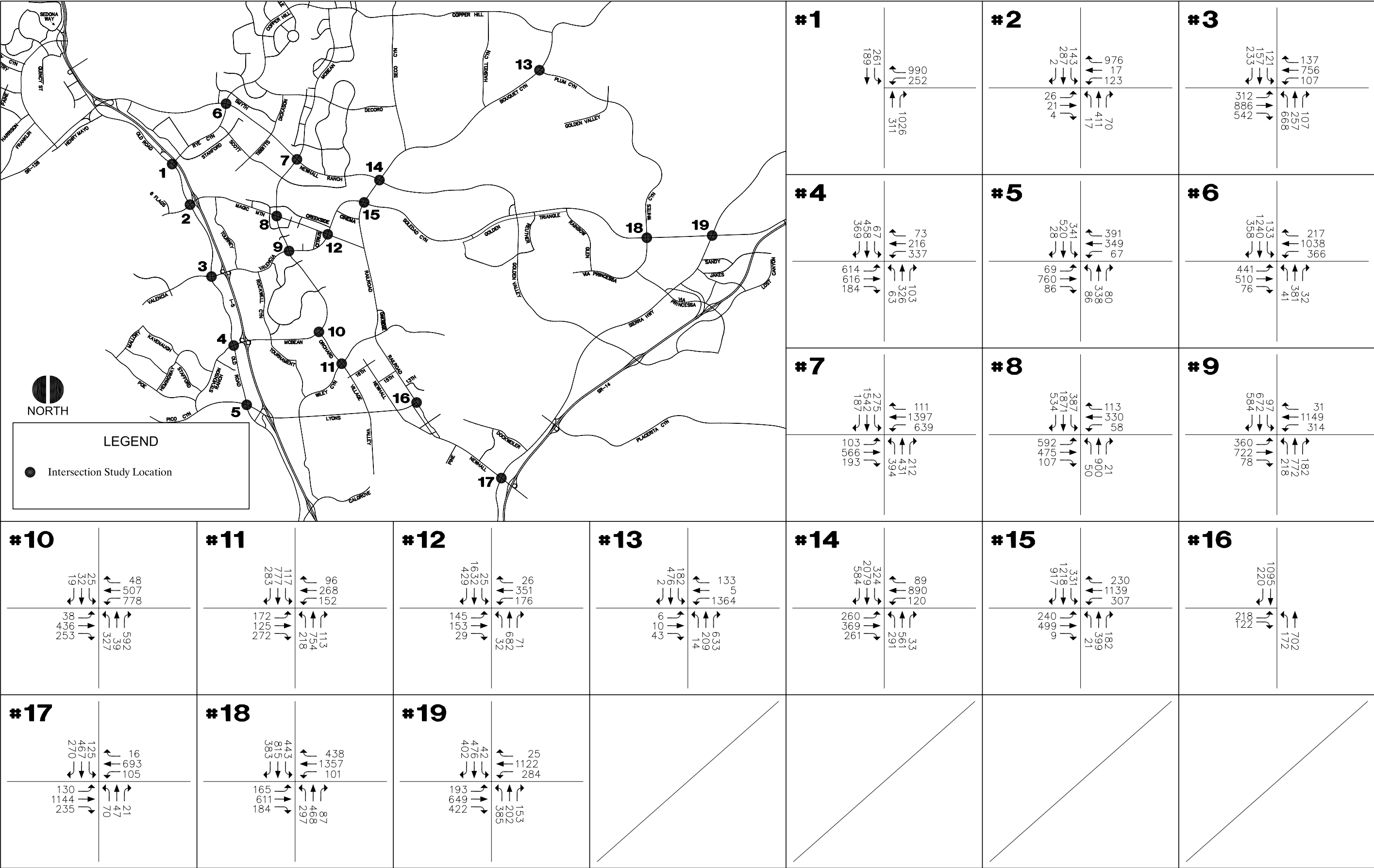
2.1.2 Existing Levels of Service

As discussed in the performance criteria section of Chapter 1.0, LOS is based on two primary measures. The first is “capacity” which establishes the vehicle carrying ability of a roadway and the second is “volume.” The volume measure is either a traffic count (in the case of existing volumes) or a forecast for a future point in time. The ratio between the volume and the capacity gives a volume/capacity (V/C) ratio and based on that V/C ratio, a corresponding LOS is defined.









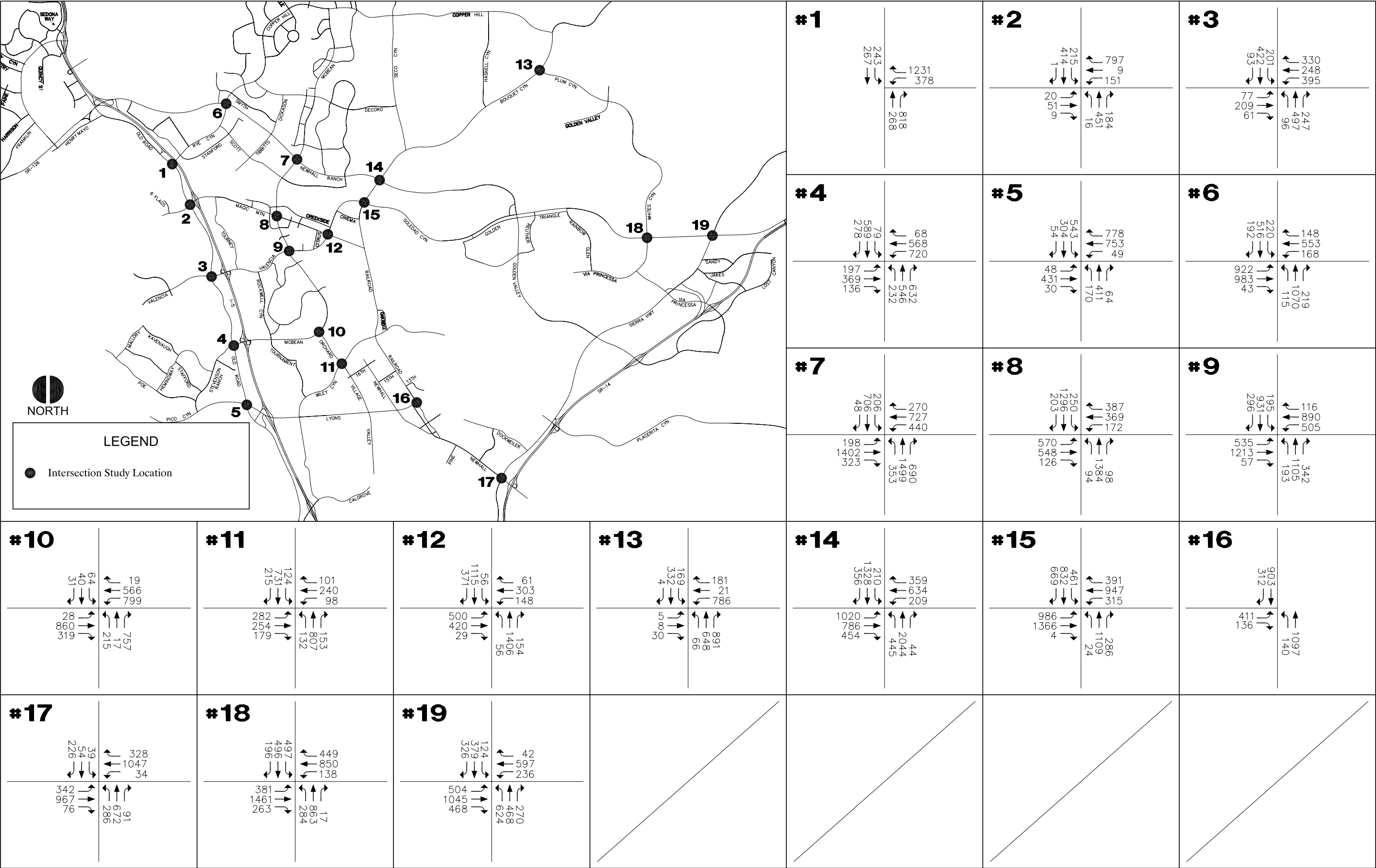


Table 2-1 lists the existing ADT volumes and corresponding LOS and V/C values. As can be seen here, five roadway segments have V/C ratios greater than 1.00 and therefore do not meet the performance standard of LOS E or better

- Bouquet Cyn w/o Haskell (#15)
- Lyons Avenue between Orchard Village Road and Newhall Avenue (#92)
- McBean s/o Ave Scott (#114)
- Newhall Avenue between Lyons Avenue and Main Street (#131)
- Whites Canyon Road between Soledad Canyon Road and Pleasantdale Street (#288)

The results of the ICU LOS analyses for study area principal intersections are shown in Table 2-2 (detailed ICU worksheets are provided in Appendix A). The table shows that all intersections currently operate at LOS D or better.

2.2 FUTURE TRAFFIC GROWTH

Existing and future land use data formed the basis for preparing the future traffic volumes used in this traffic study. Future land uses tabulated by traffic analysis zone (TAZ) were provided by City and County staff and were derived by quantifying the data outlined in the proposed OVOV Land Use Element. Existing land use tabulated by TAZ was prepared as part of a comprehensive update and recalibration of the Santa Clarita Valley Consolidated Traffic Model (SCVCTM) undertaken in 2004 (see Reference 3 in Section 1.5). Data was provided for the entire OVOV area, which includes the City of Santa Clarita, its sphere of influence, and portions of unincorporated Los Angeles County. A comparison of 2004 to the proposed OVOV Buildout land use by TAZ is provided in Appendix B, and a comparison of the current City General Plan/County Area Plan Buildout land use to the proposed OVOV Buildout land use by TAZ is also provided in Appendix B.

The amount of traffic generated by a certain type of land use is estimated by applying a representative trip generation rate to the amount of land use in the area under consideration. The SCVCTM uses a predefined set of trip generation rates calibrated specifically to local conditions to calculate both peak hour and ADT trips by land use. A detailed listing of trip rates and the corresponding trip generation by TAZ is provided in Appendix D.

Table 2-1: ADT V/C and LOS – Existing Conditions (2005 – 2010)

Roadway Segment	Volume	Year	Lanes	Capacity	V/C	LOS
1. Agua Dulce n/o Escondido Cyn	4,000	2006	2	18,000	.22	A
2. Agua Dulce n/o Davenport	3,000	2006	2	18,000	.17	A
4. Agua Dulce s/o SR-14	<500	2005	2	18,000	.00	A
6. Ave Scott s/o Stanford	14,000	2007	4	36,000	.39	A
8. Ave Stanford s/o Vanderbilt	5,000	2007	4	36,000	.14	A
10. Ave Stanford s/o Rye Cyn	9,000	2007	4	36,000	.25	A
11. Bouquet Cyn n/o Vasquez	4,000	2007	2	18,000	.22	A
14. Bouquet Cyn e/o Haskell	25,000	2010	4	36,000	.69	B
15. Bouquet Cyn w/o Haskell	39,000	2010	4	36,000	1.08	F
16. Bouquet Cyn e/o Seco	43,000	2006	5	45,000	.96	E
17. Bouquet Cyn w/o Seco	48,000	2010	6	54,000	.89	D
18. Bouquet Cyn s/o Newhall Ranch	50,000	2010	8	72,000	.69	B
20. Bouquet Cyn n/o Magic Mtn	36,000	2010	4	36,000	1.00	E
25. Castaic n/o Lake Hughes	11,000	2007	4	36,000	.31	A
28. Chiquito Cyn s/o San Martinez Cyn	1,000	2007	2	18,000	.06	A
31. Commerce Center s/o Franklin	16,000	2006	6	54,000	.30	A
32. Commerce Center n/o SR-126	11,000	2006	6	54,000	.20	A
35. Copper Hill n/o Newhall Ranch	35,000	2005	8	72,000	.49	A
39. Copper Hill e/o McBean	35,000	2007	4	36,000	.97	E
43. Davenport e/o Sierra Hwy	2,000	2005	2	18,000	.11	A
44. Davenport w/o Agua Dulce	2,000	2006	2	18,000	.11	A
46. Decoro e/o Dickason	20,000	2005	4	36,000	.56	A
48. Decoro w/o Hillsborough	16,000	2005	4	36,000	.44	A
51. Dickason n/o Newhall Ranch	13,000	2005	4	36,000	.36	A
54. Escondido e/o Agua Dulce	3,000	2007	2	18,000	.17	A
55. Franklin e/o Wolcott Way	<500	2006	2	15,000	.00	A
56. Franklin w/o Commerce Center	6,000	2006	4	36,000	.17	A
62. Golden Valley s/o Centre Point	19,000	2007	4	36,000	.53	A
64. Golden Valley e/o Sierra Hwy	14,000	2007	6	54,000	.26	A

(Continued)

Table 2-1: ADT V/C and LOS – Existing Conditions (2005 – 2010) (Continued)

Roadway Segment	Volume	Year	Lanes	Capacity	V/C	LOS
68. Hasley Cyn w/o Del Valle	3,000	2007	2	18,000	.17	A
69. Hasley Cyn w/o Commerce Center	7,000	2006	4	36,000	.19	A
70. Hasley Cyn w/o The Old Road	17,000	2006	6	54,000	.31	A
71. Hasley Cyn w/o I-5	11,000	2006	4	36,000	.31	A
74. Hillcrest w/o The Old Road	9,000	2007	4	36,000	.25	A
75. Jakes Way e/o Canyon Park	6,000	2008	2	18,000	.33	A
77. Lake Hughes e/o Castaic	9,000	2008	4	36,000	.25	A
78. Lake Hughes e/o Ridge Route	2,000	2007	2	18,000	.11	A
85. Lost Cyn n/o Canyon Park	6,000	2008	4	36,000	.17	A
86. Lost Cyn n/o Via Princessa	9,000	2008	4	36,000	.25	A
87. Lost Cyn s/o Via Princessa	2,000	2005	2	18,000	.11	A
92. Lyons e/o Orchard Village	47,000	2007	4	36,000	1.31	F
93. Lyons w/o Main Street	20,000	2007	4	36,000	.56	A
105. Magic Mtn e/o Valencia	16,000	2006	4	36,000	.44	A
109. McBean s/o Copper Hill	21,000	2010	6	54,000	.39	A
112. McBean n/o Newhall Ranch	39,000	2010	6	54,000	.72	C
113. McBean s/o Newhall Ranch	50,000	2008	8	72,000	.69	B
114. McBean s/o Ave Scott	58,000	2010	6	54,000	1.07	F
117. McBean s/o Valencia	35,000	2005	6	54,000	.65	B
118. McBean n/o Orchard Village	40,000	2010	6	54,000	.74	C
119. McBean e/o Rockwell Cyn	24,000	2005	6	54,000	.44	A
120. McBean w/o Rockwell Cyn	32,000	2010	6	54,000	.59	A
124. Newhall Ranch e/o Rye Cyn	11,000	2005	8	72,000	.15	A
126. Newhall Ranch e/o McBean	32,000	2005	8	72,000	.44	A
127. Newhall Ranch w/o Bouquet Cyn	37,000	2008	8	72,000	.51	A
128. Newhall Ranch e/o Bouquet Cyn	25,000	2010	4	36,000	.69	B
131. Newhall s/o Lyons	22,000	2007	2	18,000	1.22	F
132. Newhall n/o Valle Oro	44,000	2010	6	54,000	.81	D
133. Newhall n/o Sierra Hwy	41,000	2010	6	54,000	.76	C

(Continued)

Table 2-1: ADT V/C and LOS – Existing Conditions (2005 – 2010) (Continued)

Roadway Segment	Volume	Year	Lanes	Capacity	V/C	LOS
136. Orchard Village s/o McBean	30,000	2007	4	36,000	.83	D
137. Orchard Village s/o Wiley Cyn	29,000	2007	4	36,000	.81	D
138. Orchard Village n/o Lyons	21,000	2007	4	36,000	.58	A
146. Placerita Cyn e/o SR-14	4,000	2007	2	18,000	.22	A
150. Poe s/o Mallory	1,000	2007	4	36,000	.03	A
151. Poe w/o Stevenson Ranch	8,000	2007	4	36,000	.22	A
155. Railroad s/o Oak Ridge	33,000	2010	4	36,000	.92	E
157. Railroad n/o Lyons	34,000	2010	4	36,000	.94	E
161. Ridge Route n/o Lake Hughes	5,000	2007	6	54,000	.09	A
166. Rockwell Cyn n/o McBean	8,000	2005	4	36,000	.22	A
168. Rye Cyn w/o Ave Scott	41,000	2005	6	54,000	.76	C
169. Rye Cyn e/o The Old Road	47,000	2007	6	54,000	.87	D
172. San Martinez Grande Cyn n/o SR-126	<500	2005	2	15,000	.00	A
174. Sand Cyn n/o Soledad Cyn	7,000	2005	2	18,000	.39	A
175. Sand Cyn s/o Soledad Cyn	27,000	2005	4	36,000	.75	C
176. Sand Cyn s/o SR-14	11,000	2008	2	18,000	.61	B
177. Sand Cyn s/o Lost Cyn	9,000	2008	2	18,000	.50	A
192. Sierra Hwy n/o Vasquez Cyn	11,000	2008	2	18,000	.61	B
195. Sierra Hwy n/o Soledad Cyn	23,000	2010	4	36,000	.64	B
196. Sierra Hwy s/o Soledad Cyn	36,000	2010	6	54,000	.67	B
198. Sierra Hwy s/o Via Princessa	24,000	2010	4	36,000	.67	B
201. Sierra Hwy n/o Newhall	19,000	2010	4	36,000	.53	A
211. Soledad Cyn e/o Bouquet Cyn	47,000	2010	6	54,000	.87	D
212. Soledad Cyn w/o Golden Valley	45,000	2010	6	54,000	.83	D
213. Soledad Cyn e/o Golden Valley	37,000	2010	6	54,000	.69	B
215. Soledad Cyn w/o Whites Cyn	44,000	2010	6	54,000	.81	D
216. Soledad Cyn e/o Whites Cyn	43,000	2010	6	54,000	.80	C
217. Soledad Cyn e/o Sierra Hwy	30,000	2010	6	54,000	.56	A
220. Soledad Cyn e/o SR-14 (at Sand Cyn)	17,000	2010	4	36,000	.47	A

(Continued)

Table 2-1: ADT V/C and LOS – Existing Conditions (2005 – 2010) (Continued)

Roadway Segment	Volume	Year	Lanes	Capacity	V/C	LOS
221. Soledad Cyn w/o Shadow Pines	11,000	2009	4	36,000	.31	A
222. Soledad Cyn e/o Shadow Pines	5,000	2009	4	36,000	.14	A
223. Soledad Cyn e/o SR-14	2,000	2009	2	18,000	.11	A
224. Soledad Cyn w/o Agua Dulce	2,000	2005	2	18,000	.11	A
225. Soledad Cyn e/o Agua Dulce	2,000	2006	2	18,000	.11	A
227. SR-126 w/o San Martinez Grande Cyn	24,000	2007	4	44,000	.55	A
228. SR-126 w/o Chiquito Cyn/Long Cyn	24,000	2007	4	44,000	.55	A
229. SR-126 w/o Wolcott	24,000	2007	4	44,000	.55	A
230. SR-126 w/o Commerce Center	25,000	2007	4	44,000	.57	A
231. SR-126 w/o I-5	34,000	2007	6	66,000	.52	A
239. The Old Road n/o Sedona Way	15,000	2006	2	18,000	.83	D
242. The Old Road n/o Biscailuiz	10,000	2006	2	18,000	.56	A
245. The Old Road s/o Henry Mayo	15,000	2006	4	36,000	.42	A
247. The Old Road n/o Magic Mtn	31,000	2006	4	36,000	.86	D
248. The Old Road s/o Magic Mtn	15,000	2006	4	36,000	.42	A
254. Tibbitts s/o Newhall Ranch	11,000	2007	6	54,000	.20	A
262. Valencia w/o The Old Road	16,000	2006	6	54,000	.30	A
266. Valencia w/o McBean	48,000	2010	7	63,000	.76	C
271. Valencia s/o Cinema	54,000	2010	6	54,000	1.00	E
273. Valley s/o Lyons	2,000	2007	4	36,000	.06	A
274. Vasquez Cyn e/o Bouquet Cyn	7,000	2007	2	18,000	.39	A
275. Vasquez Cyn w/o Sierra Hwy	8,000	2008	2	18,000	.44	A
283. Via Princessa n/o Lost Cyn	13,000	2008	5	45,000	.29	A
288. Whites Cyn n/o Soledad	39,000	2005	4	36,000	1.08	F
289. Whites Cyn s/o Soledad	32,000	2005	6	54,000	.59	A
290. Wiley Cyn e/o Orchard Village	11,000	2007	4	36,000	.31	A
294. Wiley Cyn n/o Calgrove	9,000	2007	2	18,000	.50	A
LOS in Bold exceeds performance criteria of LOS E. Level of service ranges: .00 - .60 A .61 - .70 B .71 - .80 C .81 - .90 D .91 - 1.00 E Above 1.00 F						

Table 2-2: ICU and LOS Summary - Existing Conditions (2007 – 2010)

Intersection	AM Peak Hour		PM Peak Hour		Count Year
	ICU	LOS	ICU	LOS	
1. The Old Road & Rye Canyon	.61	B	.66	B	2009
2. The Old Road & Magic Mountain	.28	A	.32	A	2009
3. The Old Road & Valencia	.67	B	.44	A	2009
4. The Old Road & Stevenson Ranch	.58	A	.76	C	2009
5. The Old Road & Pico Canyon	.76	C	.71	C	2009
6. Rye/Copper Hill & Newhall Ranch	.63	B	.70	B	2010
7. McBean & Newhall Ranch	.73	C	.78	C	2010
8. McBean & Magic Mountain	.61	B	.76	C	2010
9. McBean & Valencia	.61	B	.74	C	2010
10. Orchard Village & McBean	.57	A	.68	B	2010
11. Orchard Village & Wiley Canyon	.60	A	.62	B	2010
12. Valencia & Magic Mountain	.58	A	.66	B	2010
13. Bouquet Canyon & Plum Canyon	.68	B	.73	C	2007
14. Bouquet Canyon & Newhall Ranch	.66	B	.82	D	2010
15. Bouquet Canyon & Soledad Canyon	.68	B	.77	C	2010
16. Railroad & Lyons	.57	A	.56	A	2009
17. Sierra Highway & Newhall	.57	A	.64	B	2008
18. Whites Canyon & Soledad Canyon	.80	C	.86	D	2008
19. Sierra Highway & Soledad Canyon	.67	B	.76	C	2008
Level of service ranges: .00 - .60 A .61 - .70 B .71 - .80 C .81 - .90 D .91 - 1.00 E Above 1.00 F					

Table 2-3 lists existing (2004) and future (OVOV Buildout) land use for the Valley based on six generalized land use categories. As can be seen here, buildout of the planned OVOV land uses implies a growth in valley-wide tripends of around 121 percent. Figure 2-7 and Figure 2-8 graphically illustrate both existing (2004) and future (OVOV Buildout) ADT volumes listed in Table 2-3. Figure 2-9 graphically illustrates the increase in valley-wide tripends. As a basis of comparison, the current City General Plan/County Area Plan land use is also compared to the OVOV Buildout land use, and is reflected in Table 2-4. Important to note is that each tripend represents one end of a trip (or in other words, every trip has two tripends), and that the tripends tabulated in the previously referenced Table 2-3 and Table 2-4 are one of multiple factors that determine the actual volume of vehicles on the roadway system. Other factors, such as the relative proximity of complementary land use types, determine trip lengths. Vehicle trips in combination with trip lengths determine the number of vehicle miles traveled (VMT) on a daily basis.

Table 2-3: Valley-wide Land Use and Trip Generation – Existing (2004) vs. OVOV Buildout

Land Use Category	Units	Existing (2004)		OVOV Buildout		% Increase
		Amount	Tripends	Amount	Tripends	
SF Residential	DU	48,251	471,153	81,395	795,563	69%
MF Residential	DU	24,387	191,023	67,679	514,809	170%
<i>Subtotal</i>	<i>DU</i>	<i>72,638</i>	<i>662,176</i>	<i>149,074</i>	<i>1,310,372</i>	<i>98%</i>
Commercial Retail	TSF	9,157.63	515,716	23,585.06	1,230,042	139%
Commercial Office	TSF	2,072.12	25,996	17,311.53	205,851	692%
Industrial Park	TSF	18,332.42	107,565	40,735.96	240,697	124%
<i>Subtotal</i>	<i>TSF</i>	<i>29,562.17</i>	<i>649,277</i>	<i>81,632.55</i>	<i>1,676,590</i>	<i>158%</i>
Other (Schools, etc.)	--	--	176,541	--	301,424	71%
TOTAL		--	1,487,994	--	3,288,386	121% ¹

Where:
 SF = Single Family
 MF = Multi-Family
 DU = dwelling units
 TSF = thousand square feet of floor area
 Tripends = Daily Tripends (one trip = 2 tripends)

¹Represents an annual increase of approximately 2.6% (compounded) if buildout is presumed to occur over a 30 year period.

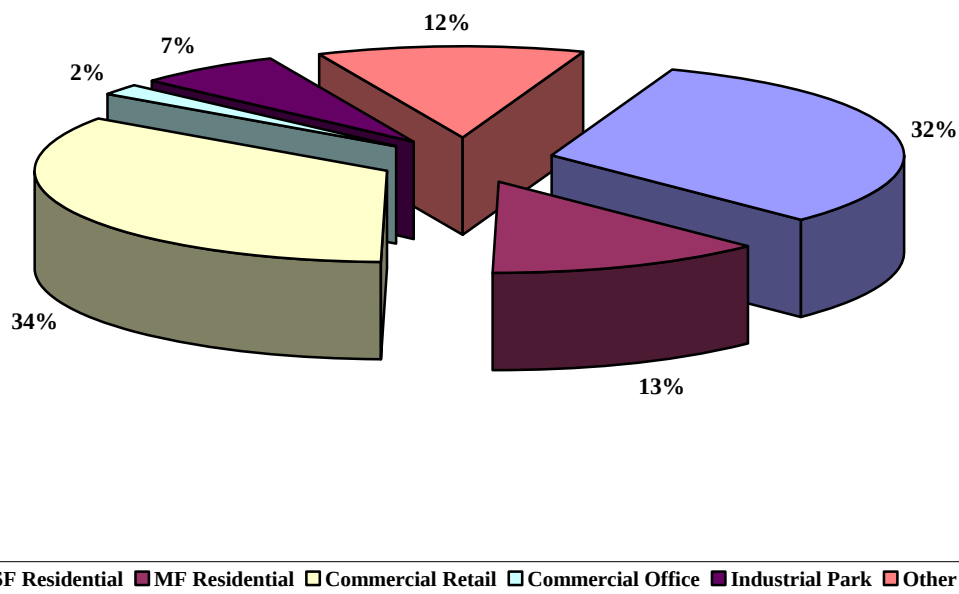
Figure 2-7: Existing (2004) Average Daily Traffic (ADT) Percentages

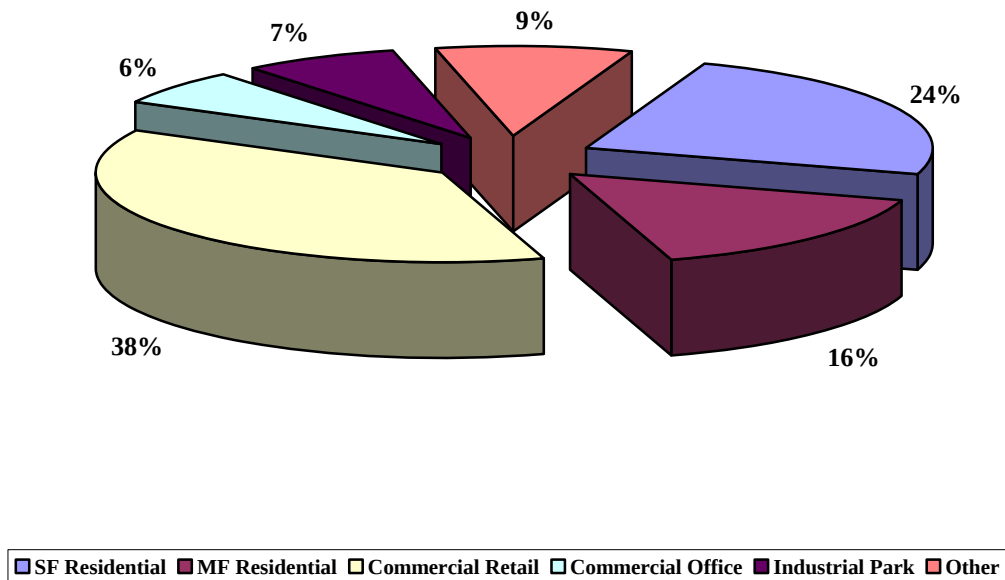
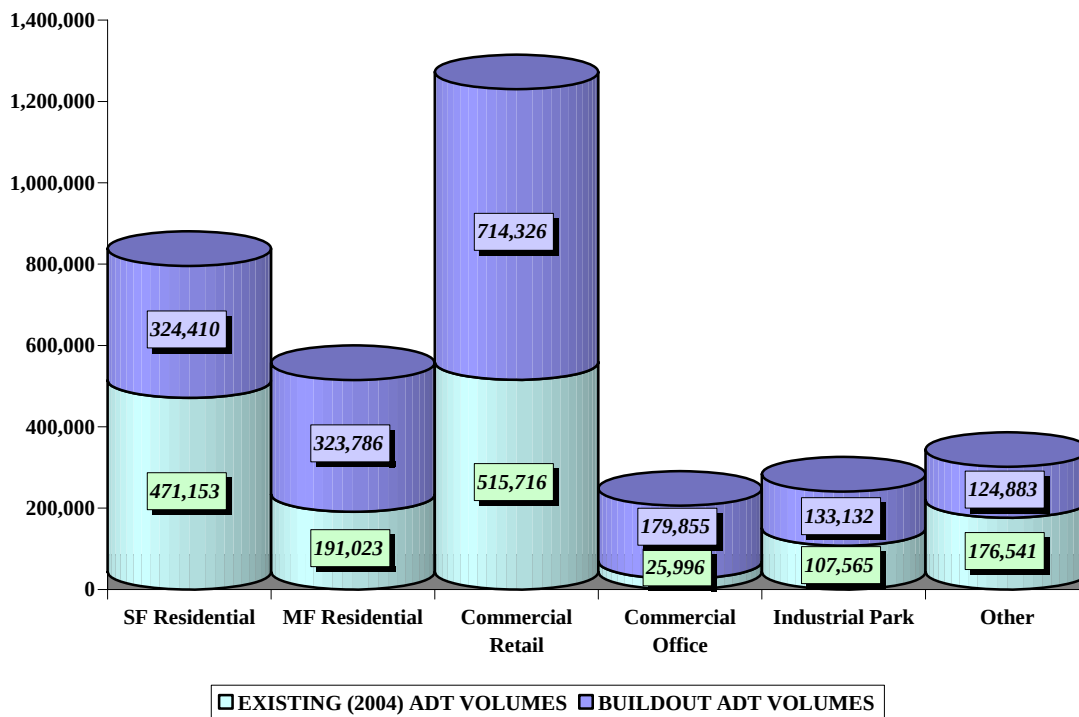
Figure 2-8: OVOV Buildout Average Daily Traffic (ADT) Percentages**Figure 2-9: Total Average Daily Traffic (ADT) Volume Comparison**

Table 2-4: Valley-wide Land Use and Trip Generation – Current Plan Buildout vs. OVOV Buildout

Land Use Category	Units	Current Plan Buildout		Proposed OVOV Buildout		% Increase
		Amount	Tripends	Amount	Tripends	
SF Residential	DU	89,373	877,112	81,395	795,563	-9%
MF Residential	DU	62,543	481,988	67,679	514,809	7%
<i>Subtotal</i>	<i>DU</i>	<i>151,916</i>	<i>1,359,100</i>	<i>149,074</i>	<i>1,310,372</i>	<i>-4%</i>
Commercial Retail	TSF	21,561.65	1,134,793	23,585.06	1,230,042	8%
Commercial Office	TSF	14,746.77	169,850	17,311.53	205,851	21%
Industrial Park	TSF	43,144.21	254,465	40,735.96	240,697	-5%
<i>Subtotal</i>	<i>TSF</i>	<i>79,452.63</i>	<i>1,559,108</i>	<i>81,632.55</i>	<i>1,676,590</i>	<i>8%</i>
Other (Schools, etc.)	--	--	288,885	--	301,424	4%
TOTAL		--	3,207,093	--	3,288,386	3%
Where: SF = Single Family MF = Multi-Family DU = dwelling units TSF = thousand square feet of floor area Tripends = Daily Tripends (one trip = 2 tripends)						

The proposed City of Santa Clarita Land Use Element describes how an emphasis has been placed on allowing mixed uses in order to allow residents to reach services in ways that are not exclusively automobile-dependent, such as by walking, biking and transit. Grouping mixed uses together also reduces the need for residents to take multiple vehicle trips to obtain services and reach employment centers, resulting in a net reduction in the number of vehicles on the roadway. The proposed OVOV land uses also represent a reduction in residential dwelling units of approximately 4 percent and an increase in office square footage of approximately 21 percent in comparison to the current City General Plan/County Area Plan. This change results in an improved jobs to housing balance for the Valley, which reduces the need for residents to commute outside of the Valley for employment.

The traffic forecasting process utilized by the SCVCTM derives vehicle trips based on trip distribution functions that take into account the geographical placement of land uses in relation to each other. As noted above, VMT is a function of both the number of trips and trip lengths and Table 2-5 provides a comparison between the current City General Plan/County Area Plan and the proposed OVOV land uses for these factors, as well as a comparison between existing conditions and the proposed OVOV plan.

Table 2-5: Trip Length and VMT Comparison

Scenario	Total Vehicle Trips (ADT)	Total VMT (veh-miles)	Average Trip Length (miles)
Existing (2004)	941,000	13,428,000	14.3
Proposed OVOV Land Uses with Existing Roadways	1,860,000	22,601,000	12.2
Difference	919,000	9,173,000	-2.1
	+98% ¹	+68%	-15%
Existing (2004)	941,000	13,428,000	14.3
Proposed OVOV Land Uses at Buildout ²	1,860,000	21,532,000	11.6
Difference	919,000	8,104,000	-2.7
	+98% ¹	+60%	-19%
Current General Plan/Area Plan at Buildout	1,874,000	25,373,000	13.5
Proposed OVOV Land Uses at Buildout ²	1,860,000	21,532,000	11.6
Difference	-14,000	-3,841,000	-1.9
	-1%	-15%	-14%
¹ Represents an annual increase of approximately 2.3% (compounded) if buildout is presumed to occur over a 30 year period. ² Includes buildout of the proposed Highway Plan. Where: ADT = Average Daily Trips VMT = Vehicle Miles Traveled (daily) Source: Santa Clarita Valley Consolidated Traffic Model (SCVCTM)			

The above table shows that with the proposed OVOV land uses, the total number of vehicle trips is approximately 1 percent less than with the current City General Plan/County Area Plan and that the average trip length is reduced by approximately 1.9 miles. Total VMT is reduced by approximately 15 percent. These reductions are primarily due to factors inherent to the land use plan such as density, mixed use, and an improved jobs to housing ratio that reduces the number of commuter trips outside of the Valley.

In comparison to existing conditions, the proposed OVOV land uses result in approximately 98 percent more daily vehicle trips, but with just a 68 percent increase in daily VMT. Average trip length is reduced by 15 percent with the proposed land uses. With the implementation of the Highway Plan along with the proposed land uses, the VMT increase is approximately 60 percent over existing conditions, and average trip lengths are reduced by 19 percent in comparison to existing conditions.

The impact analysis provided in Chapter 4.0 compares roadway traffic volumes and LOS resulting from the proposed OVOV plan to forecasts based on the current City General Plan/County Area Plan, as well as to existing conditions.

3.0 ARTERIAL ROADWAYS

This chapter discusses the arterial roadway component of the City and County Circulation Elements. Referred to as the “Arterial Highway Plan” or simply the “Highway Plan,” it provides recommendations for the Santa Clarita Valley’s arterial roadway system.

3.1 ROADWAY CLASSIFICATIONS

The Highway Plan is defined using a hierarchy of arterial roadway classifications. Each is described by size and function, and has specific physical dimensions. The proposed Highway Plan maintains the general structure of the existing City and County Circulation Elements by utilizing the established roadway classifications of the current Highway Plan.

The functional classifications range from multi-lane expressways to two-lane undivided roadways.

3.1.1 Major Arterial Highway

This classification applies to six- to eight-lane roadways with raised landscaped medians (Urban) or painted medians (Rural). Their function is to carry high volumes of local and regional traffic. Unsignalized minor street and driveway access may be allowed but signalized access is preferred, and left-turn restrictions should be placed at unsignalized access locations. Curbside parking is prohibited. Bike lanes or bike trails can be employed in addition to sidewalk space. Traffic carrying capacities of around 54,000± vehicles per day for a six-lane roadway and 72,000± vehicles per day for an eight-lane roadway can be achieved depending on the degree of access control, peak period traffic loadings, and lane configurations at the major intersections.

3.1.2 Secondary Arterial Highway

This classification applies to four-lane roadways with raised landscaped medians (Sub-urban) or painted medians (Urban and Rural). In some areas of Urban Secondary, the painted median may allow for two-way left turns. Left turn restrictions will generally be placed at minor unsignalized driveways (i.e., median breaks will typically only be provided at intersections). As a primary traffic carrier, curbside

parking is prohibited. Bike lanes or bike trails can be employed in addition to sidewalk space. Traffic carrying capacities of 36,000± vehicles per day can be achieved depending on the degree of access control and peak period traffic loadings.

3.1.3 Limited Secondary Arterial Highway

This classification applies to two- to four-lane roadways generally without medians or bike lanes. This classification is generally less restrictive with respect to access to adjacent property. These routes are typically located in remote foothill, mountain and canyon areas. Their primary function is to provide access to low-density areas. Traffic carrying capacities of 18,000± vehicles per day for a two-lane roadway and 36,000± vehicles per day for a four-lane roadway can be achieved depending on the degree of access control and peak period traffic loadings.

3.1.4 Parkway

This classification applies to urban and non-urban routes having park-like features either within or adjacent to the roadway. The width of right-of-way varies as necessary to incorporate these features, but shall not be less than 80 feet. Traffic carrying capacities vary depending on the specific roadway improvements that are provided. Roadway improvements will vary based on the composition and volume of traffic to be carried.

3.1.5 Collector Streets

This classification applies to two-lane roadways in residential, commercial and industrial areas that serve some through traffic as well as the adjacent properties. Collectors connect local streets with arterial highways and balance mobility and access. Typically no median is provided and on street parking is allowed. While not as wide as an arterial highway, Collectors are typically wider than local streets in terms of right-of-way and lane widths. Traffic carrying capacities of 15,000± vehicles per day can be achieved depending on the degree of access control and peak period traffic loadings.

3.1.6 Local Streets

This classification applies to two-lane roadways in residential areas that serve the adjacent properties. Local streets are intended to provide access to adjacent land uses exclusively, and are not

designed or intended to carry through-traffic or allow for high speeds. Traffic carrying capacities of 10,000 vehicles per day or more are physically possible, but a maximum capacity of approximately 2,000± vehicles per day is targeted in order to provide an environment consistent with the adjoining residential uses.

3.1.7 Expressway

This classification applies to multi-lane State Highways under the jurisdiction of the California Department of Transportation (Caltrans). Expressways have restrictive access control consisting of grade-separated interchanges or signalized at-grade intersections with a minimum spacing of one mile. Traffic carrying capacities of around 44,000± vehicles per day for a four-lane expressway up to around 88,000± vehicles per day for an eight-lane expressway can be achieved depending on the degree of access control, peak period traffic loadings, and lane configurations at the major intersections.

The above roadway classifications are listed in Table 3-1 and conceptual cross-sections are illustrated in Figure 3-1.

3.2 ROADWAY DIMENSIONS

The preceding discussion on roadway classifications included general ranges for right-of-way (ROW) and pavement width. While the maximum value represents a desirable standard, variations in right-of-way width and specific roadway improvements will occur in certain cases due to physical constraints and/or right-of-way limitations. Hence, the roadway classifications may deviate from the standards where physical constraints exist, where preservation of community character dictates special treatment. Bikeways and sidewalks also affect the specific standards applied to various roadways. However, the overriding circulation goal is that all roadways carry the designated design volume of traffic at the desired performance standard.

3.3 PROPOSED ROADWAY PLAN

A recommended arterial roadway component of the City and County Circulation Elements (the Highway Plan) has been developed based on the traffic analysis presented in Chapter 4.0. The preparation of the traffic analysis consisted of evaluating the proposed OVOV buildout land uses in

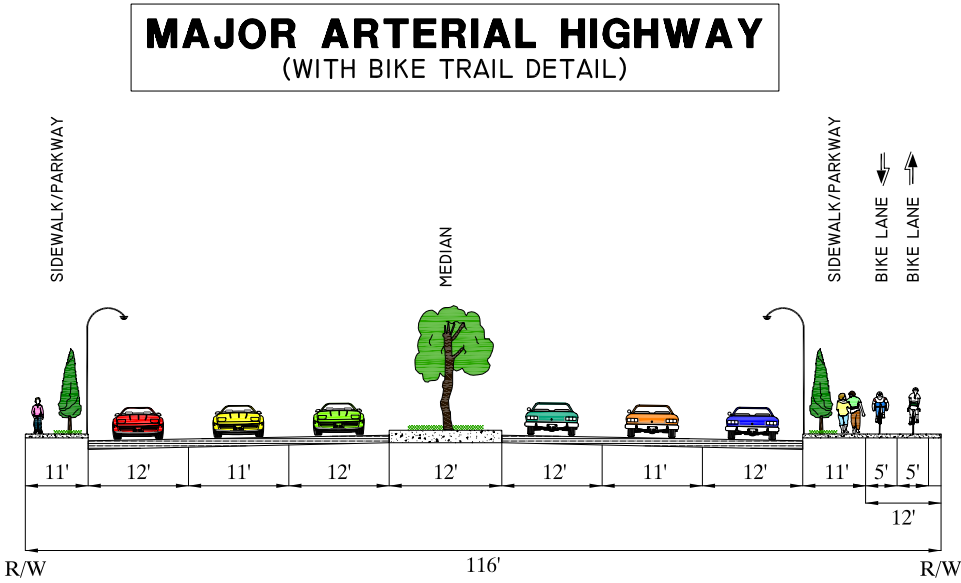
Table 3-1: Roadway Classifications

Highway Plan Classification	Functional Classification	Definition	Typical ROW Width (Curb-Curb Width)	Typical Configuration	Design Maximum Two-Way Daily Traffic Volume
MAJOR HIGHWAY	6 to 8 Lane Roadway	Arterials with at least 6 travel lanes for high mobility, designed with limited vehicular access to driveways and cross streets. The typical road section includes a raised landscaped median with left turn pockets at intersections. Street sections may include striped, on-street bikeways or separated bike paths.	108'-138' (84'-118')	6 – 8 lanes 12' Raised Median, or 12' Painted Median Bike Lanes or Trails No Parking Signalized side street access	54,000 (6L) 72,000 (8L)
SECONDARY HIGHWAY	4 Lane Roadway	Arterials with an ultimate design section of 4 travel lanes, designed for high mobility and with limited vehicular access from driveways and cross streets. The typical road section includes a median with left turn pockets provided at intersections. Secondary highways are designed to service both through traffic, and to collect traffic from collector and local streets.	86'-92' (58'-72')	4 Lanes 12' Raised Median, or 12' Painted Median Bike Lanes or Trails No Parking Signalized side street access	36,000
LIMITED SECONDARY HIGHWAY	2 to 4 Lane Roadway	Arterials with an ultimate roadway design section of 2 to 4 travel lanes and less restrictive access control. The typical road section does not include a median. These streets are designed to accommodate moderate volumes of traffic and are typically located in remote foothill, mountainous and canyon areas.	64' – 84' (28' – 64')	2 – 4 Lanes No Median No Bike Lanes No Parking	18,000 (2L) 36,000 (4L)
PARKWAY	2 or more Lane Roadway	Arterials having park-like features either within or adjacent to the roadway. Specific features vary depending on the composition and volume of traffic to be carried.	80' or more (varies)	2 or more Lanes	varies

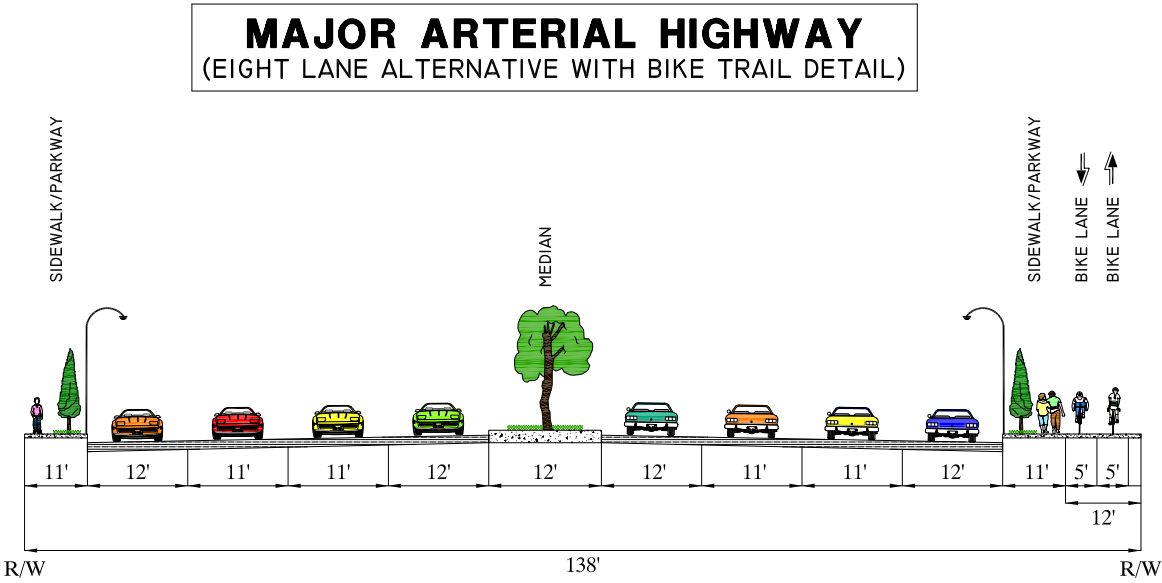
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Table 3-1: Roadway Classifications (Continued)

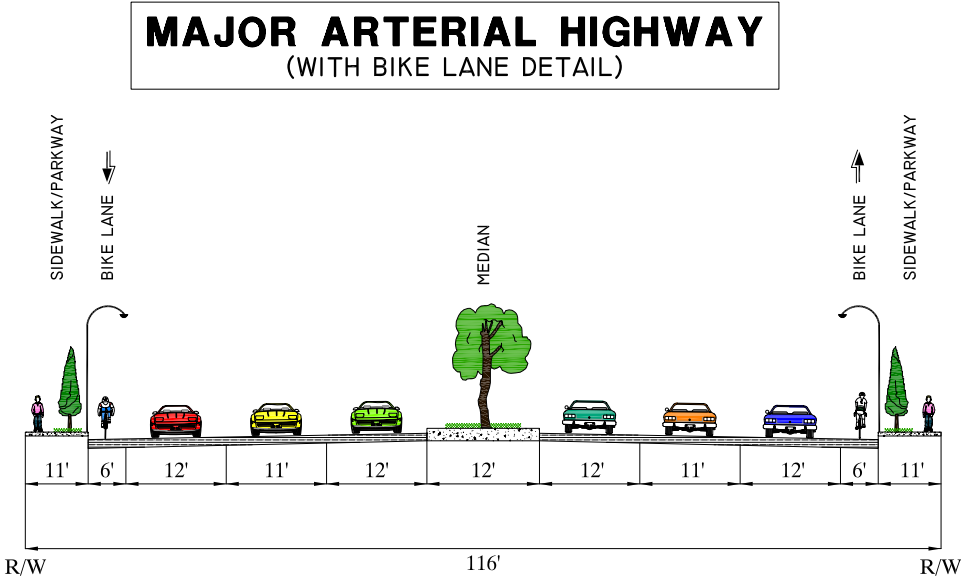
Highway Plan Classification	Functional Classification	Definition	Typical ROW Width (Curb-Curb Width)	Typical Configuration	Design Maximum Two-Way Daily Traffic Volume
COLLECTOR STREET	2 Lane Roadway	Streets which have an ultimate roadway design section of 2 travel lanes with limited vehicular access to the roadway from driveways and cross streets. The roadway is usually undivided and does not always accommodate left turn pockets at intersections. Collector streets are designed to provide both access and limited mobility, servicing local traffic from residential, commercial, and industrial uses and providing access to the arterial roadway system. Collector streets are not depicted on the adopted Highway Plan.	64' (40')	2 Lanes No Median No Bike Lanes Parking typically allowed.	15,000
LOCAL STREET	2 Lane Roadway	Streets which have an ultimate roadway design section of 2 travel lanes designed for full access and limited mobility. Local streets are not included on the adopted Highway Plan.	58'-60' (34'-36')	2 Lanes No Median No Bike Lanes Parking typically allowed.	2,500
EXPRESSWAY	4 to 8 Lane Roadway	Highways which have an ultimate roadway design section of 4 or more lanes that are part of the State Highway system. Expressways have restrictive access control consisting of grade-separated interchanges or at-grade signalized intersections with a minimum spacing of 1 mile.	200' (varies)	4 or More Lanes Median No Bike Lanes No Parking Grade Separation, or Signalized side-street access	44,000 (4L) 88,000 (8L)



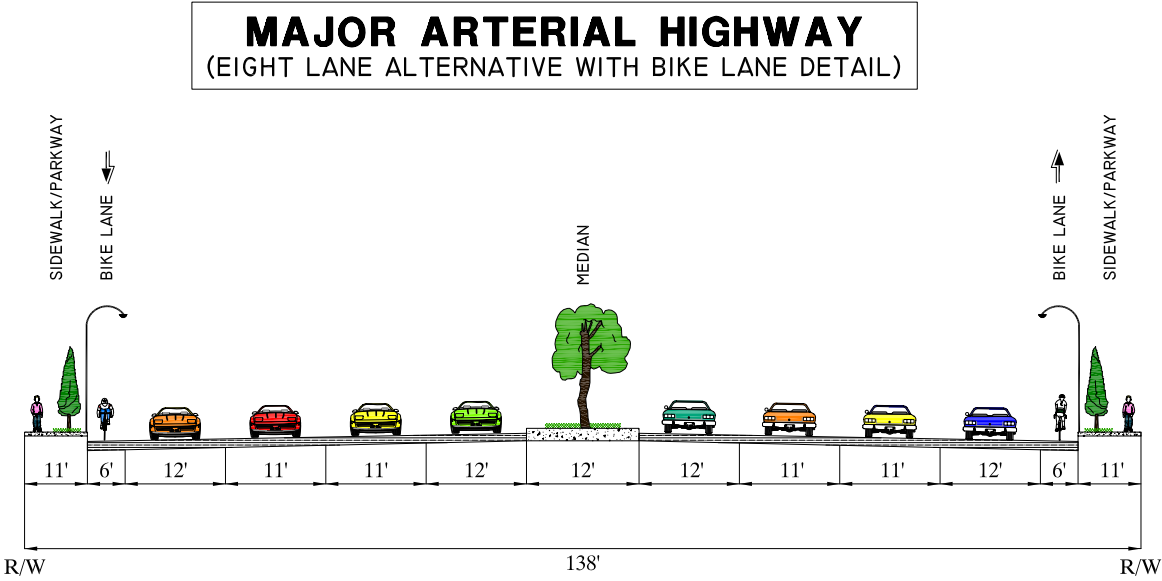
THREE LANES IN EACH DIRECTION WITH RAISED LANDSCAPE MEDIAN, NO ON-STREET PARKING



FOUR LANES IN EACH DIRECTION WITH RAISED LANDSCAPE MEDIAN, NO ON-STREET PARKING



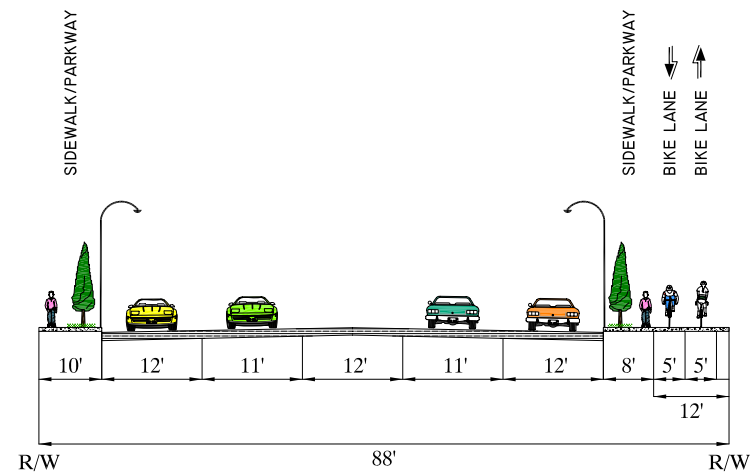
THREE LANES IN EACH DIRECTION WITH RAISED LANDSCAPE MEDIAN, NO ON-STREET PARKING



FOUR LANES IN EACH DIRECTION WITH RAISED LANDSCAPE MEDIAN, NO ON-STREET PARKING

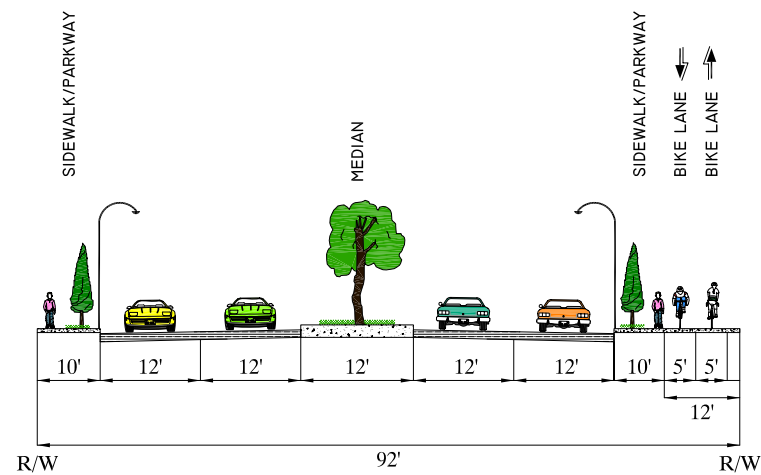
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URBAN SECONDARY ARTERIAL HIGHWAY
(WITH BIKE TRAIL DETAIL)



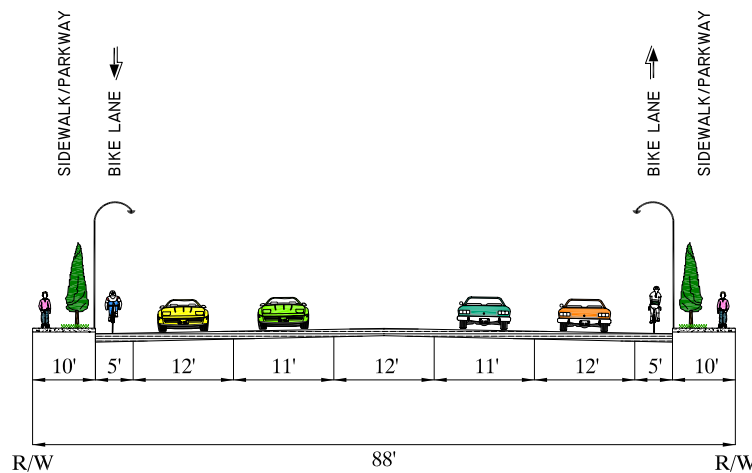
TWO LANES IN EACH DIRECTION WITH TWO WAY LEFT TURN LANE, NO ON-STREET PARKING

SUB-URBAN SECONDARY ARTERIAL HIGHWAY
(WITH BIKE TRAIL DETAIL)



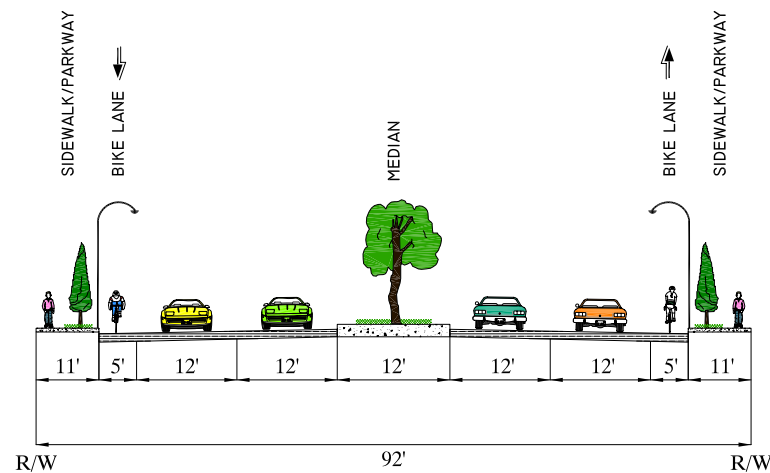
TWO LANES IN EACH DIRECTION WITH RAISED LANDSCAPE MEDIAN, NO ON-STREET PARKING

URBAN SECONDARY ARTERIAL HIGHWAY
(WITH BIKE LANE DETAIL)



TWO LANES IN EACH DIRECTION WITH TWO WAY LEFT TURN LANE, NO ON-STREET PARKING

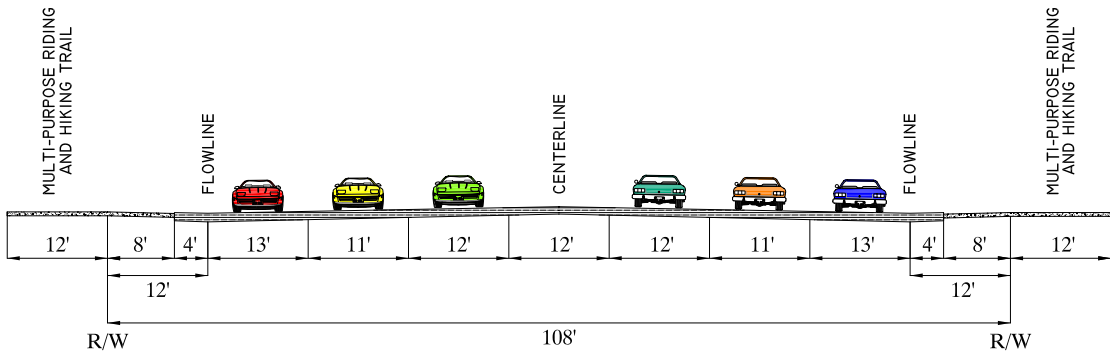
SUB-URBAN SECONDARY ARTERIAL HIGHWAY
(WITH BIKE LANE DETAIL)



TWO LANES IN EACH DIRECTION WITH RAISED LANDSCAPE MEDIAN, NO ON-STREET PARKING

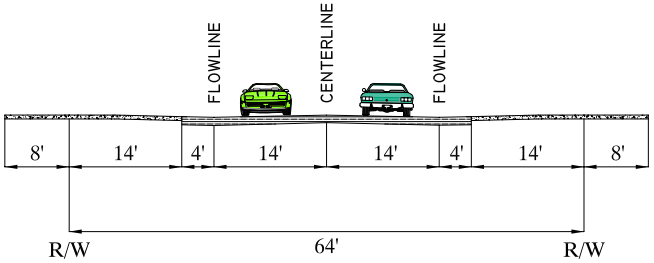
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RURAL MAJOR HIGHWAY



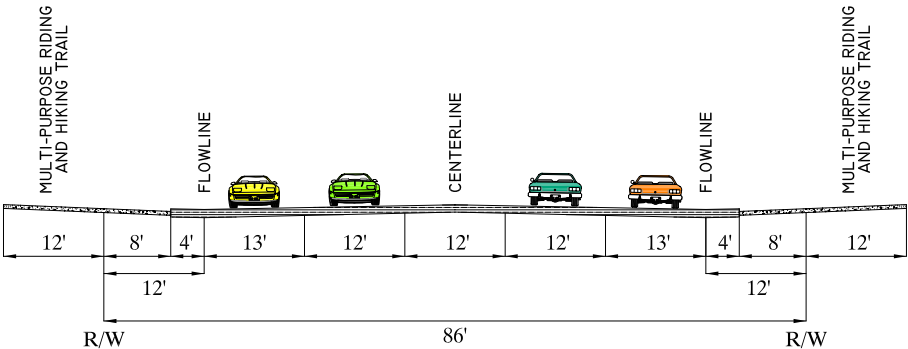
THREE LANES IN EACH DIRECTION WITH TWO WAY LEFT TURN LANE, NO ON-STREET PARKING

LIMITED SECONDARY ARTERIAL HIGHWAY



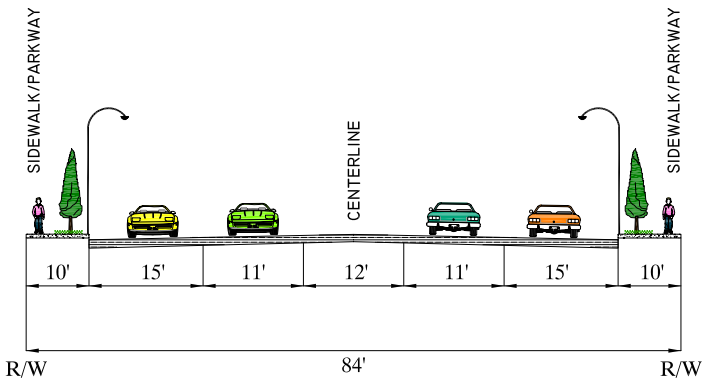
ONE LANE IN EACH DIRECTION WITH NO ON-STREET PARKING

RURAL SECONDARY HIGHWAY



TWO LANES IN EACH DIRECTION WITH TWO WAY LEFT TURN LANE, NO ON-STREET PARKING

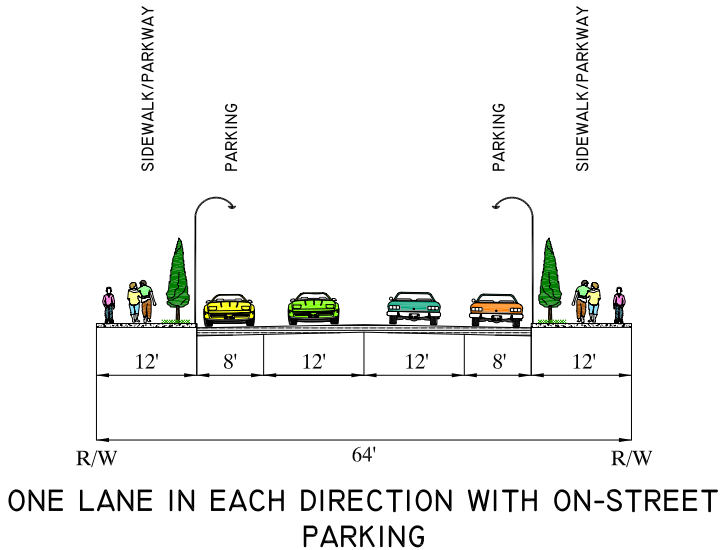
LIMITED SECONDARY ARTERIAL HIGHWAY



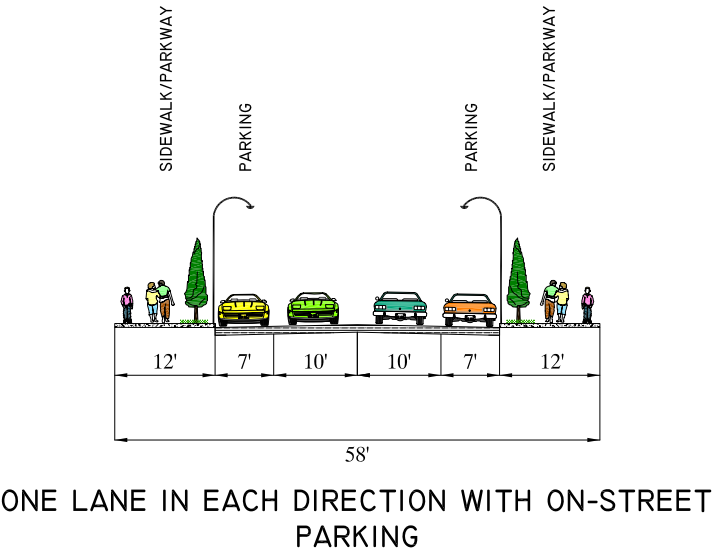
TWO LANES IN EACH DIRECTION WITH NO ON-STREET PARKING

536002_Cross_Sections.dwg

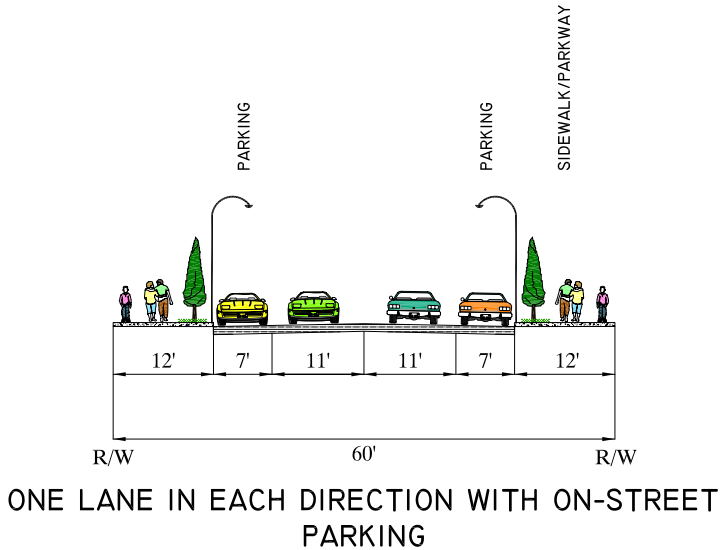
RESIDENTIAL COLLECTOR



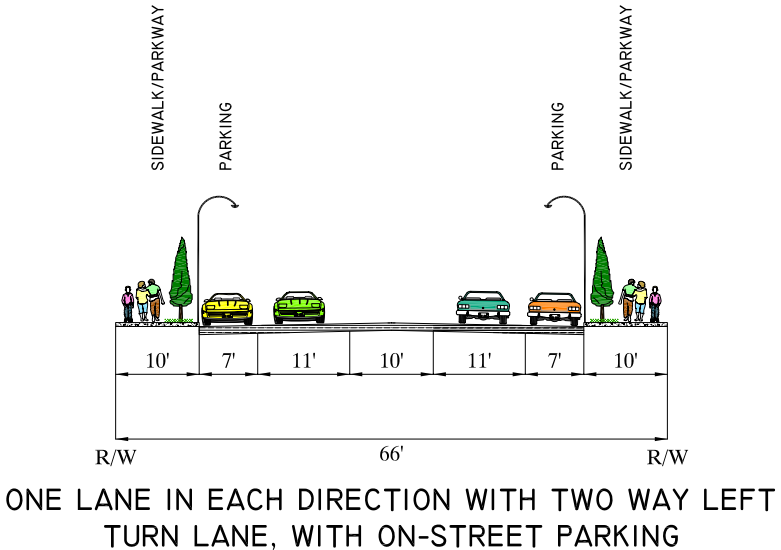
RESIDENTIAL CUL-DE-SAC



RESIDENTIAL THROUGH STREET



INDUSTRIAL/COMMERCIAL CUL-DE-SAC

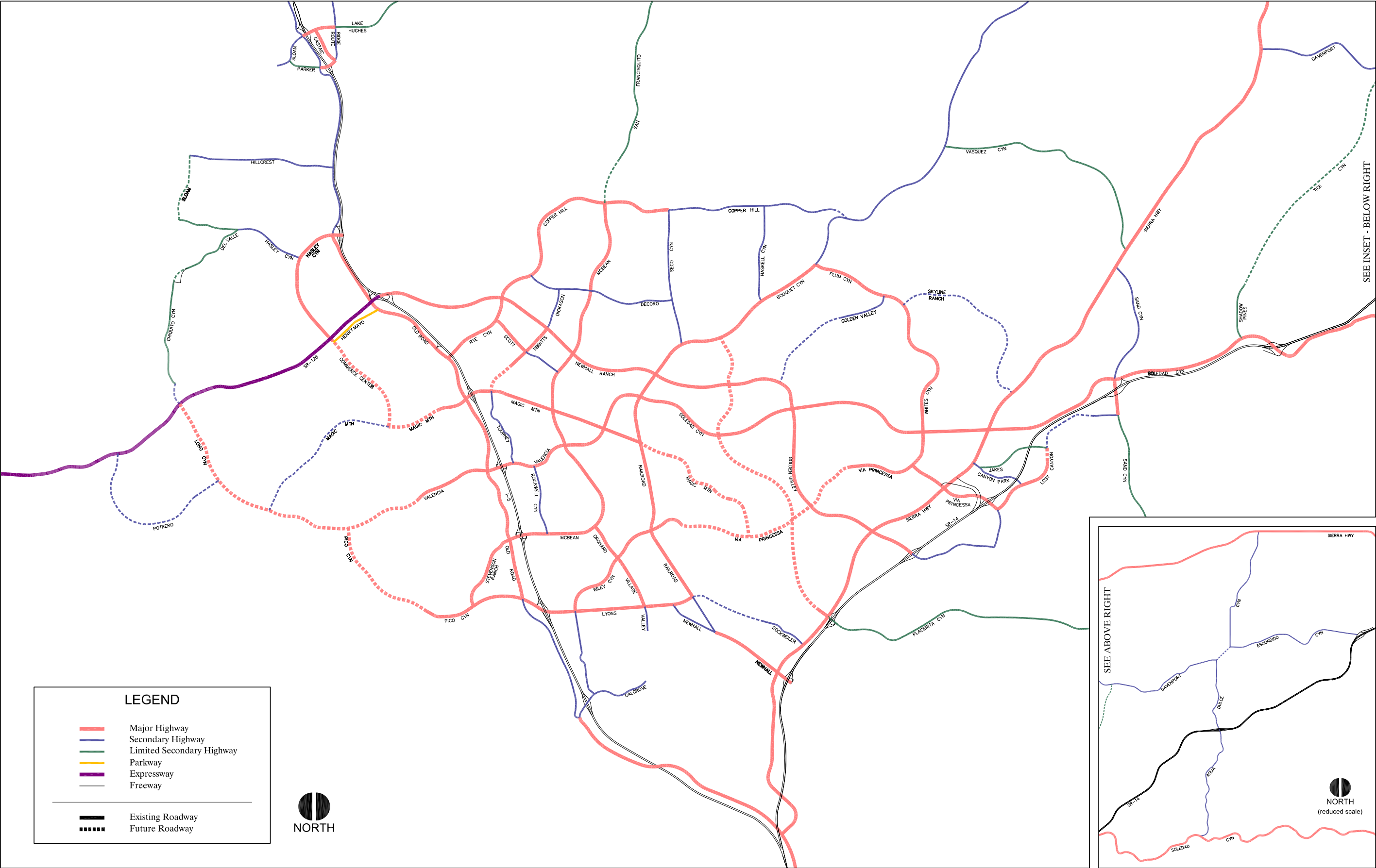


conjunction with various alternatives of roadway configurations. From this analysis, a recommended Highway Plan evolved.

Figure 3-2 shows the proposed Highway Plan. Illustrated here by color and by line width are the recommended Highway Plan classifications as discussed earlier in this chapter. In the next chapter, future traffic volumes are estimated based on this Highway Plan to show its ability to serve the future traffic demands created by buildout of the OVOV land uses.

The recommended Highway Plan includes multiple changes from the current Highway Plans. Designations of the following roadway segments were recommended to be changed as a result of the traffic analysis:

1. **Lake Hughes Road from Ridge Route Road to Angeles National Forest Boundary** – Reclassify from a major highway to a limited secondary highway.
2. **Vasquez Canyon Road from Bouquet Canyon Road to Sierra Highway** – Reclassify from a secondary highway to a limited secondary highway.
3. **Sand Canyon Road from the Santa Clarita City boundary to Sierra Highway** – Reclassify from a major highway to a secondary highway along existing alignment.
4. **Shadow Pines Boulevard/Tick Canyon Road from Soledad Canyon Road to Davenport Road** – Reclassify from a secondary highway to a limited secondary highway.
5. **Bouquet Canyon Road from Plum Canyon Road to Vasquez Canyon Road** – Reclassify from a major highway to a secondary highway (realign planned secondary highway along the existing driven roadway).
6. **Skyline Ranch Road from Plum Canyon Road to Sierra Highway** – Reclassify planned major highway to a secondary highway (with an alternative section as approved for the development project through which this roadway passes).
7. **Valencia Boulevard/Potrero Canyon Road from the Newhall Ranch/Stevenson Ranch boundary to the planned Long Canyon Road** – Reclassify planned secondary highway to a major highway.
8. **Long Canyon Road from the planned Santa Clara River Bridge to the planned Valencia Boulevard/Potrero Canyon Road** – Reclassify planned secondary highway to a major highway.
9. **Pico Canyon Road from the Newhall Ranch/Stevenson Ranch boundary to Valencia Boulevard** – Reclassify planned secondary highway to a major highway.



10. **Jakes Way from Canyon Park Boulevard to the planned Lost Canyon Road extension** – add classification for the existing roadway as a limited secondary highway.
11. **McBean Parkway from Copper Hill Drive to San Fransisquito Canyon Road** – Reclassify planned secondary highway to a limited secondary highway.
12. **San Fransisquito Canyon Road from the planned extension of McBean Parkway to the Angeles National Forest** – Reclassify from a secondary highway to a limited secondary highway.
13. **Lost Canyon Road from Jakes Way to Sand Canyon Road** – Reclassify planned major highway to a secondary highway.
14. **Placerita Canyon Road from Sierra Highway to Sand Canyon Road** – Reclassify planned secondary highway to a limited secondary highway.

Dockweiler Drive from Ivy Lane to Railroad Avenue – For Highway Plan purposes, Dockweiler Drive's entire length is a secondary highway. However, as a result of the 2009-approved The Master's College Master Plan, a section of Dockweiler Drive between Ivy Lane and the future intersection of Railroad Avenue and Lyons Avenue will not be striped to four-lane secondary highway standards. Instead, in an effort to have lower speeds on this segment and to maintain the existing residential community character, design features in this area are to include one travel lane in each direction and traffic calming measures such as on-street parking, medians and chokers. Full four-lane buildout to secondary highway standards will not occur on Dockweiler Drive until such time as traffic volumes warrant.

The following roadway segments were recommended to be removed from the Highway Plan as a result of the traffic analysis:

1. **16th Street from Orchard Village Road to Railroad Avenue** – Remove secondary (existing and planned) highway classification.
2. **Sloan Canyon Road from Hillcrest Parkway to Quail Valley Road** – Remove planned limited secondary highway classification.
3. **Castaic Road from Parker Road to Newhall Ranch Road** – Remove planned secondary highway classification.
4. **Biscailuz Drive from The Old Road to the previously planned extension of Castaic Road** – Remove planned secondary highway classification.

5. **Landmark Village (VTTM 53108) Spine Road** – Remove planned secondary highway classification.
6. **“A” Street (Mallory Drive) from Poe Parkway to Valencia Boulevard** – Remove planned secondary highway classification.
7. **Poe Parkway from Stevenson Ranch Parkway to Valencia Boulevard** – Remove secondary (existing and planned) highway classification.
8. **Cruzan Mesa Road from Whites Canyon Road to Sierra Highway** – Remove planned limited secondary highway classification.
9. **Newhall Avenue from 16th Street to Lyons Avenue** – Remove planned secondary highway classification.
10. **Seco Canyon Road north of Copper Hill Drive** – Remove existing limited secondary highway classification.
11. **Tournament Road** – Remove existing limited secondary highway classification.
12. **Lost Canyon Road east of Sand Canyon Road** – Remove existing limited secondary highway classification.

The following roadway alignments were recommended to be changed as a result of the traffic analysis:

1. **Long Canyon Road/Potrero Canyon Road/Valencia Boulevard at planned intersection** – Realign to make Long Canyon Road/Valencia Boulevard the continuous roadway.
2. **Chiquito Canyon Road/Long Canyon Road at State Route 126** – Revise alignments to create a continuous north/south roadway.
3. **Whites Canyon Road from Plum Canyon Road to Vasquez Canyon Road** – Revise alignment to connect from Plum Canyon Road to Sierra Highway (as the proposed Skyline Ranch Road).

Table 3-2 indicates the designation of all General Plan roadways as shown on the proposed Highway Plan.

Table 3-2: Highway Plan Roadways in the Planning Area

Roadway Classification	Roadway Segments in Planning Area
Expressways	SR-126
Major Highways	Avenue Scott (from Rye Canyon Road to Avenue Tibbitts) Avenue Tibbitts Bouquet Canyon Road (from Plum Canyon Road to Magic Mountain Parkway) Castaic Road (from Lake Hughes Road to Parker Road) Commerce Center Drive Copper Hill Drive (from Newhall Ranch Road to Seco Canyon Road) Golden Valley Road (from Newhall Ranch Road to SR-14 freeway) Hasley Canyon Road (from Commerce Center Drive to I-5 freeway) Lake Hughes Road (from The Old Road to Ridge Route Road) Long Canyon Road (from SR-126 to Valencia Boulevard) Lost Canyon Road (from Jakes Way to Via Princessa) Lyons Avenue Magic Mountain Parkway (from Commerce Center Drive to Via Princessa) McBean Parkway (from I-5 freeway to Copper Hill Drive) Newhall Avenue (from Railroad Avenue to SR-14 freeway) Newhall Ranch Road Orchard Village Road Parker Road (from The Old Road to Castaic Road) Pico Canyon Road Plum Canyon Road Railroad Avenue (from Magic Mountain Parkway to Lyons Avenue) Rye Canyon Road Sand Canyon Road (from Soledad Canyon Road to Lost Canyon Road) Santa Clarita Parkway Sierra Highway Soledad Canyon Road Stevenson Ranch Parkway The Old Road (from Hasley Canyon Road to Lyons Avenue) The Old Road (from Calgrove Boulevard to Sierra Highway) Valencia Boulevard Via Princessa (from Wiley Canyon Road to Lost Canyon Road) Whites Canyon Road Wiley Canyon Road (from Lyons Avenue to Via Princessa)

(Continued)

Table 3-2: Highway Plan Roadways in the Planning Area (Continued)

Roadway Classification	Roadway Segments in Planning Area
Secondary Highways	Agua Dulce Canyon Road Avenue Scott (from Avenue Tibbitts to McBean Parkway) Bouquet Canyon Road (from Plum Canyon Road to Angeles National Forest boundary) Calgrove Boulevard Canyon Park Boulevard Copper Hill Drive (from Seco Canyon Road to Bouquet Canyon Road) Davenport Road Decoro Drive (from Seco Canyon Road to Copper Hill Drive) Dickason Drive (from Newhall Ranch Road to Decoro Drive) Dockweiler Drive Escondido Canyon Road Golden Valley Road (from Newhall Ranch Road to Plum Canyon Road) Golden Valley Road (from SR-14 freeway to Via Princessa) Haskell Canyon Road (from Copper Hill Drive to Bouquet Canyon Road) Hasley Canyon Road (from Del Valle Road to Commerce Center Drive) Hillcrest Parkway Long Canyon Road (from Chiquito Canyon Road to SR-126) Lost Canyon Road (from Jakes Way to Sand Canyon Road) Magic Mountain Parkway (from Long Canyon Road to Commerce Center Drive) Newhall Avenue (from Lyons Avenue to Railroad Avenue) Potrero Canyon Road Railroad Avenue (from Lyons Avenue to Newhall Avenue) Ridge Route Road (from approximately $\frac{3}{4}$ mile north of Northlake Hills elementary school to Castaic Road) Rockwell Canyon Road Sand Canyon Road (from Sierra Highway to Soledad Canyon Road) Seco Canyon Road (from Copper Hill Drive to Bouquet Canyon Road) Skyline Ranch Road Sloan Canyon Road (from The Old Road to Quail Valley Road) The Old Road (from Oak Valley Road to Hasley Canyon Road) The Old Road (from Pico Canyon Road to Calgrove Boulevard) Tourney Road Valley Street (from Lyons Avenue to Happy Valley Drive) Via Princessa (from Lost Canyon Road to Golden Valley Road) Wiley Canyon Road (from Lyons Avenue to Calgrove Boulevard)

(Continued)

Table 3-2: Highway Plan Roadways in the Planning Area (Continued)

Roadway Classification	Roadway Segments in Planning Area
Limited Secondary Highways	Bouquet Canyon Road (from Angeles National Forest Boundary to Elizabeth Lake Road) Chiquito Canyon Road (from Del Valle Road to Long Canyon Road) Del Valle Road (from Chiquito Canyon Road to Hasley Canyon Road) Hasley Canyon Road (from Sloan Canyon Road to Del Valle Road) Jakes Way Lake Hughes Road (from Ridge Route Road to Pine Canyon Road) McBean Parkway (from San Francisquito Canyon Road to Copper Hill Drive) Placerita Canyon Road (from Sierra Highway to Sand Canyon Road) Ridge Route Road (from Templin Highway to approximately ¾ mile north of Northlake Hills elementary school) San Francisquito Canyon Road (from McBean Parkway to Elizabeth Lake Road) Sand Canyon Road (from Lost Canyon Road to Little Tujunga Canyon Road) Shadow Pines Boulevard Sloan Canyon Road (from Hillcrest Parkway to Hasley Canyon Road) Tick Canyon Road Vasquez Canyon Road
Parkways	Henry Mayo Drive (from Commerce Center Drive to The Old Road)

4.0 TRAFFIC ANALYSIS

This chapter presents long-range traffic data based on the proposed OVOV land uses and the proposed Highway Plan. Future levels of service findings are discussed and potential improvements needed to implement the plan are summarized.

4.1 LONG-RANGE TRAFFIC VOLUMES

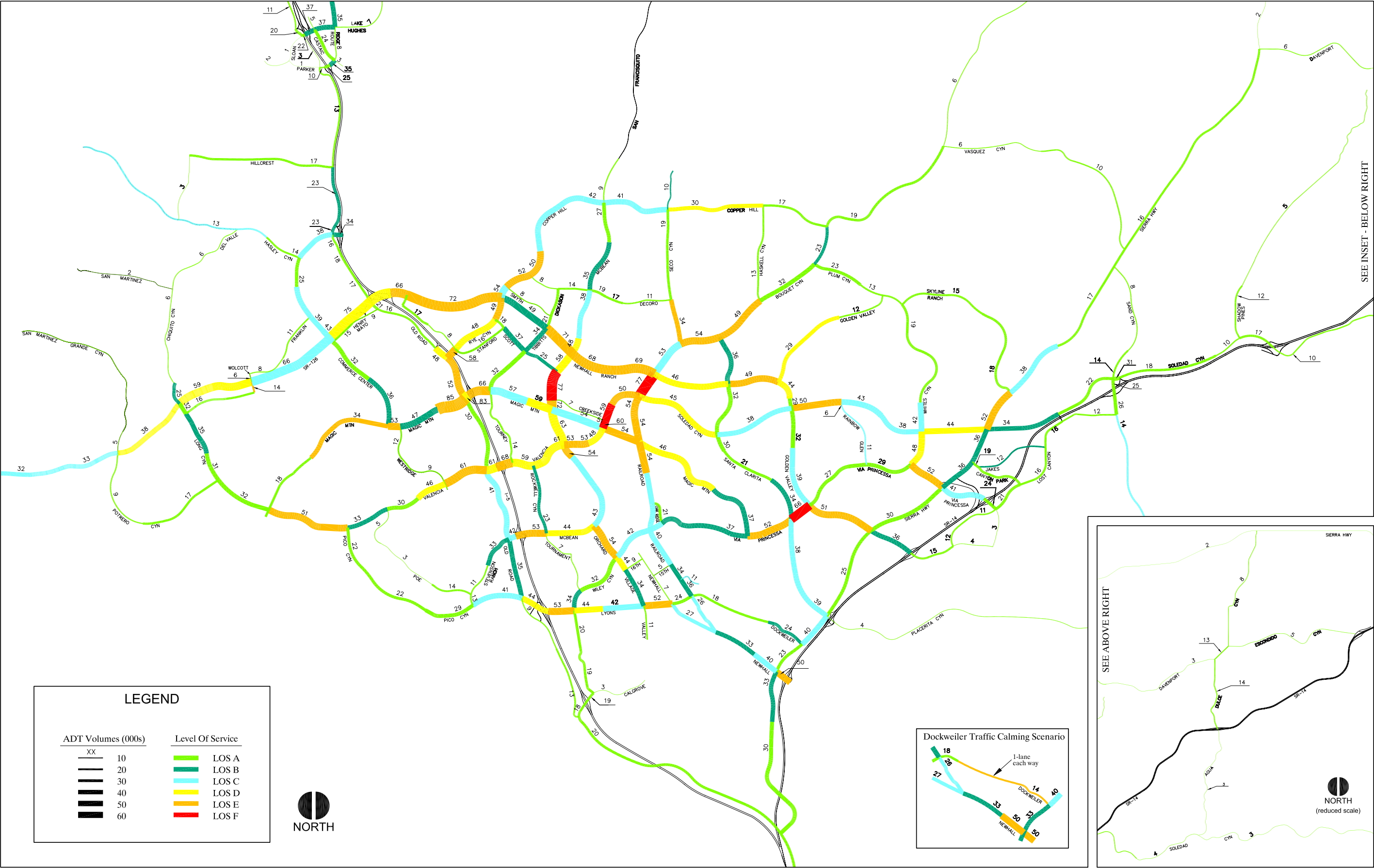
Future daily and peak hour traffic volumes on the analysis area circulation system were estimated for the proposed OVOV land uses and for the current City General Plan/County Area Plan land uses using traffic forecasts produced by the Santa Clarita Valley Consolidated Traffic Model (SCVCTM). They were derived for the roadway system described in the previous chapter, which represents buildout of the proposed Highway Plan.

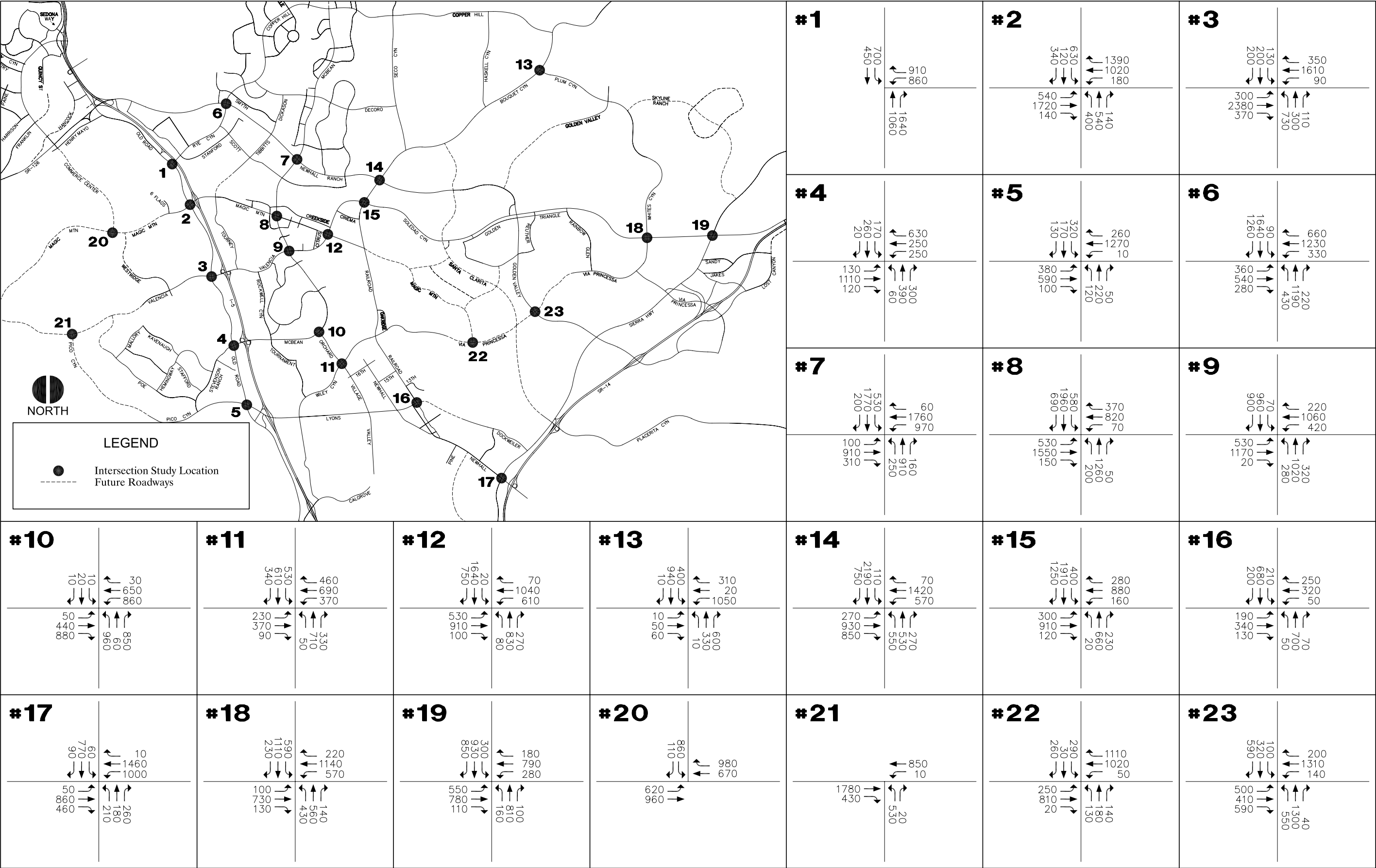
Long-range ADT volumes for this roadway plan are shown in Figure 4-1, and peak hour volumes for principal intersections are provided in Figure 4-2 and Figure 4-3 for the a.m. and p.m. peak hours, respectively. They are labeled here as OVOV Buildout Conditions and represent buildout of the proposed OVOV land use plan. While a specific date that corresponds to buildout of the land use is indeterminable due to variations in market conditions, these forecasts can generally be considered a year-2035 horizon for planning purposes.

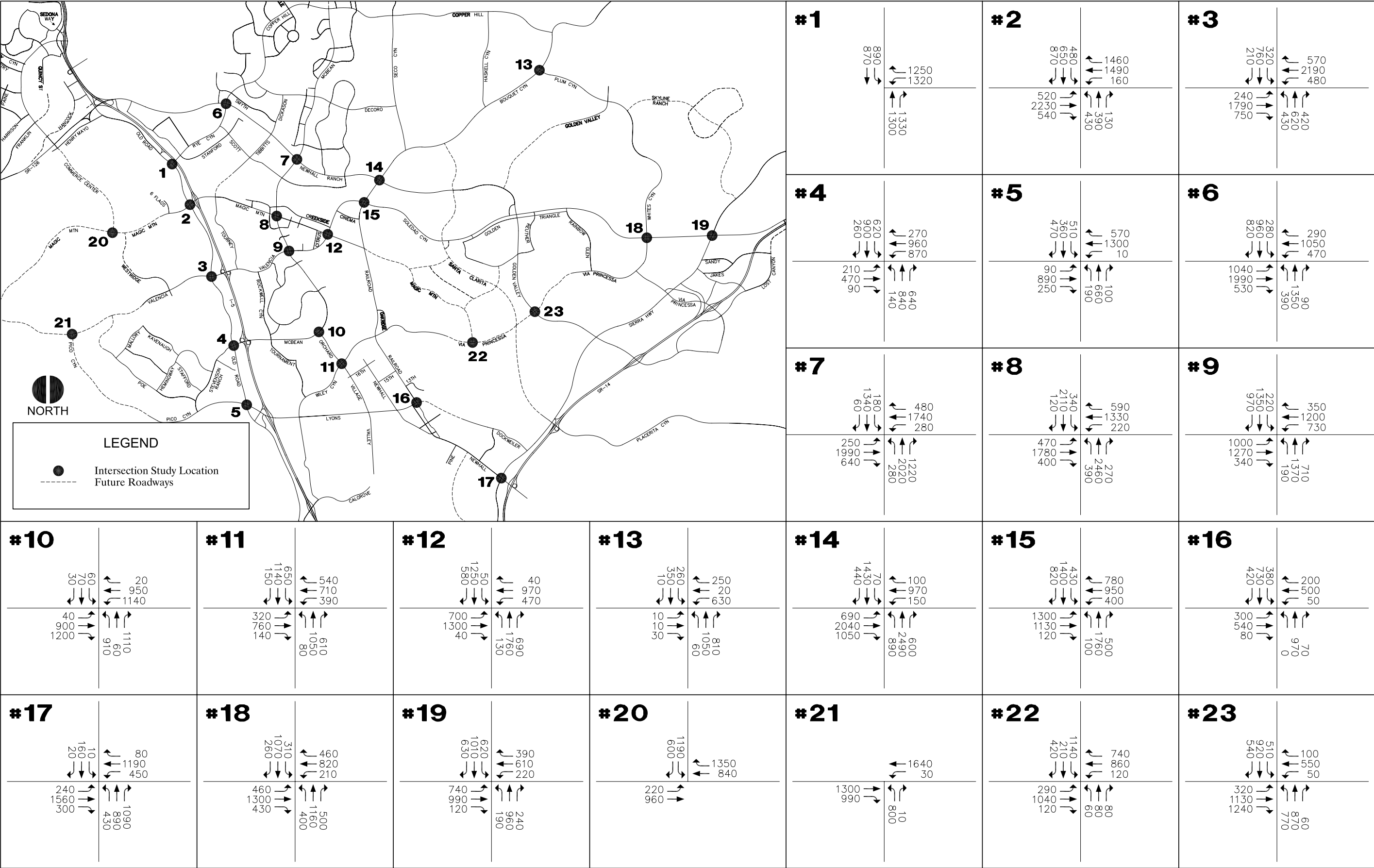
Traffic volumes based on the current City General Plan/County Area Plan traffic model are also presented for comparison purposes. ADT volumes are illustrated in Figure 4-4, and peak hour volumes for principal intersections are provided in Figure 4-5 and Figure 4-6 for the a.m. and p.m. peak hours, respectively.

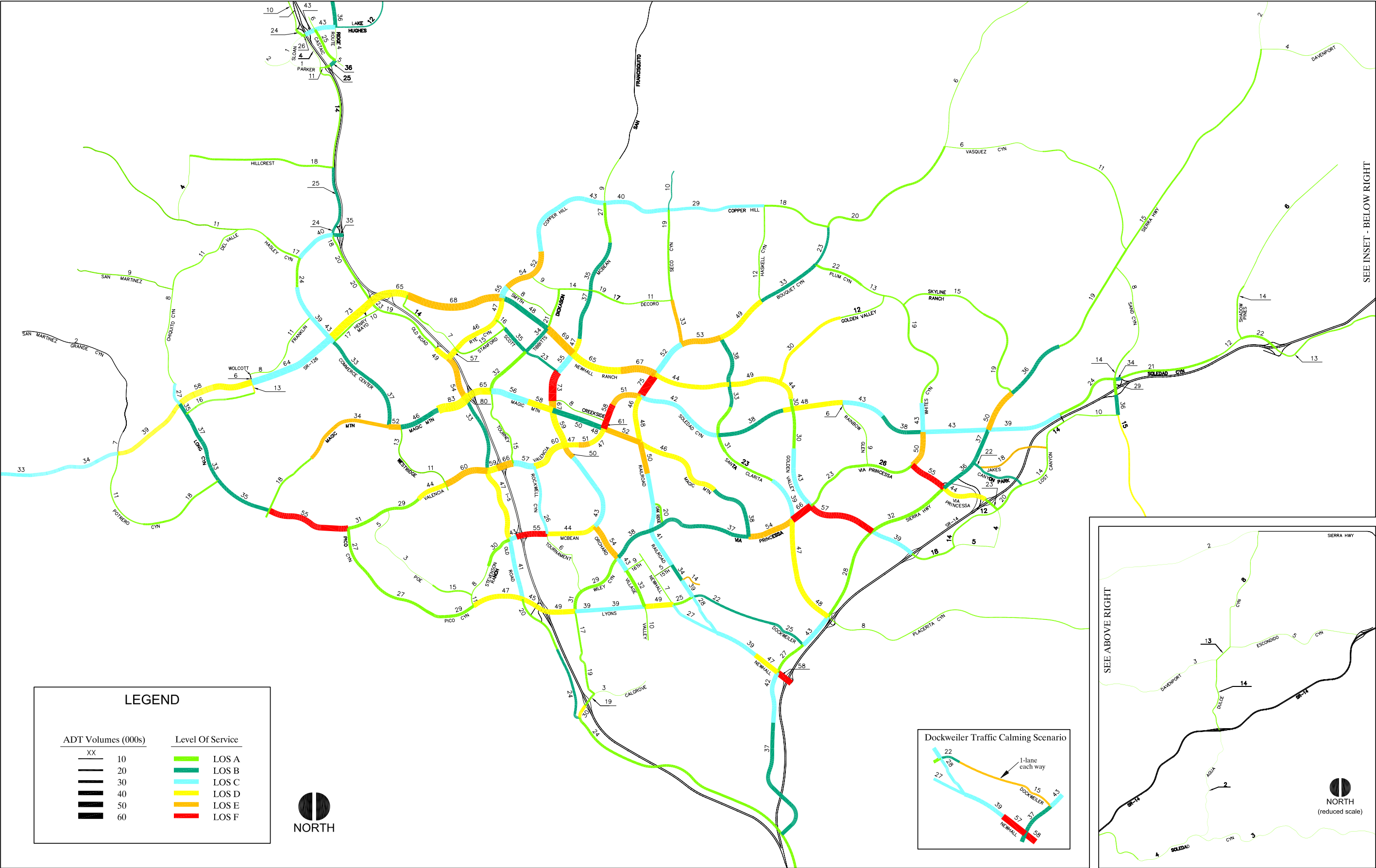
4.2 LONG-RANGE LEVELS OF SERVICE

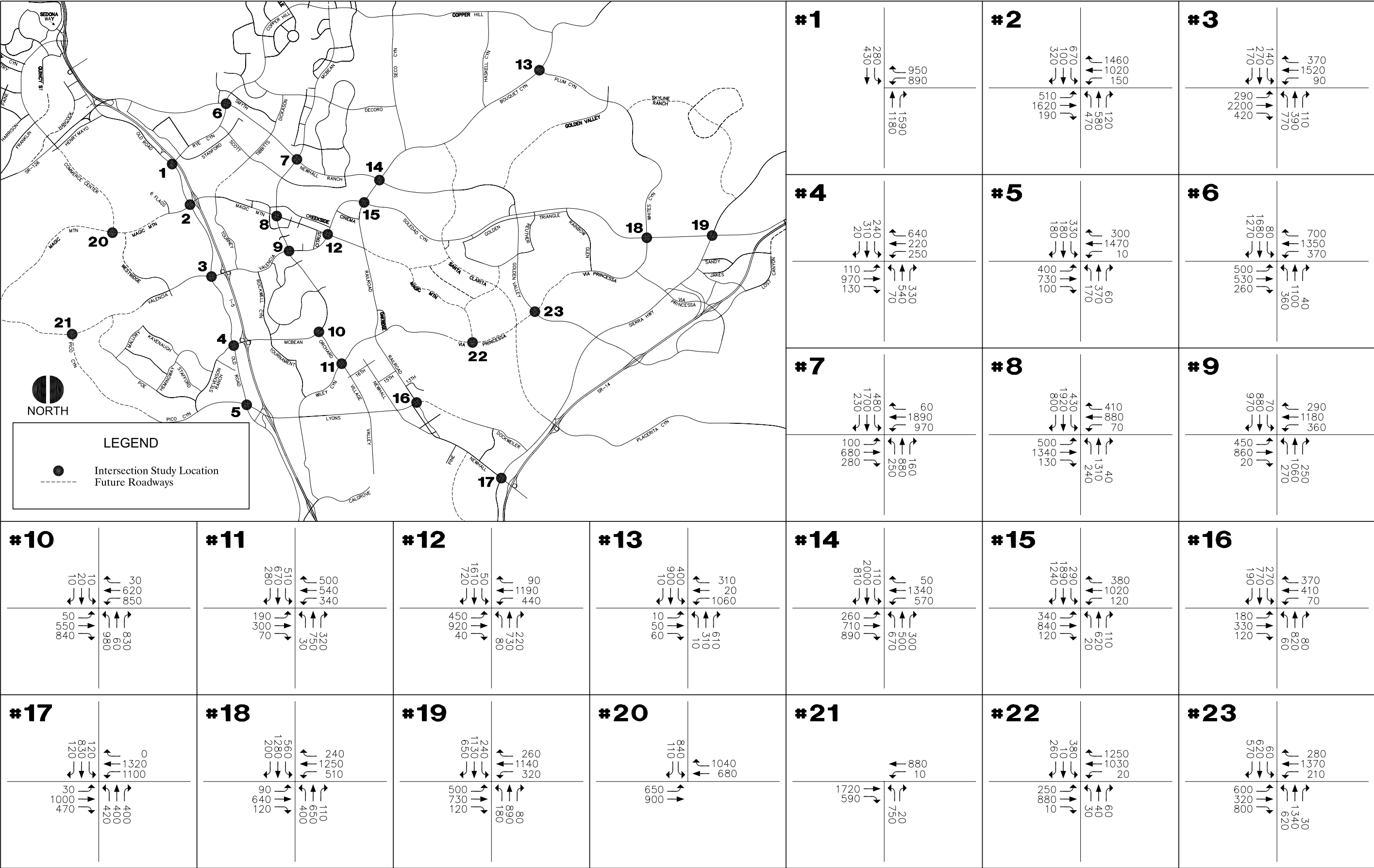
A comparison of OVOV Buildout Conditions to traffic forecasts based on the current City General Plan/County Area Plan is provided in Table 4-1. The table presents roadway segment V/C ratios and LOS values for each of the two scenarios. A comparable table for peak hour intersection conditions is provided in Table 4-2 and Table 4-3, which presents ICU and LOS values for each of the two scenarios based on existing intersection geometry as well as with buildout of the proposed Highway Plan.











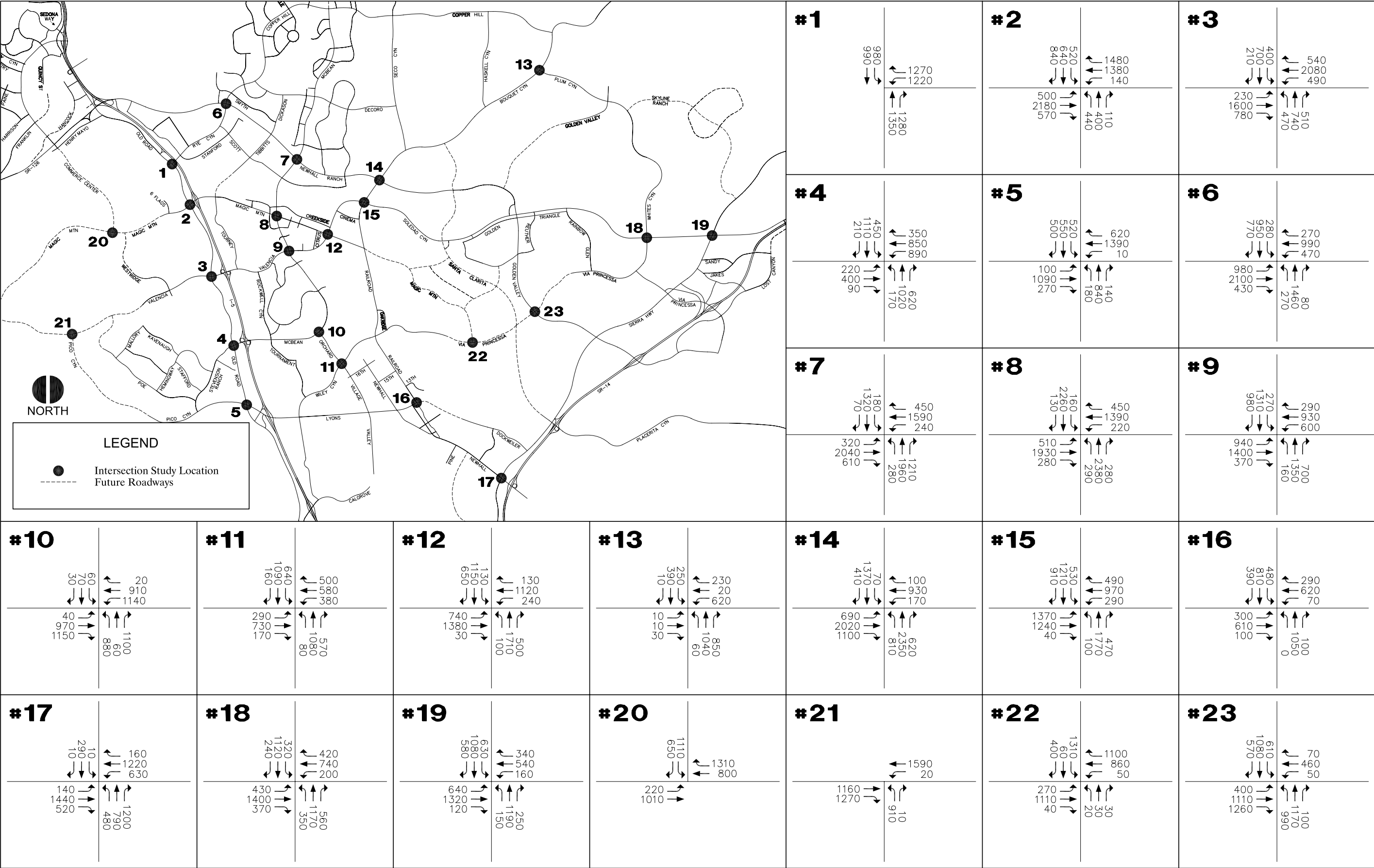


Table 4-1: ADT V/C and LOS – Current General Plan Buildout Conditions vs OVOV Buildout Conditions

Roadway Segment	Lanes	Capacity	Current GP			OVOV GP		
			Volume	V/C	LOS	Volume	V/C	LOS
1. Agua Dulce n/o Escondido Cyn	4	36,000	8,000	.22	A	8,000	.22	A
2. Agua Dulce n/o Davenport	4	36,000	13,000	.36	A	13,000	.36	A
3. Agua Dulce n/o SR-14	4	36,000	14,000	.39	A	14,000	.39	A
4. Agua Dulce s/o SR-14	4	36,000	2,000	.06	A	3,000	.08	A
5. Ave Scott s/o Rye Canyon	6	54,000	16,000	.30	A	18,000	.33	A
6. Ave Scott s/o Stanford	6	54,000	35,000	.65	B	37,000	.69	B
7. Ave Scott n/o McBean	4	36,000	23,000	.64	B	25,000	.69	B
8. Ave Stanford s/o Vanderbilt	4	36,000	14,000	.39	A	17,000	.47	A
9. Ave Stanford n/o Rye Cyn	4	30,000	7,000	.23	A	8,000	.27	A
10. Ave Stanford s/o Rye Cyn	4	36,000	15,000	.42	A	16,000	.44	A
11. Bouquet Cyn n/o Vasquez	4	36,000	6,000	.17	A	6,000	.17	A
12. Bouquet Cyn n/o Copper Hill	4	36,000	20,000	.56	A	19,000	.53	A
13. Bouquet Cyn e/o Plum Cyn	4	36,000	23,000	.64	B	23,000	.64	B
14. Bouquet Cyn e/o Haskell	6	54,000	33,000	.61	B	32,000	.59	A
15. Bouquet Cyn w/o Haskell	6	54,000	49,000	.91	E	49,000	.91	E
16. Bouquet Cyn e/o Seco	6	54,000	53,000	.98	E	54,000	1.00	E
17. Bouquet Cyn w/o Seco	8	72,000	52,000	.72	C	53,000	.74	C
18. Bouquet Cyn s/o Newhall Ranch	8	72,000	75,000	1.04	F	77,000	1.07	F
19. Bouquet Cyn s/o Soledad	6	54,000	46,000	.85	D	54,000	1.00	E
20. Bouquet Cyn n/o Magic Mtn	6	54,000	48,000	.89	D	54,000	1.00	E
21. Calgrove e/o The Old Road	4	36,000	30,000	.83	D	18,000	.50	A
22. Calgrove w/o Wiley Cyn	4	36,000	19,000	.53	A	19,000	.53	A
23. Calgrove e/o Wiley Cyn	4	36,000	3,000	.08	A	3,000	.08	A
24. Canyon Park e/o Sierra Hwy	4	36,000	22,000	.61	B	19,000	.53	A
25. Castaic n/o Lake Hughes	4	36,000	6,000	.17	A	5,000	.14	A
26. Castaic s/o Lake Hughes	6	54,000	25,000	.46	A	24,000	.44	A
27. Castaic s/o Ridge Route	2	15,000	5,000	.33	A	3,000	.20	A
28. Chiquito Cyn s/o San Martinez Cyn	2	18,000	8,000	.44	A	6,000	.33	A

(Continued)

Table 4-1: ADT V/C and LOS – Current General Plan Buildout Conditions vs OVOV Buildout Conditions (Continued)

Roadway Segment	Lanes	Capacity	Current GP			OVOV GP		
			Volume	V/C	LOS	Volume	V/C	LOS
29. Chiquito Cyn (Long Cyn) n/o SR-126	4	36,000	27,000	.75	C	25,000	.69	B
30. Commerce Center s/o Industry	6	54,000	24,000	.44	A	25,000	.46	A
31. Commerce Center s/o Franklin	6	54,000	39,000	.72	C	39,000	.72	C
32. Commerce Center n/o SR-126	6	54,000	43,000	.80	C	43,000	.80	C
33. Commerce Center s/o Henry Mayo	6	54,000	33,000	.61	B	32,000	.59	A
34. Commerce Center n/o Magic Mtn	6	54,000	37,000	.69	B	36,000	.67	B
35. Copper Hill n/o Newhall Ranch	8	72,000	55,000	.76	C	54,000	.75	C
36. Copper Hill s/o Decoro	6	54,000	54,000	1.00	E	52,000	.96	E
37. Copper Hill n/o Decoro	6	54,000	52,000	.96	E	50,000	.93	E
38. Copper Hill w/o McBean	6	54,000	43,000	.80	C	42,000	.78	C
39. Copper Hill e/o McBean	6	54,000	40,000	.74	C	41,000	.76	C
40. Copper Hill e/o Seco Cyn	4	36,000	29,000	.81	D	30,000	.83	D
41. Copper Hill e/o Haskell	4	36,000	18,000	.50	A	17,000	.47	A
42. Creekside e/o McBean Pkwy	4	36,000	8,000	.22	A	7,000	.19	A
43. Davenport e/o Sierra Hwy	4	36,000	4,000	.11	A	6,000	.17	A
44. Davenport w/o Agua Dulce	4	36,000	3,000	.08	A	3,000	.08	A
45. Decoro e/o Copper Hill	4	36,000	9,000	.25	A	8,000	.22	A
46. Decoro e/o Dickason	4	36,000	14,000	.39	A	14,000	.39	A
47. Decoro e/o McBean	4	36,000	19,000	.53	A	19,000	.53	A
48. Decoro w/o Hillsborough	4	36,000	17,000	.47	A	17,000	.47	A
49. Decoro w/o Seco Cyn	4	36,000	11,000	.31	A	11,000	.31	A
50. Del Valle n/o San Martinez	2	18,000	11,000	.61	B	6,000	.33	A
51. Dickason n/o Newhall Ranch	6	54,000	21,000	.39	A	21,000	.39	A
52. Dockweiler e/o Railroad	4	36,000	22,000	.61	B	18,000	.50	A
53. Dockweiler w/o Sierra Hwy	4	36,000	25,000	.69	B	24,000	.67	B
54. Escondido e/o Agua Dulce	4	36,000	5,000	.14	A	5,000	.14	A
55. Franklin e/o Wolcott Way	2	15,000	8,000	.53	A	8,000	.53	A
56. Franklin w/o Commerce Center	4	36,000	11,000	.31	A	11,000	.31	A

(Continued)

Table 4-1: ADT V/C and LOS – Current General Plan Buildout Conditions vs OVOV Buildout Conditions (Continued)

Roadway Segment	Lanes	Capacity	Current GP			OVOV GP		
			Volume	V/C	LOS	Volume	V/C	LOS
57. Golden Valley s/o Plum Cyn	4	36,000	12,000	.33	A	12,000	.33	A
58. Golden Valley n/o Newhall Ranch	4	36,000	30,000	.83	D	29,000	.81	D
59. Golden Valley n/o Soledad	6	54,000	44,000	.81	D	44,000	.81	D
60. Golden Valley s/o Soledad	6	54,000	30,000	.56	A	29,000	.54	A
61. Golden Valley n/o Centre Point	6	54,000	30,000	.56	A	32,000	.59	A
62. Golden Valley s/o Centre Point	6	54,000	43,000	.80	C	39,000	.72	C
63. Golden Valley s/o Via Princessa	6	54,000	57,000	1.06	F	51,000	.94	E
64. Golden Valley e/o Sierra Hwy	6	54,000	39,000	.72	C	36,000	.67	B
65. Golden Valley e/o SR-14	4	36,000	18,000	.50	A	15,000	.42	A
66. Golden Valley e/o Lost Cyn	4	36,000	5,000	.14	A	4,000	.11	A
67. Haskell Cyn n/o Bouquet	4	36,000	12,000	.33	A	13,000	.36	A
68. Hasley Cyn w/o Del Valle	2	18,000	11,000	.61	B	13,000	.72	C
69. Hasley Cyn w/o Commerce Center	4	36,000	17,000	.47	A	14,000	.39	A
70. Hasley Cyn w/o The Old Road	6	54,000	40,000	.74	C	38,000	.70	B
71. Hasley Cyn w/o I-5	6	54,000	35,000	.65	B	34,000	.63	B
72. Henry Mayo e/o Commerce Center	4	36,000	17,000	.47	A	15,000	.42	A
73. Henry Mayo w/o The Old Road	4	36,000	10,000	.28	A	9,000	.25	A
74. Hillcrest w/o The Old Road	4	36,000	18,000	.50	A	17,000	.47	A
75. Jakes Way e/o Canyon Park	2	18,000	18,000	1.00	E	12,000	.67	B
76. Lake Hughes w/o Castaic	6	54,000	43,000	.80	C	37,000	.69	B
77. Lake Hughes e/o Castaic	6	54,000	43,000	.80	C	37,000	.69	B
78. Lake Hughes e/o Ridge Route	2	18,000	12,000	.67	B	7,000	.39	A
79. Long Cyn s/o SR-126	6	54,000	35,000	.65	B	32,000	.59	A
80. Long Cyn s/o River Village	6	54,000	37,000	.69	B	35,000	.65	B
81. Long Cyn n/o Potrero Cyn	6	54,000	33,000	.61	B	31,000	.57	A
82. Long Canyon s/o Potrero Cyn	6	54,000	35,000	.65	B	32,000	.59	A
83. Lost Cyn w/o Sand Cyn	4	36,000	10,000	.28	A	12,000	.33	A
84. Lost Cyn n/o Jakes Way	4	36,000	14,000	.39	A	16,000	.44	A

(Continued)

Table 4-1: ADT V/C and LOS – Current General Plan Buildout Conditions vs OVOV Buildout Conditions (Continued)

Roadway Segment	Lanes	Capacity	Current GP			OVOV GP		
			Volume	V/C	LOS	Volume	V/C	LOS
85. Lost Cyn n/o Canyon Park	6	54,000	14,000	.26	A	16,000	.30	A
86. Lost Cyn n/o Via Princessa	6	54,000	20,000	.37	A	21,000	.39	A
87. Lost Cyn s/o Via Princessa	4	36,000	12,000	.33	A	11,000	.31	A
88. Lost Cyn n/o Golden Valley	4	36,000	14,000	.39	A	12,000	.33	A
89. Lyons e/o I-5	6	54,000	49,000	.91	E	53,000	.98	E
90. Lyons e/o Wiley Cyn	6	54,000	39,000	.72	C	44,000	.81	D
91. Lyons w/o Orchard Village	6	54,000	39,000	.72	C	42,000	.78	C
92. Lyons e/o Orchard Village	6	54,000	49,000	.91	E	52,000	.96	E
93. Lyons w/o Main Street	6	54,000	25,000	.46	A	24,000	.44	A
94. Magic Mtn e/o Long Cyn	4	36,000	18,000	.50	A	18,000	.50	A
95. Magic Mtn w/o Commerce Center	4	36,000	34,000	.94	E	34,000	.94	E
96. Magic Mtn e/o Commerce Center	6	54,000	52,000	.96	E	53,000	.98	E
97. Magic Mtn e/o Westridge	8	72,000	46,000	.64	B	47,000	.65	B
98. Magic Mtn w/o The Old Road	10	90,000	83,000	.92	E	85,000	.94	E
99. Magic Mtn e/o The Old Road	10	90,000	80,000	.89	D	83,000	.92	E
100. Magic Mtn e/o I-5	8	72,000	65,000	.90	D	66,000	.92	E
101. Magic Mtn e/o Tourney	8	72,000	56,000	.78	C	57,000	.79	C
102. Magic Mtn w/o McBean	8	72,000	58,000	.81	D	59,000	.82	D
103. Magic Mtn e/o McBean	8	72,000	50,000	.69	B	54,000	.75	C
104. Magic Mtn w/o Valencia	8	72,000	48,000	.67	B	51,000	.71	C
105. Magic Mtn e/o Valencia	6	54,000	52,000	.96	E	54,000	1.00	E
106. Magic Mtn e/o Bouquet Cyn	6	54,000	46,000	.85	D	46,000	.85	D
107. Magic Mtn n/o Via Princessa	6	54,000	38,000	.70	B	37,000	.69	B
108. McBean n/o Copper Hill	2	18,000	9,000	.50	A	9,000	.50	A
109. McBean s/o Copper Hill	6	54,000	27,000	.50	A	27,000	.50	A
110. McBean n/o Decoro	6	54,000	35,000	.65	B	35,000	.65	B
111. McBean s/o Decoro	6	54,000	37,000	.69	B	38,000	.70	B
112. McBean n/o Newhall Ranch	6	54,000	47,000	.87	D	48,000	.89	D

(Continued)

Table 4-1: ADT V/C and LOS – Current General Plan Buildout Conditions vs OVOV Buildout Conditions (Continued)

Roadway Segment	Lanes	Capacity	Current GP			OVOV GP		
			Volume	V/C	LOS	Volume	V/C	LOS
113. McBean s/o Newhall Ranch	8	72,000	55,000	.76	C	58,000	.81	D
114. McBean s/o Ave Scott	8	72,000	73,000	1.01	F	77,000	1.07	F
115. McBean n/o Magic Mtn	8	72,000	67,000	.93	E	72,000	1.00	E
116. McBean n/o Valencia	8	72,000	59,000	.82	D	63,000	.88	D
117. McBean s/o Valencia	6	54,000	50,000	.93	E	54,000	1.00	E
118. McBean n/o Orchard Village	6	54,000	43,000	.80	C	43,000	.80	C
119. McBean e/o Rockwell Cyn	6	54,000	44,000	.81	D	44,000	.81	D
120. McBean w/o Rockwell Cyn	6	54,000	55,000	1.02	F	53,000	.98	E
121. McBean w/o I-5	6	54,000	43,000	.80	C	42,000	.78	C
122. Newhall Ranch e/o I-5	8	72,000	65,000	.90	D	66,000	.92	E
123. Newhall Ranch w/o Rye Cyn	8	72,000	68,000	.94	E	72,000	1.00	E
124. Newhall Ranch e/o Rye Cyn	8	72,000	48,000	.67	B	49,000	.68	B
125. Newhall Ranch w/o McBean	8	72,000	69,000	.96	E	71,000	.99	E
126. Newhall Ranch e/o McBean	8	72,000	65,000	.90	D	68,000	.94	E
127. Newhall Ranch w/o Bouquet Cyn	8	72,000	67,000	.93	E	69,000	.96	E
128. Newhall Ranch e/o Bouquet Cyn	6	54,000	44,000	.81	D	46,000	.85	D
129. Newhall Ranch e/o Santa Clarita	6	54,000	49,000	.91	E	49,000	.91	E
130. Newhall n/o Lyons	2	15,000	7,000	.47	A	7,000	.47	A
131. Newhall s/o Lyons	4	36,000	27,000	.75	C	27,000	.75	C
132. Newhall n/o Valle Oro	6	54,000	39,000	.72	C	33,000	.61	B
133. Newhall n/o Sierra Hwy	6	54,000	47,000	.87	D	40,000	.74	C
134. Newhall s/o Sierra Hwy	6	54,000	58,000	1.07	F	50,000	.93	E
135. Oak Ridge e/o Railroad	4	36,000	20,000	.56	A	21,000	.58	A
136. Orchard Village s/o McBean	6	54,000	54,000	1.00	E	54,000	1.00	E
137. Orchard Village s/o Wiley Cyn	6	54,000	43,000	.80	C	44,000	.81	D
138. Orchard Village n/o Lyons	6	54,000	32,000	.59	A	34,000	.63	B
139. Parker e/o Sloan	2	18,000	1,000	.06	A	1,000	.06	A
140. Parker w/o I-5	6	54,000	11,000	.20	A	10,000	.19	A

(Continued)

Table 4-1: ADT V/C and LOS – Current General Plan Buildout Conditions vs OVOV Buildout Conditions (Continued)

Roadway Segment	Lanes	Capacity	Current GP			OVOV GP		
			Volume	V/C	LOS	Volume	V/C	LOS
141. Pico Cyn s/o Valencia	6	54,000	27,000	.50	A	22,000	.41	A
142. Pico Cyn w/o Whispering Oaks	6	54,000	27,000	.50	A	22,000	.41	A
143. Pico Cyn w/o Stevenson Ranch	6	54,000	29,000	.54	A	29,000	.54	A
144. Pico Cyn w/o The Old Road	6	54,000	47,000	.87	D	41,000	.76	C
145. Pico Cyn w/o I-5	6	54,000	45,000	.83	D	44,000	.81	D
146. Placerita Cyn e/o SR-14	2	18,000	8,000	.44	A	4,000	.22	A
147. Plum Cyn s/o Bouquet Cyn	6	54,000	22,000	.41	A	23,000	.43	A
148. Plum Cyn w/o Golden Valley	6	54,000	13,000	.24	A	13,000	.24	A
149. Poe s/o Valencia	4	36,000	5,000	.14	A	5,000	.14	A
150. Poe s/o Mallory	4	36,000	3,000	.08	A	3,000	.08	A
151. Poe w/o Stevenson Ranch	4	36,000	15,000	.42	A	14,000	.39	A
152. Potrero s/o SR-126	4	36,000	11,000	.31	A	9,000	.25	A
153. Potrero w/o Long Cyn	4	36,000	18,000	.50	A	17,000	.47	A
154. Railroad s/o Magic Mtn	6	54,000	50,000	.93	E	54,000	1.00	E
155. Railroad s/o Oak Ridge	6	54,000	41,000	.76	C	40,000	.74	C
156. Railroad n/o 13th St	6	54,000	34,000	.63	B	34,000	.63	B
157. Railroad n/o Lyons	6	54,000	39,000	.72	C	36,000	.67	B
158. Railroad s/o Lyons	4	36,000	28,000	.78	C	26,000	.72	C
159. Rainbow Glen s/o Soledad Cyn	2	15,000	6,000	.40	A	6,000	.40	A
160. Rainbow Glen n/o Via Princessa	2	15,000	9,000	.60	A	11,000	.73	C
161. Ridge Route n/o Lake Hughes	6	54,000	36,000	.67	B	35,000	.65	B
162. Ridge Route n/o Castaic	4	36,000	4,000	.11	A	8,000	.22	A
163. Ridge Route e/o I-5	6	54,000	36,000	.67	B	35,000	.65	B
164. Ridge Route btwn I-5 Ramps	6	54,000	25,000	.46	A	25,000	.46	A
165. Landmark e/o Long Cyn	4	36,000	16,000	.44	A	16,000	.44	A
166. Rockwell Cyn n/o McBean	4	36,000	26,000	.72	C	23,000	.64	B
167. Rye Cyn e/o Ave Scott	6	54,000	47,000	.87	D	49,000	.91	E
168. Rye Cyn w/o Ave Scott	6	54,000	46,000	.85	D	48,000	.89	D

(Continued)

Table 4-1: ADT V/C and LOS – Current General Plan Buildout Conditions vs OVOV Buildout Conditions (Continued)

Roadway Segment	Lanes	Capacity	Current GP			OVOV GP		
			Volume	V/C	LOS	Volume	V/C	LOS
169. Rye Cyn e/o The Old Road	7	63,000	57,000	.90	D	58,000	.92	E
170. San Martinez w/o Del Valle	2	15,000	9,000	.60	A	2,000	.13	A
171. San Martinez Grande Cyn n/o VTTM 60678	2	15,000	2,000	.13	A	<500	.00	A
172. San Martinez Grande Cyn n/o SR-126	4	36,000	7,000	.19	A	5,000	.14	A
173. Sand Cyn s/o Sierra Hwy	4	36,000	8,000	.22	A	8,000	.22	A
174. Sand Cyn n/o Soledad Cyn	4	36,000	14,000	.39	A	14,000	.39	A
175. Sand Cyn s/o Soledad Cyn	6	54,000	29,000	.54	A	25,000	.46	A
176. Sand Cyn s/o SR-14	6	54,000	36,000	.67	B	26,000	.48	A
177. Sand Cyn s/o Lost Cyn	2	18,000	15,000	.83	D	14,000	.78	C
178. Santa Clarita s/o Bouquet Cyn	6	54,000	38,000	.70	B	36,000	.67	B
179. Santa Clarita s/o Newhall Ranch	6	54,000	33,000	.61	B	32,000	.59	A
180. Santa Clarita s/o Soledad	6	54,000	31,000	.57	A	30,000	.56	A
181. Santa Clarita s/o Porta Bella	6	54,000	23,000	.43	A	21,000	.39	A
182. Santa Clarita n/o Via Princessa	6	54,000	39,000	.72	C	34,000	.63	B
183. Santa Clarita s/o Via Princessa	6	54,000	47,000	.87	D	38,000	.70	B
184. Santa Clarita w/o Sierra Hwy	6	54,000	48,000	.89	D	39,000	.72	C
185. Seco Cyn n/o Copper Hill	2	15,000	10,000	.67	B	10,000	.67	B
186. Seco Cyn s/o Copper Hill	4	36,000	19,000	.53	A	19,000	.53	A
187. Seco Cyn n/o Bouquet Cyn	4	36,000	33,000	.92	E	34,000	.94	E
188. Shadow Pines n/o Soledad Cyn	2	18,000	14,000	.77	C	12,000	.66	B
189. Shadow Pines n/o Grandifloras	2	18,000	6,000	.33	A	5,000	.28	A
190. Sierra Hwy w/o Agua Dulce	6	54,000	2,000	.04	A	2,000	.04	A
191. Sierra Hwy n/o Davenport	6	54,000	2,000	.04	A	2,000	.04	A
192. Sierra Hwy n/o Vasquez Cyn	6	54,000	15,000	.28	A	16,000	.30	A
193. Sierra Hwy s/o Sand Cyn	6	54,000	19,000	.35	A	17,000	.31	A
194. Sierra Hwy n/o Skyline Ranch	6	54,000	36,000	.67	B	38,000	.70	B
195. Sierra Hwy n/o Soledad Cyn	6	54,000	50,000	.93	E	52,000	.96	E
196. Sierra Hwy s/o Soledad Cyn	6	54,000	37,000	.69	B	36,000	.67	B

(Continued)

Table 4-1: ADT V/C and LOS – Current General Plan Buildout Conditions vs OVOV Buildout Conditions (Continued)

Roadway Segment	Lanes	Capacity	Current GP			OVOV GP		
			Volume	V/C	LOS	Volume	V/C	LOS
197. Sierra Hwy s/o Canyon Park	6	54,000	36,000	.67	B	36,000	.67	B
198. Sierra Hwy s/o Via Princessa	6	54,000	32,000	.59	A	30,000	.56	A
199. Sierra Hwy s/o Golden Valley	6	54,000	28,000	.52	A	25,000	.46	A
200. Sierra Hwy n/o Dockweiler	6	54,000	43,000	.80	C	40,000	.74	C
201. Sierra Hwy n/o Newhall	6	54,000	27,000	.50	A	23,000	.43	A
202. Sierra Hwy s/o Newhall	6	54,000	42,000	.78	C	33,000	.61	B
203. Sierra Hwy n/o SR-14	6	54,000	37,000	.69	B	30,000	.56	A
204. Skyline Ranch e/o Plum Cyn	4	36,000	15,000	.42	A	15,000	.42	A
205. Skyline Ranch w/o Sierra Hwy	4	36,000	19,000	.53	A	18,000	.50	A
206. Sloan Cyn e/o The Old Road	6	54,000	26,000	.48	A	22,000	.41	A
207. Sloan Cyn e/o Parker	4	36,000	1,000	.03	A	1,000	.03	A
208. Sloan Cyn w/o Parker	4	36,000	2,000	.06	A	2,000	.06	A
209. Sloan Cyn s/o Hillcrest	2	18,000	4,000	.22	A	3,000	.17	A
210. Smyth s/o Copper Hill	4	30,000	8,000	.27	A	8,000	.27	A
211. Soledad Cyn e/o Bouquet Cyn	6	54,000	42,000	.78	C	45,000	.83	D
212. Soledad Cyn w/o Golden Valley	6	54,000	38,000	.70	B	38,000	.70	B
213. Soledad Cyn e/o Golden Valley	6	54,000	48,000	.89	D	50,000	.93	E
214. Soledad Cyn e/o Rainbow Glen	6	54,000	43,000	.80	C	43,000	.80	C
215. Soledad Cyn w/o Whites Cyn	6	54,000	38,000	.70	B	38,000	.70	B
216. Soledad Cyn e/o Whites Cyn	6	54,000	43,000	.80	C	44,000	.81	D
217. Soledad Cyn e/o Sierra Hwy	6	54,000	39,000	.72	C	34,000	.63	B
218. Soledad Cyn w/o Sand Cyn	6	54,000	24,000	.44	A	22,000	.41	A
219. Soledad Cyn e/o Sand Cyn	6	54,000	34,000	.63	B	31,000	.57	A
220. Soledad Cyn e/o SR-14 (at Sand Cyn)	6	54,000	21,000	.39	A	18,000	.33	A
221. Soledad Cyn w/o Shadow Pines	6	54,000	12,000	.22	A	10,000	.19	A
222. Soledad Cyn e/o Shadow Pines	6	54,000	22,000	.41	A	17,000	.31	A
223. Soledad Cyn e/o SR-14	4	36,000	13,000	.36	A	10,000	.28	A
224. Soledad Cyn w/o Agua Dulce	4	36,000	4,000	.11	A	4,000	.11	A

(Continued)

Table 4-1: ADT V/C and LOS – Current General Plan Buildout Conditions vs OVOV Buildout Conditions (Continued)

Roadway Segment	Lanes	Capacity	Current GP			OVOV GP		
			Volume	V/C	LOS	Volume	V/C	LOS
225. Soledad Cyn e/o Agua Dulce	4	36,000	3,000	.08	A	3,000	.08	A
226. SR-126 at County Line	4	44,000	33,000	.75	C	32,000	.73	C
227. SR-126 w/o San Martinez Grande Cyn	4	44,000	34,000	.77	C	33,000	.75	C
228. SR-126 w/o Chiquito Cyn/Long Cyn	4	44,000	39,000	.89	D	38,000	.86	D
229. SR-126 w/o Wolcott	6	66,000	58,000	.88	D	59,000	.89	D
230. SR-126 w/o Commerce Center	8	88,000	64,000	.73	C	66,000	.75	C
231. SR-126 w/o I-5	8	88,000	73,000	.83	D	75,000	.85	D
232. Stevenson Ranch w/o Old Road	6	54,000	30,000	.56	A	33,000	.61	B
233. Stevenson Ranch n/o Poe	6	54,000	8,000	.15	A	11,000	.20	A
234. Stevenson Ranch n/o Pico Cyn	6	54,000	11,000	.20	A	13,000	.24	A
235. The Old Road n/o I-5 (at Lake Hughes)	4	36,000	10,000	.28	A	11,000	.31	A
236. The Old Road n/o Sloan Cyn	6	54,000	24,000	.44	A	20,000	.37	A
237. The Old Road n/o Parker	4	36,000	4,000	.11	A	3,000	.08	A
238. The Old Road n/o Hillcrest	4	36,000	14,000	.39	A	13,000	.36	A
239. The Old Road n/o Sedona Way	4	36,000	25,000	.69	B	23,000	.64	B
240. The Old Road n/o Hasley Cyn	4	36,000	24,000	.67	B	23,000	.64	B
241. The Old Road s/o Hasley Cyn	6	54,000	18,000	.33	A	16,000	.30	A
242. The Old Road n/o Biscailuiz	6	54,000	20,000	.37	A	18,000	.33	A
243. The Old Road n/o Turnberry	6	54,000	20,000	.37	A	17,000	.31	A
244. The Old Road n/o Henry Mayo	6	54,000	23,000	.43	A	21,000	.39	A
245. The Old Road s/o Henry Mayo	6	54,000	19,000	.35	A	16,000	.30	A
246. The Old Road n/o Rye Cyn	6	54,000	49,000	.91	E	48,000	.89	D
247. The Old Road n/o Magic Mtn	6	54,000	54,000	1.00	E	52,000	.96	E
248. The Old Road s/o Magic Mtn	6	54,000	33,000	.61	B	30,000	.56	A
249. The Old Road s/o Valencia	6	54,000	47,000	.87	D	41,000	.76	C
250. The Old Road s/o McBean	6	54,000	41,000	.76	C	35,000	.65	B
251. The Old Road s/o Pico	4	36,000	20,000	.56	A	9,000	.25	A
252. The Old Road n/o Calgrove	4	36,000	24,000	.67	B	13,000	.36	A

(Continued)

Table 4-1: ADT V/C and LOS – Current General Plan Buildout Conditions vs OVOV Buildout Conditions (Continued)

Roadway Segment	Lanes	Capacity	Current GP			OVOV GP		
			Volume	V/C	LOS	Volume	V/C	LOS
253. The Old Road s/o Calgrove	6	54,000	24,000	.44	A	20,000	.37	A
254. Tibbitts s/o Newhall Ranch	6	54,000	34,000	.63	B	34,000	.63	B
255. Tibbitts n/o Magic Mtn	6	54,000	32,000	.59	A	32,000	.59	A
256. Tournament s/o McBean	2	15,000	6,000	.40	A	7,000	.47	A
257. Tourney n/o Valencia	4	36,000	15,000	.42	A	14,000	.39	A
258. Valencia e/o Magic Mtn	6	54,000	55,000	1.02	F	51,000	.94	E
259. Valencia e/o Pico Cyn	6	54,000	31,000	.57	A	33,000	.61	B
260. Valencia e/o Poe	6	54,000	29,000	.54	A	30,000	.56	A
261. Valencia w/o Westridge	6	54,000	44,000	.81	D	46,000	.85	D
262. Valencia w/o The Old Road	7	63,000	60,000	.95	E	61,000	.97	E
263. Valencia e/o Old Road	8	72,000	59,000	.82	D	61,000	.85	D
264. Valencia e/o I-5	8	72,000	66,000	.92	E	68,000	.94	E
265. Valencia e/o Tourney	8	72,000	57,000	.79	C	59,000	.82	D
266. Valencia w/o McBean	8	72,000	60,000	.83	D	61,000	.85	D
267. Valencia e/o McBean	6	54,000	47,000	.87	D	53,000	.98	E
268. Valencia w/o Citrus	6	54,000	51,000	.94	E	53,000	.98	E
269. Valencia s/o Magic Mtn	6	54,000	47,000	.87	D	48,000	.89	D
270. Valencia n/o Magic Mtn	6	54,000	61,000	1.13	F	60,000	1.11	F
271. Valencia s/o Cinema	6	54,000	58,000	1.07	F	59,000	1.09	F
272. Valencia w/o Bouquet Cyn	6	54,000	51,000	.94	E	50,000	.93	E
273. Valley s/o Lyons	4	36,000	10,000	.28	A	11,000	.31	A
274. Vasquez Cyn e/o Bouquet Cyn	2	18,000	6,000	.33	A	6,000	.33	A
275. Vasquez Cyn w/o Sierra Hwy	2	18,000	11,000	.61	B	10,000	.56	A
276. Via Princessa e/o Oak Ridge	6	54,000	37,000	.69	B	37,000	.69	B
277. Via Princessa e/o Magic Mtn	6	54,000	54,000	1.00	E	52,000	.96	E
278. Via Princessa e/o Santa Clarita	6	54,000	66,000	1.22	F	66,000	1.22	F
279. Via Princessa w/o Rainbow Glen	6	54,000	23,000	.43	A	27,000	.50	A
280. Via Princessa e/o Rainbow Glen	6	54,000	26,000	.48	A	29,000	.54	A

(Continued)

Table 4-1: ADT V/C and LOS – Current General Plan Buildout Conditions vs OVOV Buildout Conditions (Continued)

Roadway Segment	Lanes	Capacity	Current GP			OVOV GP		
			Volume	V/C	LOS	Volume	V/C	LOS
281. Via Princessa s/o Whites Cyn	6	54,000	55,000	1.02	F	52,000	.96	E
282. Via Princessa s/o Sierra Hwy	6	54,000	44,000	.81	D	41,000	.76	C
283. Via Princessa n/o Lost Cyn	6	54,000	23,000	.43	A	24,000	.44	A
284. Via Princessa s/o Lost Cyn	6	54,000	4,000	.07	A	3,000	.06	A
285. Westridge s/o Magic Mtn	4	36,000	13,000	.36	A	12,000	.33	A
286. Westridge n/o Valencia	4	36,000	11,000	.31	A	9,000	.25	A
287. Whites Cyn s/o Skyline Ranch	6	54,000	19,000	.35	A	19,000	.35	A
288. Whites Cyn n/o Soledad	6	54,000	43,000	.80	C	42,000	.78	C
289. Whites Cyn s/o Soledad	6	54,000	50,000	.93	E	48,000	.89	D
290. Wiley Cyn e/o Orchard Village	6	54,000	38,000	.70	B	42,000	.78	C
291. Wiley Cyn e/o Tournament	6	54,000	29,000	.54	A	32,000	.59	A
292. Wiley Cyn n/o Lyons	6	54,000	31,000	.57	A	34,000	.63	B
293. Wiley Cyn s/o Lyons	4	36,000	17,000	.47	A	20,000	.56	A
294. Wiley Cyn n/o Calgrove	4	36,000	19,000	.53	A	19,000	.53	A
295. Wolcott n/o SR-126	2	15,000	6,000	.40	A	6,000	.40	A
296. Wolcott s/o SR-126	4	36,000	13,000	.36	A	14,000	.39	A
297. 13th St e/o Railroad	2	15,000	14,000	.93	E	11,000	.73	C
298. 16th St e/o Orchard Village	4	36,000	9,000	.25	A	9,000	.25	A
LOS in Bold exceeds performance criteria of LOS E.								
Number of Occurrences								
<u>LOS</u> <u>Current GP</u> <u>OVOV GP</u>								
A-C 222 226								
D 36 26								
E 30 41								
F 10 5								
Level of service ranges: .00 - .60 A .61 - .70 B .71 - .80 C								
.81 - .90 D .91 – 1.00 E Above 1.00 F								

Table 4-2: Buildout ICU Summary for Principal Intersections – Existing Lanes

Existing Intersection Lanes								
Intersection	Current GP				OVOV GP			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1. The Old Road & Rye Canyon	1.58	F	2.31	F	1.74	F	2.30	F
2. The Old Road & Magic Mountain	.79	C	1.03	F	.78	C	1.06	F
3. The Old Road & Valencia	.85	D	.95	E	.84	D	.95	E
4. The Old Road & Stevenson Ranch	.72	C	1.05	F	.69	B	1.12	F
5. The Old Road & Pico Canyon	1.05	F	1.08	F	.93	E	.99	E
6. Rye/Copper Hill & Newhall Ranch	.85	D	.89	D	.81	D	.89	D
7. McBean & Newhall Ranch	.80	C	1.15	F	.83	D	1.16	F
8. McBean & Magic Mountain	.87	D	1.21	F	.97	E	1.24	F
9. McBean & Valencia	.70	B	.89	D	.71	C	.94	E
10. Orchard Village & McBean	.91	E	1.23	F	.94	E	1.26	F
11. Orchard Village & Wiley Canyon	1.00	E	1.42	F	1.04	F	1.42	F
12. Valencia & Magic Mountain	.98	E	1.13	F	1.10	F	1.25	F
13. Bouquet Canyon & Plum Canyon	.80	C	.76	C	.80	C	.77	C
14. Bouquet Canyon & Newhall Ranch	.97	E	1.16	F	1.00	E	1.17	F
15. Bouquet Canyon & Soledad Canyon	.80	C	.99	E	.78	C	1.00	E
16. Railroad & Lyons ²	.71	C	.94	E	.60	A	.83	D
17. Sierra Highway & Newhall	1.31	F	1.29	F	1.14	F	1.23	F
18. Whites Canyon & Soledad Canyon	.89	D	.92	E	.86	D	.91	E
19. Sierra Highway & Soledad Canyon	.90	D	1.23	F	.86	D	1.10	F
20. Commerce Center & Magic Mtn ¹	.76	C	.74	C	.76	C	.77	C
21. Pico Canyon & Valencia Boulevard ¹	.85	D	.98	E	.75	C	.81	D
22. Magic Mountain & Via Princessa ¹	.57	A	.80	C	.61	A	.81	D
23. Golden Valley & Via Princessa ¹	.91	E	.83	D	.88	D	.76	C

LOS in **Bold** exceeds performance criteria of LOS E.

¹Future Intersection (ICUs calculated using Buildout Lanes)

²Includes future 4th Leg of Intersection (ICUs calculated using Buildout Lanes)

Number of Occurrences		
LOS	Current GP	OVOV GP
A-C	12	12
D	9	10
E	10	9
F	15	15

Level of service ranges: .00 - .60 A .61 - .70 B .71 - .80 C
.81 - .90 D .91 – 1.00 E Above 1.00 F

Table 4-3: Buildout ICU Summary for Principal Intersections – Buildout Lanes

Buildout Intersection Lanes																										
Intersection	Current GP				OVOV GP																					
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour																			
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS																		
1. The Old Road & Rye Canyon	.70	B	1.00	E	.85	D	.99	E																		
2. The Old Road & Magic Mountain	.79	C	.84	D	.78	C	.86	D																		
3. The Old Road & Valencia	.85	D	.92	E	.84	D	.95	E																		
4. The Old Road & Stevenson Ranch	.68	B	.95	E	.65	B	.90	D																		
5. The Old Road & Pico Canyon	.96	E	1.07	F	.85	D	.97	E																		
6. Rye/Copper Hill & Newhall Ranch	.85	D	.89	D	.81	D	.89	D																		
7. McBean & Newhall Ranch	.80	C	.88	D	.83	D	.89	D																		
8. McBean & Magic Mountain	.75	C	.93	E	.77	C	.95	E																		
9. McBean & Valencia	.66	B	.85	D	.70	B	.87	D																		
10. Orchard Village & McBean	.79	C	.97	E	.78	C	.98	E																		
11. Orchard Village & Wiley Canyon	.74	C	.98	E	.78	C	.98	E																		
12. Valencia & Magic Mountain	.83	D	.95	E	.82	D	.86	D																		
13. Bouquet Canyon & Plum Canyon	.80	C	.76	C	.80	C	.77	C																		
14. Bouquet Canyon & Newhall Ranch	.84	D	.87	D	.86	D	.89	D																		
15. Bouquet Canyon & Soledad Canyon	.80	C	.90	D	.78	C	.90	D																		
16. Railroad & Lyons	.71	C	.94	E	.60	A	.83	D																		
17. Sierra Highway & Newhall	.99	E	.99	E	.86	D	.93	E																		
18. Whites Canyon & Soledad Canyon	.80	C	.92	E	.80	C	.90	D																		
19. Sierra Highway & Soledad Canyon	.88	D	.88	D	.86	D	.89	D																		
20. Commerce Center & Magic Mtn ¹	.76	C	.74	C	.76	C	.77	C																		
21. Pico Canyon & Valencia Boulevard ¹	.85	D	.98	E	.75	C	.81	D																		
22. Magic Mountain & Via Princessa ¹	.57	A	.80	C	.61	B	.81	D																		
23. Golden Valley & Via Princessa ¹	.91	E	.83	D	.88	D	.76	C																		
LOS in Bold exceeds performance criteria of LOS E.																										
¹ Future Intersection																										
<table><tr><th colspan="3">Number of Occurrences</th></tr><tr><th>LOS</th><th>Current GP</th><th>OVOV GP</th></tr><tr><td>A-C</td><td>17</td><td>16</td></tr><tr><td>D</td><td>14</td><td>23</td></tr><tr><td>E</td><td>14</td><td>7</td></tr><tr><td>F</td><td>1</td><td>0</td></tr></table>									Number of Occurrences			LOS	Current GP	OVOV GP	A-C	17	16	D	14	23	E	14	7	F	1	0
Number of Occurrences																										
LOS	Current GP	OVOV GP																								
A-C	17	16																								
D	14	23																								
E	14	7																								
F	1	0																								
Level of service ranges: .00 - .60 A .61 - .70 B .71 - .80 C .81 - .90 D .91 – 1.00 E Above 1.00 F																										

Descriptions of the roadway and intersection improvements needed to build out the proposed Highway Plan are provided in the following Section.

4.2.1 Arterial Roadway Segments

Section 1.2.1 discusses the Performance Criteria for Arterial Streets and Intersections used for this analysis, and that the maximum acceptable LOS on arterial roads within the OVOV planning area is LOS E. The traffic model forecasts indicate that the OVOV land use buildout conditions exceed LOS E (i.e., LOS F conditions) for the following five roadway segments:

- Bouquet Canyon Road between Newhall Ranch Road and Soledad Canyon Road (#18)
- McBean Parkway between Avenue Scott and Creekside Road (#114)
- Valencia Boulevard between Creekside Road and Magic Mountain Parkway (#270)
- Valencia Boulevard between Cinema Drive and Creekside Road (#271)
- Via Princessa between Santa Clarita Parkway and Golden Valley Road (#278)

In comparison, traffic model forecasts for the current City General Plan/County Area Plan buildout conditions indicate that LOS E is exceeded at the following 10 roadway segments:

- Bouquet Canyon Road between Newhall Ranch Road and Soledad Canyon Road (#18)
- Golden Valley Road between Via Princessa and Sierra Highway (#63)
- McBean Parkway between Avenue Scott and Creekside Road (#114)
- McBean Parkway between the I-5 freeway and Rockwell Canyon Road (#120)
- Newhall Avenue between Sierra Highway and SR-14 freeway (#134)
- Valencia Boulevard between Pico Canyon Road and Magic Mountain Parkway (West) (#258)
- Valencia Boulevard between Creekside Road and Magic Mountain Parkway (#270)
- Valencia Boulevard between Cinema Drive and Creekside Road (#271)
- Via Princessa between Santa Clarita Parkway and Golden Valley Road (#278)
- Via Princessa between Whites Canyon Road and Sierra Highway (#281)

In total, the proposed OVOV land uses result in five fewer LOS F roadway segments in comparison to the current City General Plan/County Area Plan traffic forecasts. In each case, the deficient locations with the proposed OVOV land uses are shown to be otherwise forecast as LOS F based

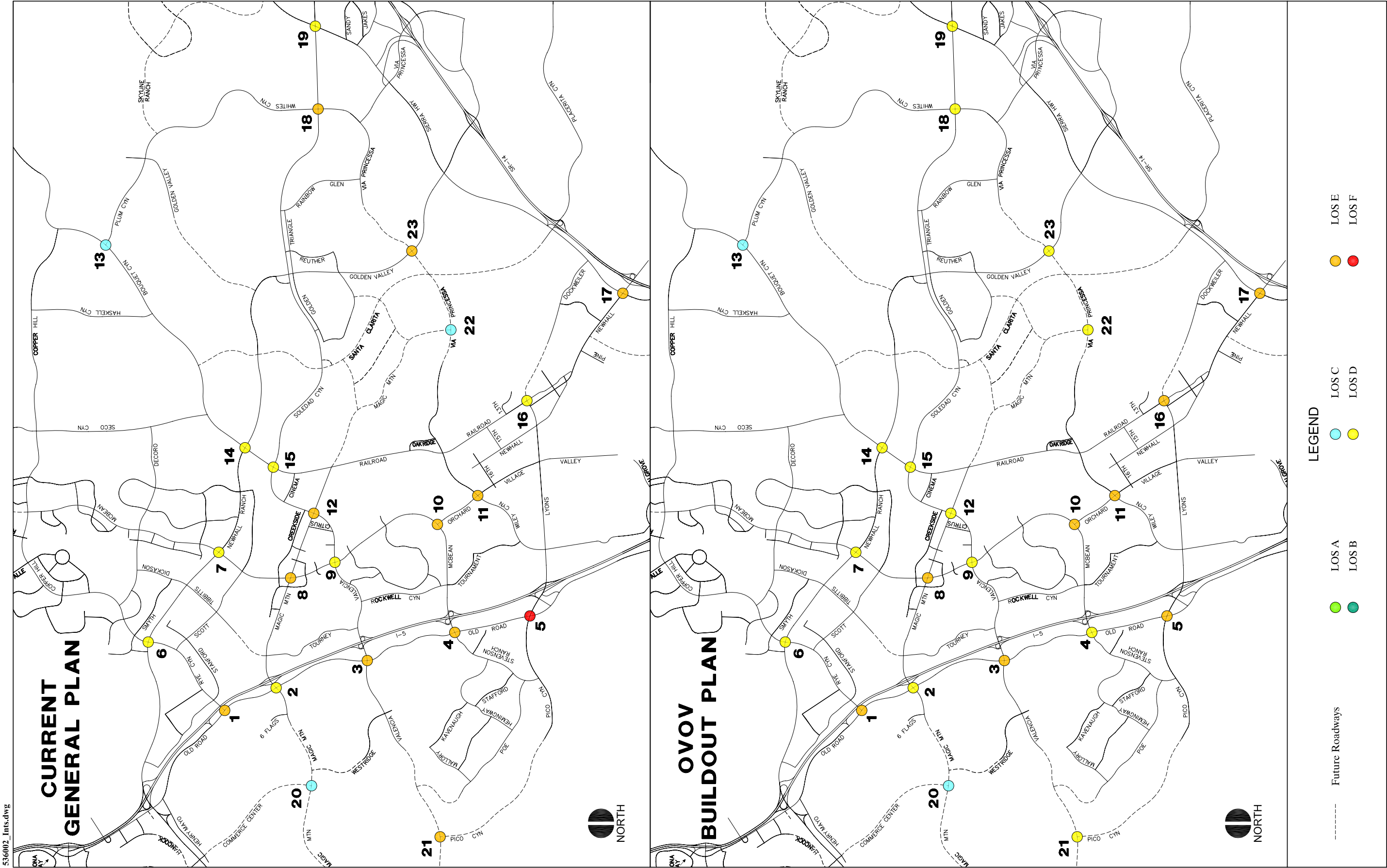
on the current City General Plan/County Area Plan.

4.2.2 Arterial Intersections

Intersection LOS estimates for the proposed OVOV land uses and for the current City General Plan/County Area Plan, for both existing and future intersection geometry, was presented in the previously referenced Table 4-2 and Table 4-3. The forecasts indicate multiple deficiencies based on the existing intersection geometry. Intersection improvements that are consistent with the proposed Highway Plan, details of which are provided in the following Section, result in conditions of LOS E or better for the proposed OVOV land uses at all principal intersections. In comparison, the current City General Plan/County Area Plan results in LOS F conditions at one principal intersection. An illustration of intersection LOS conditions based on both the proposed OVOV land uses and the current City General Plan/County Area Plan is provided in Figure 4-7. Overall, intersection operations are shown to improve with the proposed OVOV land uses in comparison to forecast conditions based on the current City General Plan/County Area Plan.

Both the City and the County have specific requirements regarding the LOS of intersections outlined in their traffic impact study guidelines. Each say that a change in ICU value of .01 or more for LOS E and F conditions, or a change of .02 or more for LOS D conditions, represents a significant impact at the individual project level. Furthermore, the County also says that a change of .04 or more for LOS C conditions represents a significant impact at the individual project level, as stated in the current Traffic Impact Analysis Guidelines of the County Department of Public Works. While not applied for long-range planning studies such as this, these guidelines provide an indication of the significant impacts to be expected as the OVOV area builds out over time.

Each of the principal intersections evaluated in this study, with the exception of Bouquet Canyon Road at Plum Canyon Road, are shown to exceed the significant impact criteria noted above when compared to existing conditions. As such, significant impacts are likely to be identified as part of the future project level impact studies that will be prepared as the Valley builds out in accordance with the proposed OVOV land uses. Mitigation measures beyond the future lane configurations identified in this study are likely not feasible due to right-of-way constraints. However, with the proposed OVOV land uses no intersection is forecast to exceed LOS E. In comparison, one intersection is forecast to exceed LOS E based on traffic model forecasts for the current City General Plan/County Area Plan.



4.3 FUTURE IMPROVEMENTS

Roadway improvements in the form of roadway widening and intersection improvements will be needed to build out the proposed Highway Plan. Table 4-4 lists the improvements needed to implement the recommended Highway Plan as illustrated in the previously referenced Figure 3-2. Table 4-5 summarizes the corresponding intersection lane improvements needed to achieve conditions of LOS E or better.

4.4 FREEWAY ANALYSIS

A planning level analysis has been prepared for select freeway segments within the OVOV area. The purpose of the analysis is to compare conditions based on the proposed OVOV land uses to traffic forecasts based on the current City General Plan/County Area Plan.

4.4.1 I-5 Freeway

The I-5 freeway is listed as a “high priority corridor” on the National Highway System (NHS). The corridor serves inter-regional travel in the north-south direction from California’s most southern border with Mexico to Washington’s most northern border with Canada. Within the OVOV area, the I-5 freeway is classified as an urban interstate (see Reference 4 in Section 1.5).

The I-5 freeway generally consists of four mix-flow lanes in each direction through the OVOV area. Through the SR-14 interchange area, the I-5 freeway consists of three mix-flow lanes in each direction along with two dedicated truck bypass lanes which are separated from the mainline lanes. Several interchanges provide access to the freeway as described in Section 2.1. A truck weigh station facility operated by the California Highway Patrol is located on the northbound side of the I-5 freeway just south of the SR-126 interchange. High Occupancy Vehicle (HOV) lanes have recently been constructed just south of the Santa Clarita Valley.

Caltrans planning documents have identified the I-5 freeway through this area as needing additional lanes to accommodate existing and anticipated increases in traffic volumes. Caltrans District 7 currently has a project to add additional lanes to the I-5 freeway between the SR-14 interchange and the Parker Road interchange, a distance of approximately 13.6 miles (see Reference 5 in Section 1.5). The project will extend the existing HOV lanes from the SR-14 interchange to just south of the Parker Road interchange, incorporate truck climbing lanes from the SR-14 interchange to the Pico Canyon

Table 4-4: Roadway Improvements to Build-Out the Highway Plan

Roadway/Segment	Improvement	Comments
Agua Dulce Canyon Road		
Between Sierra Highway and Escondido Canyon Road	Widen roadway from 2 lanes to a 4 lane Secondary Highway	
Between Escondido Canyon Road and Davenport Road	Construct new 4 lane Secondary Highway	Gap closure segment
Between Davenport Road and Soledad Canyon Road	Widen roadway from 2 lanes to a 4 lane Secondary Highway	
Avenue Scott		
Between Rye Canyon Road and Avenue Tibbitts	Re-stripe roadway from 4 lanes to 6 lanes	
Avenue Tibbitts		
Between Avenue Scott and Avenue Hopkins	Re-stripe roadway from 4 lanes to 6 lanes	
Between Avenue Hopkins and Magic Mountain Parkway	Construct new 6 lane Major Highway	Includes new bridge over the Santa Clara River
Bouquet Canyon Road		
Between Angeles National Forest and Plum Canyon Road	Widen roadway from 2 lanes to a 4 lane Secondary Highway	
Between Plum Canyon and future Santa Clarita Parkway	Re-stripe roadway from 4 lanes to 6 lanes	Will lose the existing Class II bike lane due to re-striping
Between future Santa Clarita Parkway and Seco Canyon Road	Re-stripe roadway from 5 lanes to 6 lanes	Will lose the existing Class II bike lane due to re-striping
Between Seco Canyon Road and Espuella Drive	Widen roadway from 6 lanes to an 8 lane Major Highway	Includes bridge widening
Between Soledad Canyon Road and Magic Mountain Parkway	Re-stripe roadway from 4 lanes to 6 lanes	
Castaic Road		
Between Lake Hughes Road and Ridge Route Road	Re-stripe roadway from 4 lanes to 6 lanes	
Commerce Center Drive		
Between Henry Mayo Drive and Magic Mountain Parkway	Construct new 6 lane Major Highway	Includes new bridge over the Santa Clara River
Copper Hill Drive		
Between Avenida Rancho Tesoro and San Francisquito Creek Bridge	Re-stripe roadway from 4 lanes to 6 lanes	
Between San Francisquito Creek Bridge and McBean Parkway	Widen roadway from 4 lanes to a 6 lane Major Highway	Includes widening bridge over the San Francisquito Creek
Davenport Road		
Between Sierra Highway and Agua Dulce Canyon Road	Widen roadway from 2 lanes to a 4 lane Secondary Highway	
Dockweiler Drive		
Between Railroad Avenue and Leonard Tree Lane	Construct new 4 lane Secondary Highway	
Between Leonard Tree Lane and Ivy Lane	Implement traffic calming measures with 1 lane in each direction, re-stripe roadway from 2 lanes to 4 lanes when traffic volumes warrant	Will lose the existing on-street parking if re-striped to 4 lanes

(Continued)

Table 4-4: Roadway Improvements to Build-Out the Highway Plan (Continued)

Roadway/Segment	Improvement	Comments
Escondido Canyon Road		
east of Agua Dulce Canyon Road	Widen roadway from 2 lanes to a 4 lane Secondary Highway	
Golden Valley Road		
Between Plum Canyon Road and Dorothy Street	Re-stripe roadway from 2 lanes to 4 lanes	
Between Dorothy Street and Newhall Ranch Road	Construct new 4 lane Secondary Highway	
Between Valley Center Drive and Center Pointe Parkway	Re-stripe roadway from 4 lanes to 6 lanes	
Between Center Pointe Parkway and Sierra Highway	Widen roadway from 4 lanes to a 6 lane Major Highway	
Haskell Canyon Road		
Between Copper Hill Drive and Grovepark Drive/Ridgegrove Drive	Re-stripe roadway from 2 lanes to 4 lanes	
Henry Mayo Drive		
Between Commerce Center Drive and The Old Road	Widen roadway from 2 lanes to a 4 lane Parkway	
Lake Hughes Road		
Between I-5 freeway and Castaic Road	Re-stripe roadway from 4 lanes to 6 lanes	
Long Canyon Road (future)		
Between Chiquito Canyon Road and SR-126	Construct new 4 lane Secondary Highway	
Between SR-126 and Valencia Boulevard	Construct new 6 lane Major Highway	Includes new bridge over the Santa Clara River
Lost Canyon Road		
Between Sand Canyon Road and La Veda Avenue	Widen roadway from 2 lanes to a 4 lane Secondary Highway	
Between La Veda Avenue and Jakes Way	Construct new 4 lane Secondary Highway	
Between Jakes Way and railroad bridge	Construct new 6 lane Major Highway	
Between railroad bridge and Via Princessa	Re-stripe roadway from 4 lanes to 6 lanes	
Lyons Avenue		
Between Wiley Canyon Road and Railroad Avenue	Re-stripe roadway from 4 lanes to 6 lanes	Will lose the existing on-street parking due to re-striping

(Continued)

Table 4-4: Roadway Improvements to Build-Out the Highway Plan (Continued)

Roadway/Segment	Improvement	Comments
Magic Mountain Parkway		
Between Long Canyon Road and Commerce Center Drive	Construct new 4 lane Secondary Highway	
Between Commerce Center Drive and Westridge Parkway	Construct new 6 lane Major Highway	
Between Westridge Parkway and Six Flags Magic Mountain	Construct new 8 lane Major Highway	
Between Six Flags Magic Mountain and I-5 freeway	Widen roadway from 4 lanes to an 8 lane Major Highway	
Between I-5 freeway and Auto Center Drive	Re-stripe roadway from 6 lanes to 8 lanes	
Between Auto Center Drive and Valencia Boulevard	Widen roadway from 4 lanes to an 8 lane Major Highway	
Between Valencia Boulevard and Railroad Avenue	Re-stripe roadway from 4 lanes to 6 lanes	
Between Railroad Avenue and Via Princessa	Construct new 6 lane Major Highway	
McBean Parkway		
Between San Francisquito Canyon Road and Copper Hill Drive	Construct new 2 lane Limited Secondary Highway	
Between Avenue Scott and Creekside Road	Widen roadway from 6 lanes to an 8 lane Major Highway	Includes widening bridge over the Santa Clara River
Between Magic Mountain Parkway and Valencia	Re-stripe roadway from 6 lanes to 8 lanes	
Newhall Ranch Road		
Between Rye Canyon Road and Avenue Tibbitts	Widen roadway from 4 lanes to an 8 lane Major Highway	
Between Avenue Tibbitts and McBean Parkway	Widen roadway from 6 lanes to an 8 lane Major Highway	Includes widening bridge over the San Francisquito Creek
Between McBean Parkway and Bouquet Canyon Road	Re-stripe roadway from 7 lanes to 8 lanes	
Between Bouquet Canyon Road and Santa Clarita Parkway	Re-stripe roadway from 4 lanes to 6 lanes	
Between Santa Clarita Parkway and Golden Valley Road	Construct new 6 lane Major Highway	
Newhall Avenue		
Between Lyons Avenue and Railroad Avenue	Re-stripe roadway from 2 lanes to 4 lanes	Will lose the existing on-street parking due to re-striping

(Continued)

Table 4-4: Roadway Improvements to Build-Out the Highway Plan (Continued)

Roadway/Segment	Improvement	Comments
The Old Road		
north of Lake Hughes Road	Re-stripe roadway from 2 lanes to 4 lanes	
Between Lake Hughes Road and Sedona Way	Widen roadway from 2 lanes to a 4 lane Secondary Highway	
Between Hasley Canyon Road and I-5 SB Ramps at Rye Canyon Road	Widen roadway from 4 lanes to a 6 lane Major Highway	
Between I-5 SB Ramps at Rye Canyon Road and Rye Canyon Road	Re-stripe roadway from 4 lanes to 6 lanes	
Between Rye Canyon Road and Magic Mountain Parkway	Widen roadway from 4 lanes to a 6 lane Major Highway	Includes widening bridge over the Santa Clara River
Between McBean Parkway and Lyons Avenue	Re-stripe roadway from 4 lanes to 6 lanes	
Between Sagecrest Circle (South) and Calgrove Boulevard	Widen roadway from 2 lanes to a 4 lane Secondary Highway	
Between Calgrove Boulevard and Sierra Highway	Widen roadway from 4 lanes to a 6 lane Major Highway	
Orchard Village Road		
Between McBean Parkway and Lyons Avenue	Widen roadway from 4 lanes to a 6 lane Major Highway	
Parker Road		
Between The Old Road and I-5 freeway	Widen roadway from 2 lanes to a 6 lane Major Highway	
Pico Canyon Road		
Between Valencia Boulevard and Whispering Oaks Road	Construct new 6 lane Major Highway	
Between Whispering Oaks Road and I-5 freeway	Re-stripe roadway from 4 lanes to 6 lanes	
Plum Canyon Road		
Between Bouquet Canyon Road and Golden Valley Road	Re-stripe roadway from 4 lanes to 6 lanes	
Potrero Canyon Road (future)		
Between SR-126 and Long Canyon Road	Construct new 4 lane Secondary Highway	Includes new bridge over the Santa Clara River
Railroad Avenue		
Between Magic Mountain Parkway and Lyons Avenue	Re-stripe roadway from 4 lanes to 6 lanes	
Ridge Route Road		
Between I-5 freeway and Castaic Road	Widen roadway from 2 lanes to a 6 lane Major Highway	
Sand Canyon Road		
Between Sierra Highway and Soledad Canyon Road	Widen roadway from 2 lanes to a 4 lane Secondary Highway	
Between SR-14 freeway and Lost Canyon Road	Widen roadway from 2 lanes to a 6 lane Major Highway	Includes widening bridge over the Santa Clara River

(Continued)

Table 4-4: Roadway Improvements to Build-Out the Highway Plan (Continued)

Roadway/Segment	Improvement	Comments
Santa Clarita Parkway (future)		
Between Bouquet Canyon Road and Sierra Highway	Construct new 6 lane Major Highway	Includes new bridge over the Santa Clara River
Shadow Pines Boulevard/Tick Canyon Road		
Between Grandifloras Road and Davenport Road	Construct new 2 lane Limited Secondary Highway	
Sierra Highway		
east of Agua Dulce Canyon Road	Widen roadway from 2 lanes to a 6 lane Major Highway	
Between Agua Dulce Canyon Road and Vasquez Canyon Road	Widen roadway from 2 lanes to a 6 lane Major Highway	
Between Vasquez Canyon and Soledad Canyon	Widen roadway from 4 lanes to a 6 lane Major Highway	
Between Via Princessa and Newhall Avenue	Re-stripe roadway from 4 lanes to 6 lanes	
Between Newhall Avenue and The Old Road	Widen roadway from 4 lanes to a 6 lane Major Highway	
Skyline Ranch Road (future)		
Between Whites Canyon Road and Sierra Highway	Construct new Secondary Highway	Will use an alternative section as approved for the development project through which this roadway passes
Sloan Canyon Road		
Between The Old Road and Parker Road	Widen roadway from 2 lanes to a 4 lane Secondary Highway	
Between Parker Road and Quail Valley Road	Re-stripe roadway from 2 lanes to 4 lanes	
Between Hillcrest Parkway and Hasley Canyon Road	Construct new 2 lane Limited Secondary Highway	
Soledad Canyon Road		
Between River Circle and SR-14 freeway	Re-stripe roadway from 4 lanes to 6 lanes	Will lose the existing Class II bike lane due to re-striping
east of SR-14 freeway	Widen roadway from 2 lanes to a 6 lane Major Highway	
Stevenson Ranch Parkway		
Between The Old Road and Pico Canyon Road	Re-stripe roadway from 4 lanes to 6 lanes	Will lose the existing Class II bike lane due to re-striping
Valencia Boulevard		
Between Long Canyon Road and existing Valencia Boulevard terminus just west of Boulder Crest Drive	Construct new 6 lane Major Highway	
Between I-5 freeway and McBean Parkway	Reconstruct roadway from 7 lanes to an 8 lane Major Highway	

(Continued)

Table 4-4: Roadway Improvements to Build-Out the Highway Plan (Continued)

Roadway/Segment	Improvement	Comments
Via Princessa		
Between existing Via Princessa terminus just east of Claibourne Court and existing Via Princessa terminus just west of Sheldon Avenue	Construct new 6 lane Major Highway	Gap closure segment
Between Sheldon Avenue and Rainbow Glen Drive	Widen roadway from 2 lanes to a 6 lane Major Highway	
Between Rainbow Glen Drive and Whites Canyon Road	Re-stripe roadway from 4 lanes to 6 lanes	
Between SR-14 freeway and Lost Canyon Road	Re-stripe roadway from 4 lanes to 6 lanes	
Whites Canyon Road		
Between Ashboro Drive and Soledad Canyon Road	Re-stripe roadway from 4 lanes to 6 lanes	
Wiley Canyon Road		
Bridge over Railroad Avenue	Widen roadway from 4 lanes to a 6 lane Major Highway	Includes bridge widening
Between bridge over Railroad Avenue and Lyons Avenue	Re-stripe roadway from 4 lanes to 6 lanes	Will lose the existing Class II bike lane due to re-striping
Between Wabuska Street and Calgrove Boulevard	Widen roadway from 2 lanes to a 4 lane Secondary Highway	

Table 4-5: Intersection Improvements to Build-Out the Highway Plan

Intersection	Improvement	Comments
1. The Old Road & Rye Canyon Road	Add 2 nd & 3 rd northbound through lanes Add 2 nd southbound left-turn lane Add 3 rd southbound through lane Add 2 nd & 3 rd westbound left-turn lanes	County intersection
2. The Old Road & Magic Mountain Parkway	Add 5 th eastbound through lane Convert 3rd southbound through lane to a shared through/right-turn lane	County intersection
3. The Old Road & Valencia Boulevard	Modify traffic signal to provide eastbound right-turn overlap phasing	County intersection
4. The Old Road & Stevenson Ranch Parkway	Add 2 nd southbound left-turn lane Add 1 st westbound right-turn lane Modify traffic signal to provide northbound right-turn overlap phasing	County intersection
5. The Old Road & Pico Canyon Road	Add 2 nd northbound left-turn lane Convert southbound right-turn lane to 2 nd southbound through lane Convert westbound right-turn lane to 3 rd westbound through lane	County intersection
6. Rye Canyon Road/Copper Hill Road & Newhall Ranch Road	None	City intersection; Existing geometry sufficient for build-out conditions.
7. McBean Parkway & Newhall Ranch Road	Add 2 nd northbound right-turn lane Add 4 th westbound through lane	City intersection
8. McBean Parkway & Magic Mountain Parkway	Add 4 th northbound through lane Add 3 rd eastbound through lane Modify traffic signal to provide westbound right-turn overlap phasing	City intersection
9. McBean Parkway & Valencia Boulevard	Convert 1 st northbound right-turn lane to 4 th northbound through lane Add 4 th westbound through lane Modify traffic signal to provide northbound right-turn overlap phasing	City intersection; Will require ROW on north side of Valencia, east of McBean, to relocate the existing westbound right-turn lane.
10. Orchard Village Road & McBean Parkway	Add 1 st eastbound right-turn lane Add 1 st westbound right-turn lane Convert 3rd eastbound through lane to a shared through/right-turn lane	City intersection; North leg (hospital driveway) to be improved by site development Will require ROW from HMNMH site to realign McBean.

(Continued)

Table 4-5: Intersection Improvements to Build-Out the Highway Plan (Continued)

Intersection	Improvement	Comments
11. Orchard Village Road & Wiley Canyon Road	Add 3 rd northbound through lane Convert 1 st southbound through lane to 2 nd southbound left-turn lane Convert southbound right-turn lane to 2 nd southbound through lane (shared through/right) Convert 2 nd eastbound left-turn lane to 3 rd eastbound through lane Convert westbound right-turn lane to 3 rd westbound through lane (shared through/right)	City intersection; No ROW required but placing new through lanes on Orchard Village adjacent to the curb (e.g., north of Wiley Cyn Road) requires removing the trees adjacent to the curb lane. Also requires removal of Bike Lane from westbound Wiley Cyn Road.
12. Valencia Boulevard & Magic Mountain Parkway	Add 1 st northbound right-turn lane Add 3 rd eastbound through lane Add 2 nd westbound left-turn lane Convert westbound right-turn lane to 3 rd westbound through lane (shared through/right)	City intersection; Will require ROW on south side of Magic Mtn., east and west of Valencia, and on east side of Valencia, south of Magic Mtn.
13. Bouquet Canyon Road & Plum Canyon Road	None	City intersection; Existing geometry sufficient for build-out conditions.
14. Bouquet Canyon Road & Newhall Ranch Road	Add 2 nd southbound left-turn lane Add 2 nd southbound right-turn lane Convert 3 rd eastbound left-turn lane to 3 rd eastbound through lane Add 4 th eastbound through lane Modify traffic signal to provide westbound right-turn overlap phasing	City intersection; Will require ROW on west side of Bouquet, north of Newhall Ranch, for the 2 nd right-turn lane.
15. Bouquet Canyon Road & Soledad Canyon Road	Add 4 th northbound through lane	City intersection; Will require ROW on east side of Bouquet, south of Soledad, to relocate the existing northbound right-turn lane.

(Continued)

Table 4-5: Intersection Improvements to Build-Out the Highway Plan (Continued)

Intersection	Improvement	Comments
16. Railroad Avenue & Lyons Avenue	Add 1 st & 2 nd southbound left-turn lanes Convert 2 nd eastbound left-turn lane to a shared left/through lane Convert eastbound right-turn lane to a shared through/right-turn lane Add 1 st westbound left-turn lane Add 1 st & 2 nd westbound through lanes Add 1 st westbound right-turn lane	City intersection; Lanes per proposed Lyons Avenue at-grade rail crossing.
17. Sierra Highway & Newhall Avenue	Add 1 st northbound right-turn lane Convert 2 nd northbound through lane to a shared through/right-turn lane Add 2 nd westbound left-turn lane (can remove existing westbound right-turn lane)	City intersection; Can remove the existing westbound right-turn lane. Will require ROW on east side of Sierra, south of Newhall.
18. Whites Canyon Road & Soledad Canyon Road	Convert northbound right-turn lane to 3 rd northbound through lane (shared through/right) Convert southbound right-turn lane to 3 rd southbound through lane (shared through/right)	City intersection; Will require ROW on west side of Whites Cyn, south of Soledad Cyn.
19. Sierra Highway & Soledad Canyon Road	Convert northbound right-turn lane to 3 rd northbound through lane (shared through/right) Add 2 nd southbound left-turn lane Convert southbound right-turn lane to 3 rd southbound through lane (shared through/right) Convert eastbound right-turn lane to 3 rd eastbound through lane (shared through/right)	City intersection; Will require ROW on east side of Sierra, north of Soledad Cyn.
20. Commerce Center Drive & Magic Mountain Parkway	Add 1 st & 2 nd southbound left-turn lanes Add 1 st southbound right-turn lane Add 1 st & 2 nd eastbound left-turn lanes Add 1 st , 2 nd & 3 rd eastbound through lanes Add 1 st , 2 nd & 3 rd westbound through lanes Add 1 st westbound free-flow right-turn lane	Future County intersection; Lanes subject to change pending the final development plans for this area.
21. Pico Canyon Road & Valencia Boulevard	Add 1 st & 2 nd northbound left-turn lanes Add 1 st northbound right-turn lane Add 1 st , 2 nd & 3 rd eastbound through lanes (3 rd through is shared through/right) Add 1 st westbound left-turn lane Add 1 st , 2 nd & 3 rd westbound through lanes	Future County intersection; Lanes subject to change pending the final development plans for this area.

(Continued)

Table 4-5: Intersection Improvements to Build-Out the Highway Plan (Continued)

22. Magic Mountain Parkway & Via Princessa	Add 1 st northbound left-turn lane Add 1 st northbound through lane Add 1 st northbound right-turn lane Add 1 st & 2 nd southbound left-turn lanes Add 1 st southbound through lane Add 1 st southbound right-turn lane Add 1 st eastbound left-turn lane Add 1 st , 2 nd & 3 rd eastbound through lanes (3 rd through is shared through/right) Add 1 st westbound left-turn lane Add 1 st , 2 nd & 3 rd westbound through lanes Add 1 st westbound free-flow right-turn lane	Future City intersection; Lanes subject to change pending the final development plans for this area.
23. Golden Valley Road & Via Princessa	Add 1 st & 2 nd northbound left-turn lane Add 3 rd northbound through lane Add 1 st northbound right-turn lane Add 1 st & 2 nd southbound left-turn lane Add 3 rd southbound through lane Add 1 st southbound right-turn lane Add 1 st & 2 nd eastbound left-turn lane Add 1 st , 2 nd & 3 rd eastbound through lanes Add 1 st & 2 nd eastbound right-turn lanes Add 1 st & 2 nd westbound left-turn lanes Add 1 st , 2 nd & 3 rd westbound through lanes Add 1 st westbound right-turn lane	Future City intersection; Lanes subject to change pending the final development plans for this area.

Road/Lyons Avenue interchange, and construct and/or extend auxiliary lanes between interchanges at six locations. A Project Approval and Environmental Document (PA&ED) has recently been completed for this project, and funding for construction is identified in the Los Angeles County Metropolitan Transportation Agency (Metro) 2009 Long Range Transportation Plan.

4.4.2 SR-14 Freeway

The SR-14 freeway, in conjunction with US 395, is one of the four major north-south corridors serving California. The corridor connects the Eastern Sierra and Western Nevada regions to the Southern California region. The Caltrans “Interregional Transportation Strategic Plan” identifies the SR-14/US-395 corridor as a “High Emphasis - Focus Route” (see Reference 6 in Section 1.5). The SR-14 freeway is designated as a Super Truck Route (STR), and is also part of the Surface Transportation Assistance Act (STAA) truck network, which provides freeway access for oversized trucks. Within Caltrans District 7, the SR-14 freeway serves as a major commuter route between Antelope Valley communities such as the Cities of Palmdale and Lancaster and the Los Angeles area.

Within the OVOV area, the SR-14 freeway generally consists of three to six lanes in each direction, including one HOV lane in each direction. From the I-5 freeway to the Newhall Avenue interchange, there are five mix-flow lanes and one HOV lane in each direction; from the Newhall Avenue interchange to the Golden Valley Road interchange, there are three mix-flow lanes and one HOV lane in each direction; from the Golden Valley Road interchange to the Sierra Highway interchange, there are four mix-flow lanes and one HOV lane in each direction; from the Sierra Highway interchange to the Sand Canyon Road interchange, there are three mix-flow lanes and one HOV lane in each direction; from the Sand Canyon Road interchange to the Soledad Canyon Road interchange, there are two mix-flow lanes and one HOV lane in each direction; and from the Soledad Canyon Road interchange to the Escondido Canyon Road interchange, there are two to three mix-flow lanes and one HOV lane in each direction.

The North County Combined Highway Corridors Study (see Reference 7 in Section 1.5), a joint study sponsored in part by Metro, Caltrans, the County of Los Angeles, and the City of Santa Clarita, identified the SR-14 freeway through the OVOV area as needing additional lanes to accommodate existing and anticipated increases in traffic volumes. The study identified a short-range plan to complete the mainline to a minimum of three lanes in each direction, and a long-range plan to complete the mainline to four lanes in each direction between the Newhall Avenue interchange and the Sand Canyon

interchange, and to add a dedicated truck lane between the I-5 freeway and the Placerita Canyon Road interchange. The study also identified a short-range plan to convert the existing HOV lanes to a reversible HOV lane configuration that would provide three HOV lanes in the peak travel direction. However, subsequent planning efforts by Caltrans and Metro have focused on utilizing two conventional (i.e., non-reversible) HOV lanes in each direction in-lieu of reversible HOV lanes.

Caltrans is currently constructing HOV lane direct connectors between the existing SR-14 HOV lanes and the existing I-5 HOV lanes. This project is estimated to be completed by 2013.

4.4.3 Freeway Traffic Volumes and LOS

A summary of traffic volumes for ADT, a.m. peak hour, and p.m. peak hour conditions is provided in Table 4-6 for six key freeway segments within the OVOV area. The traffic forecasts include growth outside of the OVOV plan area based on regional traffic projections. Calculations of demand to capacity (D/C) ratios are provided in Appendix E, and the corresponding LOS is summarized in Table 4-7. The freeway LOS estimates are calculated based on both the existing number of freeway lanes and the planned future lanes. In the case of the I-5 freeway, the planned future lanes are based on the I-5 HOV and Truck Lane project discussed in Section 4.4.1. In the case of the SR-14 freeway, the planned future lanes are based on the short-range plan outlined in the Metro study discussed in Section 4.4.2.

The freeway LOS summarized in the previously referenced Table 4-7 indicates that with the proposed OVOV land uses, freeway conditions are the same or one level of service better than with the current City General Plan/County Area Plan. When the future freeway lanes are taken into account, deficiencies occur with the current City General Plan/County Area Plan on the SR-14 freeway in the peak direction (i.e., southbound in the a.m. peak hour and northbound in the p.m. peak hour). With the proposed OVOV land uses, deficiencies are still expected to occur, although to a lesser extent and at fewer segments due to lower freeway traffic volumes.

4.5 CONGESTION MANAGEMENT PROGRAM ANALYSIS

The Los Angeles County Congestion Management Program (CMP) (See Reference 8 in Section 1.5) states that only development projects are subject to the CMP Land Use Analysis Program and the CMP Transportation Impact Analysis. As such, a literal CMP analysis is not required for the General Plan/Area Plan update.

Table 4-6: Freeway Volume Summary

Segment	ADT	AM Peak Hour		PM Peak Hour	
		NB	SB	NB	SB
I-5 south of Parker Interchange					
Existing Conditions	110,000	1,860	2,190	3,570	3,070
Current GP	240,000	5,140	6,950	8,760	7,980
Proposed OVOV GP	239,000	4,090	6,770	8,770	7,640
I-5 south of Valencia Interchange					
Existing Conditions	179,000	5,430	5,310	6,050	6,420
Current GP	269,000	8,540	9,970	9,730	10,320
Proposed OVOV GP	259,000	7,860	8,200	9,190	10,300
I-5 north of SR-14 Interchange					
Existing Conditions	202,000	5,600	6,610	6,970	6,410
Current GP	308,000	8,710	10,430	10,530	10,800
Proposed OVOV GP	269,000	7,540	7,380	8,700	10,480
SR-14 south of Aqua Dulce Interchange					
Existing Conditions	110,000	1,970	5,580	5,130	2,810
Current GP	200,000	4,260	11,970	11,300	5,190
Proposed OVOV GP	158,000	2,700	11,780	10,590	3,350
SR-14 south of Sierra Highway Interchange					
Existing Conditions	152,000	2,510	7,090	7,500	3,380
Current GP	279,000	5,020	15,330	15,430	7,100
Proposed OVOV GP	217,000	3,900	14,350	13,580	5,150
SR-14 north of I-5 Interchange					
Existing Conditions	176,000	2,950	8,350	8,430	4,100
Current GP	316,000	6,320	16,170	16,250	8,490
Proposed OVOV GP	230,000	5,100	13,920	13,390	6,820

Table 4-7: Freeway Level of Service Summary

Segment	AM Peak Hour		PM Peak Hour	
	NB	SB	NB	SB
Existing Freeway Lanes				
I-5 south of Parker Interchange				
Existing Conditions	A	A	B	B
Current GP	C	D	F	E
Proposed OVOV GP	C	D	F	E
I-5 south of Valencia Interchange				
Existing Conditions	C	C	D	D
Current GP	F	F	F	F
Proposed OVOV GP	E	F	F	F
I-5 north of SR-14 Interchange				
Existing Conditions	A	F	D	E
Current GP	F	F	F	F
Proposed OVOV GP	E	F	F	F
SR-14 south of Aqua Dulce Interchange				
Existing Conditions	A	C	C	B
Current GP	C	F	F	C
Proposed OVOV GP	B	F	F	B
SR-14 south of Sierra Highway Interchange				
Existing Conditions	A	C	D	B
Current GP	B	F	F	C
Proposed OVOV GP	B	F	F	C
SR-14 north of I-5 Interchange				
Existing Conditions	A	C	C	B
Current GP	C	F	F	C
Proposed OVOV GP	B	F	F	C
Future Freeway Lanes				
I-5 south of Parker Interchange				
Current GP	C	C	D	D
Proposed OVOV GP	B	C	D	D
I-5 south of Valencia Interchange				
Current GP	D	E	E	E
Proposed OVOV GP	D	D	E	E
I-5 north of SR-14 Interchange				
Current GP	D	D	E	D
Proposed OVOV GP	C	C	D	D
SR-14 south of Aqua Dulce Interchange				
Current GP	B	F	F	C
Proposed OVOV GP	A	F	F	B
SR-14 south of Sierra Highway Interchange				
Current GP	B	F	F	C
Proposed OVOV GP	B	F	F	B
SR-14 north of I-5 Interchange				
Current GP	B	F	F	C
Proposed OVOV GP	B	E	E	B
LOS in Bold exceeds performance criteria of LOS E.				

CMP roadways within the OVOV area consist of the following:

- I-5 Freeway
- SR-14 Freeway
- SR-126 Expressway
- Sierra Highway from Newhall Avenue to the SR-14 freeway at Red Rover Mine Road
- Magic Mountain Parkway from the I-5 freeway to Railroad Avenue
- Railroad Avenue/Newhall Avenue from Magic Mountain Parkway to the SR-14 freeway

Section 4.2 shows that each of the CMP arterial roadways achieves the CMP LOS target of LOS E or better with the proposed OVOV land uses. Section 4.4.3 shows that the I-5 freeway achieves the CMP LOS target of LOS E or better with the proposed OVOV land uses. The SR-14 freeway is anticipated to operate at LOS F conditions in the peak direction with either the current City General Plan/County Area Plan or with the proposed OVOV land uses. However, with the proposed OVOV land uses, traffic volumes on the SR-14 freeway are lower and there are fewer segments at LOS F than with the current City General Plan/County Area Plan.

4.6 GROUND TO PLAN ANALYSIS

This section presents a comparison of the proposed plan to existing conditions. Existing conditions are compared to the scenario previously presented in Section 4.2, which consists of the proposed land use plan along with the proposed Highway Plan. This comparison demonstrates the net impact of both the proposed land use and Highway Plan.

4.6.1 OVOV Land Use with the Proposed Highway Plan Network

A comparison of traffic forecasts based on the proposed OVOV plan (the proposed land uses along with the proposed highway network) to existing conditions is provided in Table 4-8. The table presents roadway segment V/C ratios and LOS values for each of the two scenarios. A comparable table for peak hour intersection conditions is provided in Table 4-9.

The previously referenced Table 4-8 shows that four of the five roadway segments that are at LOS F for existing conditions are forecast to operate at LOS E or better with the proposed OVOV plan.

Table 4-8: ADT V/C and LOS – Existing Conditions vs OVOV Buildout Conditions

Roadway Segment	Existing Conditions			OVOV GP With Highway Plan		
	Volume	V/C	LOS	Volume	V/C	LOS
1. Agua Dulce n/o Escondido Cyn	4,000	.22	A	8,000	.22	A
2. Agua Dulce n/o Davenport	3,000	.17	A	13,000	.36	A
4. Agua Dulce s/o SR-14	<500	.00	A	3,000	.08	A
6. Ave Scott s/o Stanford	14,000	.39	A	37,000	.69	B
8. Ave Stanford s/o Vanderbilt	5,000	.14	A	17,000	.47	A
10. Ave Stanford s/o Rye Cyn	9,000	.25	A	16,000	.44	A
11. Bouquet Cyn n/o Vasquez	4,000	.22	A	6,000	.17	A
14. Bouquet Cyn e/o Haskell	25,000	.69	B	32,000	.59	A
15. Bouquet Cyn w/o Haskell	39,000	1.08	F	49,000	.91	E
16. Bouquet Cyn e/o Seco	43,000	.96	E	54,000	1.00	E
17. Bouquet Cyn w/o Seco	48,000	.89	D	53,000	.74	C
18. Bouquet Cyn s/o Newhall Ranch	50,000	.69	B	77,000	1.07	F
20. Bouquet Cyn n/o Magic Mtn	36,000	1.00	E	54,000	1.00	E
25. Castaic n/o Lake Hughes	11,000	.31	A	5,000	.14	A
28. Chiquito Cyn s/o San Martinez Cyn	1,000	.06	A	6,000	.33	A
31. Commerce Center s/o Franklin	16,000	.30	A	39,000	.72	C
32. Commerce Center n/o SR-126	11,000	.20	A	43,000	.80	C
35. Copper Hill n/o Newhall Ranch	35,000	.49	A	54,000	.75	C
39. Copper Hill e/o McBean	35,000	.97	E	41,000	.76	C
43. Davenport e/o Sierra Hwy	2,000	.11	A	6,000	.17	A
44. Davenport w/o Agua Dulce	2,000	.11	A	3,000	.08	A
46. Decoro e/o Dickason	20,000	.56	A	14,000	.39	A
48. Decoro w/o Hillsborough	16,000	.44	A	17,000	.47	A
51. Dickason n/o Newhall Ranch	13,000	.36	A	21,000	.39	A
54. Escondido e/o Agua Dulce	3,000	.17	A	5,000	.14	A
55. Franklin e/o Wolcott Way	<500	.00	A	8,000	.53	A
56. Franklin w/o Commerce Center	6,000	.17	A	11,000	.31	A
62. Golden Valley s/o Centre Point	19,000	.53	A	39,000	.72	C

(Continued)

Table 4-8: ADT V/C and LOS – Existing Conditions vs OVOV Buildout Conditions (Continued)

Roadway Segment	Existing Conditions			OVOV GP With Highway Plan		
	Volume	V/C	LOS	Volume	V/C	LOS
64. Golden Valley e/o Sierra Hwy	14,000	.26	A	36,000	.67	B
68. Hasley Cyn w/o Del Valle	3,000	.17	A	13,000	.72	C
69. Hasley Cyn w/o Commerce Center	7,000	.19	A	14,000	.39	A
70. Hasley Cyn w/o The Old Road	17,000	.31	A	38,000	.70	B
71. Hasley Cyn w/o I-5	11,000	.31	A	34,000	.63	B
74. Hillcrest w/o The Old Road	9,000	.25	A	17,000	.47	A
75. Jakes Way e/o Canyon Park	6,000	.33	A	12,000	.67	B
77. Lake Hughes e/o Castaic	9,000	.25	A	37,000	.69	B
78. Lake Hughes e/o Ridge Route	2,000	.11	A	7,000	.39	A
85. Lost Cyn n/o Canyon Park	6,000	.17	A	16,000	.30	A
86. Lost Cyn n/o Via Princessa	9,000	.25	A	21,000	.39	A
87. Lost Cyn s/o Via Princessa	2,000	.11	A	11,000	.31	A
92. Lyons e/o Orchard Village	47,000	1.31	F	52,000	.96	E
93. Lyons w/o Main Street	20,000	.56	A	24,000	.44	A
105. Magic Mtn e/o Valencia	16,000	.44	A	54,000	1.00	E
109. McBean s/o Copper Hill	21,000	.39	A	27,000	.50	A
112. McBean n/o Newhall Ranch	39,000	.72	C	48,000	.89	D
113. McBean s/o Newhall Ranch	50,000	.69	B	58,000	.81	D
114. McBean s/o Ave Scott	58,000	1.07	F	77,000	1.07	F
117. McBean s/o Valencia	35,000	.65	B	54,000	1.00	E
118. McBean n/o Orchard Village	40,000	.74	C	43,000	.80	C
119. McBean e/o Rockwell Cyn	24,000	.44	A	44,000	.81	D
120. McBean w/o Rockwell Cyn	32,000	.59	A	53,000	.98	E
124. Newhall Ranch e/o Rye Cyn	11,000	.15	A	49,000	.68	B
126. Newhall Ranch e/o McBean	32,000	.44	A	68,000	.94	E
127. Newhall Ranch w/o Bouquet Cyn	37,000	.51	A	69,000	.96	E
128. Newhall Ranch e/o Bouquet Cyn	25,000	.69	B	46,000	.85	D
131. Newhall s/o Lyons	22,000	1.22	F	27,000	.75	C

(Continued)

Table 4-8: ADT V/C and LOS – Existing Conditions vs OVOV Buildout Conditions (Continued)

Roadway Segment	Existing Conditions			OVOV GP With Highway Plan		
	Volume	V/C	LOS	Volume	V/C	LOS
132. Newhall n/o Valle Oro	44,000	.81	D	33,000	.61	B
133. Newhall n/o Sierra Hwy	41,000	.76	C	40,000	.74	C
136. Orchard Village s/o McBean	30,000	.83	D	54,000	1.00	E
137. Orchard Village s/o Wiley Cyn	29,000	.81	D	44,000	.81	D
138. Orchard Village n/o Lyons	21,000	.58	A	34,000	.63	B
146. Placerita Cyn e/o SR-14	4,000	.22	A	4,000	.11	A
150. Poe s/o Mallory	1,000	.03	A	3,000	.08	A
151. Poe w/o Stevenson Ranch	8,000	.22	A	14,000	.39	A
155. Railroad s/o Oak Ridge	33,000	.92	E	40,000	.74	C
157. Railroad n/o Lyons	34,000	.94	E	36,000	.67	B
161. Ridge Route n/o Lake Hughes	5,000	.09	A	35,000	.65	B
166. Rockwell Cyn n/o McBean	8,000	.22	A	23,000	.64	B
168. Rye Cyn w/o Ave Scott	41,000	.76	C	48,000	.89	D
169. Rye Cyn e/o The Old Road	47,000	.87	D	58,000	.92	E
172. San Martinez Grande Cyn n/o SR-126	<500	.00	A	5,000	.14	A
174. Sand Cyn n/o Soledad Cyn	7,000	.39	A	14,000	.39	A
175. Sand Cyn s/o Soledad Cyn	27,000	.75	C	25,000	.46	A
176. Sand Cyn s/o SR-14	11,000	.61	B	26,000	.48	A
177. Sand Cyn s/o Lost Cyn	9,000	.50	A	14,000	.78	C
192. Sierra Hwy n/o Vasquez Cyn	11,000	.61	B	16,000	.30	A
195. Sierra Hwy n/o Soledad Cyn	23,000	.64	B	52,000	.96	E
196. Sierra Hwy s/o Soledad Cyn	36,000	.67	B	36,000	.67	B
198. Sierra Hwy s/o Via Princessa	24,000	.67	B	30,000	.56	A
201. Sierra Hwy n/o Newhall	19,000	.53	A	23,000	.43	A
211. Soledad Cyn e/o Bouquet Cyn	47,000	.87	D	45,000	.83	D
212. Soledad Cyn w/o Golden Valley	45,000	.83	D	38,000	.70	B
213. Soledad Cyn e/o Golden Valley	37,000	.69	B	50,000	.93	E
215. Soledad Cyn w/o Whites Cyn	44,000	.81	D	38,000	.70	B

(Continued)

Table 4-8: ADT V/C and LOS – Existing Conditions vs OVOV Buildout Conditions (Continued)

Roadway Segment	Existing Conditions			OVOV GP With Highway Plan		
	Volume	V/C	LOS	Volume	V/C	LOS
216. Soledad Cyn e/o Whites Cyn	43,000	.80	C	44,000	.81	D
217. Soledad Cyn e/o Sierra Hwy	30,000	.56	A	34,000	.63	B
220. Soledad Cyn e/o SR-14 (at Sand Cyn)	17,000	.47	A	18,000	.33	A
221. Soledad Cyn w/o Shadow Pines	11,000	.31	A	10,000	.19	A
222. Soledad Cyn e/o Shadow Pines	5,000	.14	A	17,000	.31	A
223. Soledad Cyn e/o SR-14	2,000	.11	A	10,000	.28	A
224. Soledad Cyn w/o Agua Dulce	2,000	.11	A	4,000	.11	A
225. Soledad Cyn e/o Agua Dulce	2,000	.11	A	3,000	.08	A
227. SR-126 w/o San Martinez Grande Cyn	24,000	.55	A	33,000	.75	C
228. SR-126 w/o Chiquito Cyn/Long Cyn	24,000	.55	A	38,000	.86	D
229. SR-126 w/o Wolcott	24,000	.55	A	59,000	.89	D
230. SR-126 w/o Commerce Center	25,000	.57	A	66,000	.75	C
231. SR-126 w/o I-5	34,000	.52	A	75,000	.85	D
239. The Old Road n/o Sedona Way	15,000	.83	D	23,000	.64	B
242. The Old Road n/o Biscailuiz	10,000	.56	A	18,000	.33	A
245. The Old Road s/o Henry Mayo	15,000	.42	A	16,000	.30	A
247. The Old Road n/o Magic Mtn	31,000	.86	D	52,000	.96	E
248. The Old Road s/o Magic Mtn	15,000	.42	A	30,000	.56	A
254. Tibbitts s/o Newhall Ranch	11,000	.20	A	34,000	.63	B
262. Valencia w/o The Old Road	16,000	.30	A	61,000	.97	E
266. Valencia w/o McBean	48,000	.76	C	61,000	.85	D
271. Valencia s/o Cinema	54,000	1.00	E	59,000	1.09	F
273. Valley s/o Lyons	2,000	.06	A	11,000	.31	A
274. Vasquez Cyn e/o Bouquet Cyn	7,000	.39	A	6,000	.33	A
275. Vasquez Cyn w/o Sierra Hwy	8,000	.44	A	10,000	.56	A
283. Via Princessa n/o Lost Cyn	13,000	.29	A	24,000	.44	A
288. Whites Cyn n/o Soledad	39,000	1.08	F	42,000	.78	C

(Continued)

Table 4-8: ADT V/C and LOS – Existing Conditions vs OVOV Buildout Conditions (Continued)

Roadway Segment	Existing Conditions			OVOV GP With Highway Plan																				
	Volume	V/C	LOS	Volume	V/C	LOS																		
289. Whites Cyn s/o Soledad	32,000	.59	A	48,000	.89	D																		
290. Wiley Cyn e/o Orchard Village	11,000	.31	A	42,000	.78	C																		
294. Wiley Cyn n/o Calgrove	9,000	.50	A	19,000	.53	A																		
228. SR-126 w/o Chiquito Cyn/Long Cyn	24,000	.55	A	38,000	.86	D																		
LOS in Bold exceeds performance criteria of LOS E.																								
<table><tr><td></td><td colspan="2">Number of Occurrences</td></tr><tr><td><u>LOS</u></td><td><u>Exist. Conditions</u></td><td><u>OVOV GP With Highway Plan</u></td></tr><tr><td>A-C</td><td>93</td><td>83 (226¹)</td></tr><tr><td>D</td><td>10</td><td>13 (26¹)</td></tr><tr><td>E</td><td>6</td><td>15 (41¹)</td></tr><tr><td>F</td><td>5</td><td>3 (5¹)</td></tr></table>								Number of Occurrences		<u>LOS</u>	<u>Exist. Conditions</u>	<u>OVOV GP With Highway Plan</u>	A-C	93	83 (226 ¹)	D	10	13 (26 ¹)	E	6	15 (41 ¹)	F	5	3 (5 ¹)
	Number of Occurrences																							
<u>LOS</u>	<u>Exist. Conditions</u>	<u>OVOV GP With Highway Plan</u>																						
A-C	93	83 (226 ¹)																						
D	10	13 (26 ¹)																						
E	6	15 (41 ¹)																						
F	5	3 (5 ¹)																						
¹ Numbers in parentheses indicate the total number of segments included in the analysis of buildout conditions. Note that the analysis of buildout conditions includes more locations than the analysis of existing conditions due to the inclusion of future roadways as well as existing roadways where current traffic data is not available.																								
Level of service ranges: .00 - .60 A .61 - .70 B .71 - .80 C .81 - .90 D .91 – 1.00 E Above 1.00 F																								

Table 4-9: ICU Summary for Principal Intersections – Existing Conditions vs OVOV Buildout Conditions

Buildout Intersection Lanes																																												
Intersection	Existing Conditions				OVOV GP With Highway Plan																																							
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour																																					
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS																																				
1. The Old Road & Rye Canyon	.61	B	.66	B	.85	D	.99	E																																				
2. The Old Road & Magic Mountain	.28	A	.32	A	.78	C	.86	D																																				
3. The Old Road & Valencia	.67	B	.44	A	.84	D	.95	E																																				
4. The Old Road & Stevenson Ranch	.58	A	.76	C	.65	B	.90	D																																				
5. The Old Road & Pico Canyon	.76	C	.71	C	.85	D	.97	E																																				
6. Rye/Copper Hill & Newhall Ranch	.63	B	.70	B	.81	D	.89	D																																				
7. McBean & Newhall Ranch	.73	C	.78	C	.83	D	.89	D																																				
8. McBean & Magic Mountain	.61	B	.76	C	.77	C	.95	E																																				
9. McBean & Valencia	.61	B	.74	C	.70	B	.87	D																																				
10. Orchard Village & McBean	.57	A	.68	B	.78	C	.98	E																																				
11. Orchard Village & Wiley Canyon	.60	A	.62	B	.78	C	.98	E																																				
12. Valencia & Magic Mountain	.58	A	.66	B	.82	D	.86	D																																				
13. Bouquet Canyon & Plum Canyon	.68	B	.73	C	.80	C	.77	C																																				
14. Bouquet Canyon & Newhall Ranch	.66	B	.82	D	.86	D	.89	D																																				
15. Bouquet Canyon & Soledad Canyon	.68	B	.77	C	.78	C	.90	D																																				
16. Railroad & Lyons	.57	A	.56	A	.60	A	.83	D																																				
17. Sierra Highway & Newhall	.57	A	.64	B	.86	D	.93	E																																				
18. Whites Canyon & Soledad Canyon	.80	C	.86	D	.80	C	.90	D																																				
19. Sierra Highway & Soledad Canyon	.67	B	.76	C	.86	D	.89	D																																				
20. Commerce Center & Magic Mtn ¹	n/a	n/a	n/a	n/a	.76	C	.77	C																																				
21. Pico Canyon & Valencia Boulevard ¹	n/a	n/a	n/a	n/a	.75	C	.81	D																																				
22. Magic Mountain & Via Princessa ¹	n/a	n/a	n/a	n/a	.61	B	.81	D																																				
23. Golden Valley & Via Princessa ¹	n/a	n/a	n/a	n/a	.88	D	.76	C																																				
¹ Future Intersection																																												
<table><tr><th colspan="6">Number of Occurrences</th></tr><tr><th>LOS</th><th colspan="2">Exist. Conditions</th><th colspan="3">OVOV GP With Highway Plan</th></tr><tr><td>A-C</td><td colspan="2">36</td><td colspan="3">16</td></tr><tr><td>D</td><td colspan="2">2</td><td colspan="3">23</td></tr><tr><td>E</td><td colspan="2">0</td><td colspan="3">7</td></tr><tr><td>F</td><td colspan="2">0</td><td colspan="3">0</td></tr></table>									Number of Occurrences						LOS	Exist. Conditions		OVOV GP With Highway Plan			A-C	36		16			D	2		23			E	0		7			F	0		0		
Number of Occurrences																																												
LOS	Exist. Conditions		OVOV GP With Highway Plan																																									
A-C	36		16																																									
D	2		23																																									
E	0		7																																									
F	0		0																																									
<table><tr><td>Level of service ranges:</td><td>.00 - .60</td><td>A</td><td>.61 - .70</td><td>B</td><td>.71 - .80</td><td>C</td></tr><tr><td></td><td>.81 - .90</td><td>D</td><td>.91 – 1.00</td><td>E</td><td>Above 1.00</td><td>F</td></tr></table>									Level of service ranges:	.00 - .60	A	.61 - .70	B	.71 - .80	C		.81 - .90	D	.91 – 1.00	E	Above 1.00	F																						
Level of service ranges:	.00 - .60	A	.61 - .70	B	.71 - .80	C																																						
	.81 - .90	D	.91 – 1.00	E	Above 1.00	F																																						

The fifth segment that is at LOS F for existing conditions, McBean Parkway south of Avenue Scott, is shown to remain at LOS F with the OVOV plan. However, the V/C ratio at that location does not increase with the OVOV plan.

Whereas Table 4-8 (the comparison of existing conditions to OVOV Buildout Conditions) identifies three segments that are forecast to operate at LOS F, Table 4-1 (the comparison of the current City/County plan to OVOV Buildout Conditions) identifies five roadway segments that are forecast to operate at LOS F due to a greater number of locations evaluated in Table 4-1. The number of locations evaluated in the comparison of existing conditions to OVOV Buildout Conditions is limited to the locations where existing traffic data is available, hence a fewer number of locations are evaluated in Table 4-8.

The previously referenced Table 4-9 shows that with the proposed Highway Plan in place, there are no intersections forecast to exceed LOS E, as is also the case for existing conditions.

Appendix A

INTERSECTION CAPACITY UTILIZATION WORKSHEETS

Peak hour intersection volume/capacity ratios are calculated by means of intersection capacity utilization (ICU) values. ICU calculations were performed for the intersections shown in Figure A-1.

The procedure is based on the critical movement methodology, and shows the amount of capacity utilized by each critical move. A "de-facto" right-turn lane is used in the ICU calculation for cases where a curb lane is wide enough to separately serve both through and right-turn traffic (typically with a width of 19 feet from curb to outside of through-lane with parking prohibited during peak periods). Such lanes are treated the same as striped right-turn lanes during the ICU calculations, but they are denoted on the ICU calculation worksheets using the letter "d" in place of a numerical entry for right-turn lanes.

The methodology also incorporates a check for right-turn capacity utilization. Both right-turn-on-green (RTOG) and right-turn-on-red (RTOR) capacity availability are calculated and checked against the total right-turn capacity need. If insufficient capacity is available, then an adjustment is made to the total capacity utilization value. The following example shows how this adjustment is made.

Example of Right-turn Capacity Utilization For Northbound Right

1. Right-Turn-On-Green (RTOG)

If NBT is critical move, then:

$$\text{RTOG} = V/C (\text{NBT})$$

Otherwise,

$$\text{RTOG} = V/C (\text{NBL}) + V/C (\text{SBT}) - V/C (\text{SBL})$$

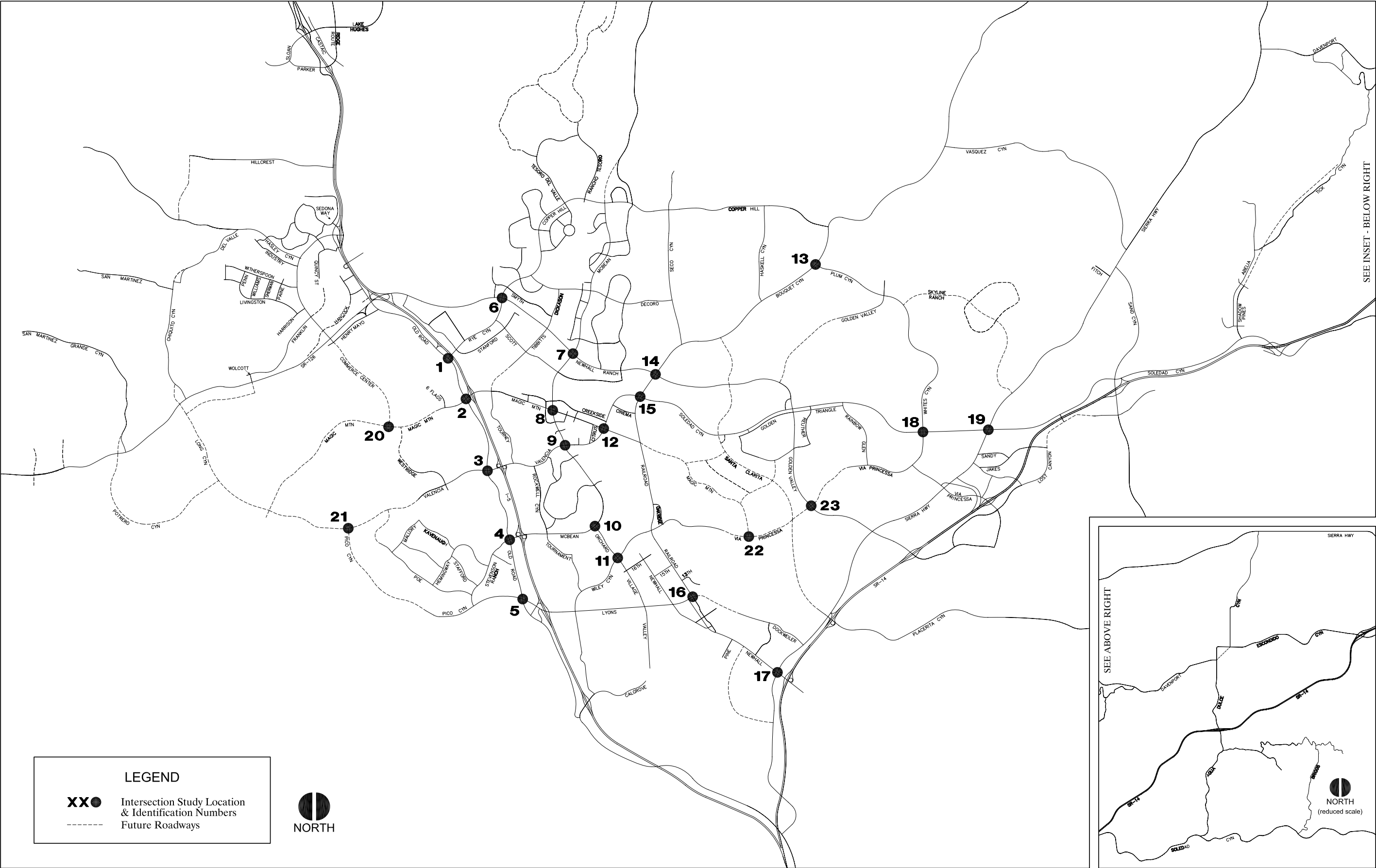
2. Right-Turn-On-Red (RTOR)

If WBL is critical move, then:

$$\text{RTOR} = V/C (\text{WBL})$$

Otherwise,

$$\text{RTOR} = V/C (\text{EBL}) + V/C (\text{WBT}) - V/C (\text{EBT})$$



3. Right-Turn Overlap Adjustment

If the northbound right is assumed to overlap with the adjacent westbound left, adjustments to the RTOG and RTOR values are made as follows:

$$\begin{aligned} \text{RTOG} &= \text{RTOG} + \text{V/C (WBL)} \\ \text{RTOR} &= \text{RTOR} - \text{V/C (WBL)} \end{aligned}$$

4. Total Right-Turn Capacity (RTC) Availability For NBR

$$\text{RTC} = \text{RTOG} + \text{factor} \times \text{RTOR}$$

Where factor = RTOR saturation flow factor (typically 75%)

5. Right-turn Adjustment for ICU Calculation

Right-turn adjustment is then as follows: Additional ICU = V/C (NBR) - RTC

A zero or negative value indicates that adequate capacity is available and no adjustment is necessary. A positive value indicates that the available RTOR and RTOG capacity does not adequately accommodate the right-turn V/C, therefore the right-turn is essentially considered to be a critical movement. In such cases, the right-turn adjustment is noted on the ICU worksheet and it is included in the total capacity utilization value. When it is determined that a right-turn adjustment is required for more than one right-turn movement, the word "multi" is printed on the worksheet instead of an actual right-turn movement reference, and the right-turn adjustments are cumulatively added to the total capacity utilization value. In such cases, further operational evaluation is typically carried out to determine if under actual operational conditions, the critical right-turns would operate simultaneously, and therefore a right-turn adjustment credit should be applied.

Shared Lane V/C Methodology

For intersection approaches where shared usage of a lane is permitted by more than one turn movement (e.g., left/through, through/right, left/through/right), the individual turn volumes are evaluated to determine whether dedication of the shared lane is warranted to any one given turn movement. The following example demonstrates how this evaluation is carried out:

Example of Shared Lane Utilization for Shared Left/Through Lane

1. Average Lane Volume (ALV)

$$ALV = \frac{\text{Left-Turn Volume} + \text{Through Volume}}{\text{Total Left + Through Approach Lanes (including shared lane)}}$$

2. ALV for Each Approach

$$ALV (\text{Left}) = \frac{\text{Left-Turn Volume}}{\text{Left Approach Lanes (including shared lane)}}$$

$$ALV (\text{Through}) = \frac{\text{Through Volume}}{\text{Through Approach Lanes (including shared lane)}}$$

3. Lane Dedication is Warranted

If ALV (Left) is greater than ALV then full dedication of the shared lane to the left-turn approach is warranted. Left-turn and through V/C ratios for this case are calculated as follows:

$$V/C (\text{Left}) = \frac{\text{Left-Turn Volume}}{\text{Left Approach Capacity (including shared lane)}}$$

$$V/C (\text{Through}) = \frac{\text{Through Volume}}{\text{Through Approach Capacity (excluding shared lane)}}$$

Similarly, if ALV (Through) is greater than ALV then full dedication to the through approach is warranted, and left-turn and through V/C ratios are calculated as follows:

$$V/C (\text{Left}) = \frac{\text{Left-Turn Volume}}{\text{Left Approach Capacity (excluding shared lane)}}$$

$$V/C (\text{Through}) = \frac{\text{Through Volume}}{\text{Through Approach Capacity (including shared lane)}}$$

4. Lane Dedication is not Warranted

If ALV (Left) and ALV (Through) are both less than ALV, the left/through lane is assumed to be truly shared and each left, left/through or through approach lane carries an evenly distributed volume of traffic equal to ALV. A combined left/through V/C ratio is calculated as follows:

$$V/C \text{ (Left/Through)} = \frac{\text{Left-Turn Volume} + \text{Through Volume}}{\text{Total Left} + \text{Through Approach Capacity (including shared lane)}}$$

This V/C (Left/Through) ratio is assigned as the V/C (Through) ratio for the critical movement analysis and ICU summary listing.

If split phasing has not been designated for this approach, the relative proportion of V/C (Through) that is attributed to the left-turn volume is estimated as follows:

If approach has more than one left-turn (including shared lane), then:

$$V/C \text{ (Left)} = V/C \text{ (Through)}$$

If approach has only one left-turn lane (shared lane), then:

$$V/C \text{ (Left)} = \frac{\text{Left-Turn Volume}}{\text{Single Approach Lane Capacity}}$$

If this left-turn movement is determined to be a critical movement, the V/C (Left) value is posted in brackets on the ICU summary printout.

These same steps are carried out for shared through/right lanes. If full dedication of a shared through/right lane to the right-turn movement is warranted, the right-turn V/C value calculated in step three is checked against the RTOR and RTOG capacity availability if the option to include right-turns in the V/C ratio calculations is selected. If the V/C value that is determined using the shared lane methodology described here is reduced due to RTOR and RTOG capacity availability, the V/C value for the through/right lanes is posted in brackets.

When an approach contains more than one shared lane (e.g., left/through and through/right), steps one and two listed above are carried out for the three turn movements combined. Step four is carried out if dedication is not warranted for either of the shared lanes. If dedication of one of the shared lanes is warranted to one movement or another, step three is carried out for the two movements involved, and then steps one through four are repeated for the two movements involved in the other shared lane.

1. The Old Road & Rye Canyon

Existing Counts						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	0	0	0	0		
NBT	1	1600	311 .19*	268 .17*		
NBR	f		1026	818		
SBL	1	1600	261 .16*	243 .15*		
SBT	2	3200	189 .06	267 .08		
SBR	0	0	0	0		
EBL	0	0	0	0		
EBT	0	0	0	0		
EBR	0	0	0	0		
WBL	1	1600	252 .16*	378 .24*		
WBT	0	0	0	0		
WBR	f		990	1231		
Clearance Interval					.10*	.10*
TOTAL CAPACITY UTILIZATION			.61	.66		

Current GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	0	0	0	0		
NBT	1	1600	1180 .74*	1350 .84*		
NBR	f		1590	1280		
SBL	1	1600	280 .18*	980 .61*		
SBT	2	3200	430 .13	990 .31		
SBR	0	0	0	0		
EBL	0	0	0	0		
EBT	0	0	0	0		
EBR	0	0	0	0		
WBL	1	1600	890 .56*	1220 .76*		
WBT	0	0	0	0		
WBR	f		950	1270		
Clearance Interval					.10*	.10*
TOTAL CAPACITY UTILIZATION			1.58	2.31		

OVOV GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	0	0	0	0		
NBT	1	1600	1060 .66*	1300 .81*		
NBR	f		1640	1330		
SBL	1	1600	700 .44*	890 .56*		
SBT	2	3200	450 .14	870 .27		
SBR	0	0	0	0		
EBL	0	0	0	0		
EBT	0	0	0	0		
EBR	0	0	0	0		
WBL	1	1600	860 .54*	1320 .83*		
WBT	0	0	0	0		
WBR	f		910	1250		
Clearance Interval					.10*	.10*
TOTAL CAPACITY UTILIZATION			1.74	2.30		

Current GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	0	0	0	0		
NBT	3	4800	1180 .25*	1350 .28*		
NBR	2	3200	1590 .50	1280 .40		
SBL	2	2880	280 .10*	980 .34*		
SBT	3	4800	430 .09	990 .21		
SBR	0	0	0	0		
EBL	0	0	0	0		
EBT	0	0	0	0		
EBR	0	0	0	0		
WBL	3	4320	890 .21*	1220 .28*		
WBT	0	0	0	0		
WBR	2	3200	950 .30	1270 .40		
Right Turn Adjustment			NBR	.04*		
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for WBR NBR						
TOTAL CAPACITY UTILIZATION			.70	1.00		

1. The Old Road & Rye Canyon

OV0V GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	0	0	0		0	
NBT	3	4800	1060	.22*	1300	.27*
NBR	2	3200	1640	.51	1330	.42
SBL	2	2880	700	.24*	890	.31*
SBT	3	4800	450	.09	870	.18
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	3	4320	860	.20*	1320	.31*
WBT	0	0	0		0	
WBR	2	3200	910	.28	1250	.39
Right Turn Adjustment			NBR	.09*		
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for WBR NBR						
TOTAL CAPACITY UTILIZATION				.85		.99

2. The Old Road & Magic Mountain

Existing Counts						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	2880	17	.01	16	.01
NBT	3	4800	411	.09*	451	.09*
NBR	1	1600	70	.04	184	.12
SBL	2	2880	143	.05*	215	.07*
SBT	3	4800	287	.06	414	.09
SBR	1	1600	2	.00	1	.00
EBL	2	2880	26	.01	20	.01
EBT	4	6400	21	.00*	51	.01*
EBR	1	1600	4	.00	9	.01
WBL	2	2880	123	.04*	151	.05*
WBT	4	6400	17	.00	9	.00
WBR	f		976		797	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.28		.32

Current GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	2880	470	.16	440	.15*
NBT	3	4800	580	.12*	400	.08
NBR	1	1600	120	.08	110	.07
SBL	2	2880	670	.23*	520	.18
SBT	3	4800	100	.02	640	.13*
SBR	1	1600	320	.20	840	.52
EBL	2	2880	510	.18*	500	.17
EBT	4	6400	1620	.25	2180	.34*
EBR	1	1600	190	.12	570	.36
WBL	2	2880	150	.05	140	.05*
WBT	4	6400	1020	.16*	1380	.22
WBR	f		1460		1480	
Right Turn Adjustment					SBR	.26*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.79		1.03

OV0V GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	2880	400	.14	430	.15*
NBT	3	4800	540	.11*	390	.08
NBR	1	1600	140	.09	130	.08
SBL	2	2880	630	.22*	480	.17
SBT	3	4800	120	.03	650	.14*
SBR	1	1600	340	.21	870	.54
EBL	2	2880	540	.19*	520	.18*
EBT	4	6400	1720	.27	2230	.35
EBR	1	1600	140	.09	540	.34
WBL	2	2880	180	.06	160	.06
WBT	4	6400	1020	.16*	1490	.23*
WBR	f		1390		1460	
Right Turn Adjustment					SBR	.26*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.78		1.06

Current GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	2880	470	.16	440	.15*
NBT	3	4800	580	.12*	400	.08
NBR	1	1600	120	.08	110	.07
SBL	2	2880	670	.23*	520	.18
SBT	2.5	6400	100	.03	640	.20*
SBR	1.5		320	.10	840	
EBL	2	2880	510	.18*	500	.17*
EBT	5	8000	1620	.20	2180	.27
EBR	1	1600	190	.12	570	.36
WBL	2	2880	150	.05	140	.05
WBT	4	6400	1020	.16*	1380	.22*
WBR	f		1460		1480	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.79		.84

2. The Old Road & Magic Mountain

OV0V GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	PM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	2880	400	.14	430	.15*
NBT	3	4800	540	.11*	390	.08
NBR	1	1600	140	.09	130	.08
SBL	2	2880	630	.22*	480	.17
SBT	2.5	6400	120	.04	650	.20*
SBR	1.5		340		870	.27
EBL	2	2880	540	.19*	520	.18*
EBT	5	8000	1720	.22	2230	.28
EBR	1	1600	140	.09	540	.34
WBL	2	2880	180	.06	160	.06
WBT	4	6400	1020	.16*	1490	.23*
WBR	f		1390		1460	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.78		.86

3. The Old Road & Valencia

Existing Counts						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	2	2880	668 .23*	96 .03		
NBT	3	4800	257 .05	497 .10*		
NBR	1	1600	107 .07	247 .15		
SBL	2	2880	121 .04	201 .07*		
SBT	3	4800	157 .03*	422 .09		
SBR	1	1600	233 .15	93 .06		
EBL	2	2880	312 .11*	77 .03		
EBT	4	6400	886 .14	209 .03*		
EBR	1	1600	542 .34	61 .04		
WBL	2	2880	107 .04	395 .14*		
WBT	3	4800	756 .16*	248 .05		
WBR	f		137	330		
Right Turn Adjustment Clearance Interval			SBR .04* .10*			.10*
TOTAL CAPACITY UTILIZATION				.67		.44

Current GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	2	2880	770 .27*	470 .16*		
NBT	3	4800	390 .08	740 .15		
NBR	1	1600	110 .07	510 .32		
SBL	2	2880	140 .05	400 .14		
SBT	3	4800	270 .06*	700 .15*		
SBR	1	1600	170 .11	210 .13		
EBL	2	2880	290 .10*	230 .08*		
EBT	4	6400	2200 .34	1600 .25		
EBR	1	1600	420 .26	780 .49		
WBL	2	2880	90 .03	490 .17		
WBT	3	4800	1520 .32*	2080 .43*		
WBR	f		370	540		
Right Turn Adjustment Clearance Interval				EBR .03* .10*		.10*
TOTAL CAPACITY UTILIZATION				.85		.95

OVOV GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	2	2880	730 .25*	430 .15*		
NBT	3	4800	300 .06	620 .13		
NBR	1	1600	110 .07	420 .26		
SBL	2	2880	130 .05	320 .11		
SBT	3	4800	200 .04*	760 .16*		
SBR	1	1600	200 .13	210 .13		
EBL	2	2880	300 .10*	240 .08*		
EBT	4	6400	2380 .37	1790 .28		
EBR	1	1600	370 .23	750 .47		
WBL	2	2880	90 .03	480 .17		
WBT	3	4800	1610 .34*	2190 .46*		
WBR	f		350	570		
Right Turn Adjustment Clearance Interval			SBR .01* .10*			.10*
TOTAL CAPACITY UTILIZATION				.84		.95

Current GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	2	2880	770 .27*	470 .16*		
NBT	3	4800	390 .08	740 .15		
NBR	1	1600	110 .07	510 .32		
SBL	2	2880	140 .05	400 .14		
SBT	3	4800	270 .06*	700 .15*		
SBR	1	1600	170 .11	210 .13		
EBL	2	2880	290 .10*	230 .08*		
EBT	4	6400	2200 .34	1600 .25		
EBR	1	1600	420 .26	780 .49		
WBL	2	2880	90 .03	490 .17		
WBT	3	4800	1520 .32*	2080 .43*		
WBR	f		370	540		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.85		.92

Note: Assumes Right-Turn Overlap for EBR

3. The Old Road & Valencia

OV0V GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	2880	730	.25*	430	.15*
NBT	3	4800	300	.06	620	.13
NBR	1	1600	110	.07	420	.26
SBL	2	2880	130	.05	320	.11
SBT	3	4800	200	.04*	760	.16*
SBR	1	1600	200	.13	210	.13
EBL	2	2880	300	.10*	240	.08*
EBT	4	6400	2380	.37	1790	.28
EBR	1	1600	370	.23	750	.47
WBL	2	2880	90	.03	480	.17
WBT	3	4800	1610	.34*	2190	.46*
WBR	f		350		570	
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for EBR						
TOTAL CAPACITY UTILIZATION				.84		.95

4. The Old Road & Stevenson Ranch

Existing Counts						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1600	63	.04*	232	.15*
NBT	3	4800	326	.07	546	.11
NBR	1	1600	103	.06	632	.40
SBL	1	1600	67	.04	79	.05
SBT	2	3200	458	.14*	589	.18*
SBR	1	1600	369	.23	278	.17
EBL	2	2880	614	.21*	197	.07
EBT	3	4800	616	.13	369	.08*
EBR	1	1600	184	.12	136	.09
WBL	2	2880	337	.12	720	.25*
WBT	2	3200	216	.09*	568	.20
WBR	0	0	73		68	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.58		.76

Current GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1600	70	.04	170	.11
NBT	3	4800	540	.11*	1020	.21*
NBR	1	1600	330	.21	620	.39
SBL	1	1600	240	.15*	450	.28*
SBT	2	3200	310	.10	1110	.35
SBR	1	1600	20	.01	210	.13
EBL	2	2880	110	.04	220	.08*
EBT	3	4800	970	.20*	400	.08
EBR	1	1600	130	.08	90	.06
WBL	2	2880	250	.09*	890	.31
WBT	2	3200	220	.14	850	.38*
WBR	0	0	640	.40	350	
Right Turn Adjustment		Multi		.07*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.72		1.05

OV0V GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1600	60	.04	140	.09
NBT	3	4800	390	.08*	840	.18*
NBR	1	1600	300	.19	640	.40
SBL	1	1600	170	.11*	620	.39*
SBT	2	3200	260	.08	900	.28
SBR	1	1600	20	.01	260	.16
EBL	2	2880	130	.05	210	.07*
EBT	3	4800	1110	.23*	470	.10
EBR	1	1600	120	.08	90	.06
WBL	2	2880	250	.09*	870	.30
WBT	2	3200	250	.16	960	.38*
WBR	0	0	630	.39	270	
Right Turn Adjustment		Multi		.08*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.69		1.12

Current GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1600	70	.04	170	.11*
NBT	3	4800	540	.11*	1020	.21
NBR	1	1600	330	.21	620	.39
SBL	2	2880	240	.08*	450	.16
SBT	2	3200	310	.10	1110	.35*
SBR	1	1600	20	.01	210	.13
EBL	2	2880	110	.04	220	.08
EBT	3	4800	970	.20*	400	.08*
EBR	1	1600	130	.08	90	.06
WBL	2	2880	250	.09*	890	.31*
WBT	2	3200	220	.07	850	.27
WBR	1	1600	640	.40	350	.22
Right Turn Adjustment		Multi		.10*		
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for NBR						
TOTAL CAPACITY UTILIZATION				.68		.95

4. The Old Road & Stevenson Ranch

OV0V GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1600	60	.04	140	.09
NBT	3	4800	390	.08*	840	.18*
NBR	1	1600	300	.19	640	.40
SBL	2	2880	170	.06*	620	.22*
SBT	2	3200	260	.08	900	.28
SBR	1	1600	20	.01	260	.16
EBL	2	2880	130	.05	210	.07
EBT	3	4800	1110	.23*	470	.10*
EBR	1	1600	120	.08	90	.06
WBL	2	2880	250	.09*	870	.30*
WBT	2	3200	250	.08	960	.30
WBR	1	1600	630	.39	270	.17
Right Turn Adjustment			Multi	.09*		
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for NBR						
TOTAL CAPACITY UTILIZATION				.65		.90

5. The Old Road & Pico Canyon

Existing Counts						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	1	1600	86 .05*	170 .11		
NBT	2	3200	338 .13	411 .15*		
NBR	0	0	80	64		
SBL	2	2880	341 .12	543 .19*		
SBT	1	1600	520 .33*	304 .19		
SBR	1	1600	28 .02	54 .03		
EBL	1	1600	69 .04	48 .03*		
EBT	2	3200	760 .24*	431 .13		
EBR	1	1600	86 .05	30 .02		
WBL	1	1600	67 .04*	49 .03		
WBT	2	3200	349 .11	753 .24*		
WBR	f		391	778		
Clearance Interval					.10*	.10*
TOTAL CAPACITY UTILIZATION			.76	.71		

Current GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	1	1600	170 .11	180 .11		
NBT	2	3200	370 .13*	840 .31*		
NBR	0	0	60	140		
SBL	2	2880	330 .11*	520 .18*		
SBT	1	1600	180 .11	550 .34		
SBR	1	1600	180 .11	500 .31		
EBL	1	1600	400 .25*	100 .06*		
EBT	2	3200	730 .23	1090 .34		
EBR	1	1600	100 .06	270 .17		
WBL	1	1600	10 .01	10 .01		
WBT	2	3200	1470 .46*	1390 .43*		
WBR	f		300	620		
Clearance Interval					.10*	.10*
TOTAL CAPACITY UTILIZATION			1.05	1.08		

OVOV GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	1	1600	120 .08*	190 .12		
NBT	2	3200	220 .08	660 .24*		
NBR	0	0	50	100		
SBL	2	2880	320 .11	510 .18*		
SBT	1	1600	170 .11*	360 .23		
SBR	1	1600	130 .08	470 .29		
EBL	1	1600	380 .24*	90 .06*		
EBT	2	3200	590 .18	890 .28		
EBR	1	1600	100 .06	250 .16		
WBL	1	1600	10 .01	10 .01		
WBT	2	3200	1270 .40*	1300 .41*		
WBR	f		260	570		
Clearance Interval					.10*	.10*
TOTAL CAPACITY UTILIZATION			.93	.99		

Current GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	2	2880	170 .06	180 .06		
NBT	2	3200	370 .13*	840 .31*		
NBR	0	0	60	140		
SBL	2	2880	330 .11*	520 .18*		
SBT	2	3200	180 .11	550 .33		
SBR	0	0	180	500		
EBL	1	1600	400 .25*	100 .06*		
EBT	2	3200	730 .23	1090 .34		
EBR	1	1600	100 .06	270 .17		
WBL	1	1600	10 .01	10 .01		
WBT	3	4800	1470 .37*	1390 .42*		
WBR	0	0	300	620		
Clearance Interval					.10*	.10*
TOTAL CAPACITY UTILIZATION			.96	1.07		

5. The Old Road & Pico Canyon

OV0V GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	2880	120	.04	190	.07
NBT	2	3200	220	.08*	660	.24*
NBR	0	0	50		100	
SBL	2	2880	320	.11*	510	.18*
SBT	2	3200	170	.09	360	.23
SBR	0	0	130		470	.29
EBL	1	1600	380	.24*	90	.06*
EBT	2	3200	590	.18	890	.28
EBR	1	1600	100	.06	250	.16
WBL	1	1600	10	.01	10	.01
WBT	3	4800	1270	.32*	1300	.39*
WBR	0	0	260		570	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.85		.97

6. Rye/Copper Hill & Newhall Ranch

Existing Counts						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3500	41	.01*	115	.03
NBT	3	5250	381	.07	1070	.20*
NBR	f		32		219	
SBL	2	3500	133	.04	220	.06*
SBT	3	5250	1240	.24*	516	.10
SBR	f		358		192	
EBL	2	3500	441	.13*	922	.26*
EBT	4	7000	510	.07	983	.14
EBR	1	1750	76	.04	43	.02
WBL	2	3500	366	.10	168	.05
WBT	4	7000	1038	.15*	553	.08*
WBR	f		217		148	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.63		.70

Current GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3500	360	.10*	270	.08
NBT	3	5250	1100	.21	1460	.28*
NBR	f		40		80	
SBL	2	3500	80	.02	280	.08*
SBT	3	5250	1680	.32*	950	.18
SBR	f		1270		770	
EBL	2	3500	500	.14*	980	.28
EBT	4	7000	530	.08	2100	.30*
EBR	1	1750	260	.15	430	.25
WBL	2	3500	370	.11	470	.13*
WBT	4	7000	1350	.19*	990	.14
WBR	f		700		270	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.85		.89

OVOV GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3500	430	.12*	390	.11
NBT	3	5250	1190	.23	1350	.26*
NBR	f		220		90	
SBL	2	3500	90	.03	280	.08*
SBT	3	5250	1640	.31*	960	.18
SBR	f		1260		820	
EBL	2	3500	360	.10*	1040	.30*
EBT	4	7000	540	.08	1990	.28
EBR	1	1750	280	.16	530	.30
WBL	2	3500	330	.09	470	.13
WBT	4	7000	1230	.18*	1050	.15*
WBR	f		660		290	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.81		.89

7. McBean & Newhall Ranch

Existing Counts						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3500	394	.11*	353	.10
NBT	3	5250	431	.08	1499	.29*
NBR	1	1750	212	.12	690	.39
SBL	2	3500	275	.08	206	.06*
SBT	4	7000	1542	.22*	706	.10
SBR	f		187		48	
EBL	2	3500	103	.03*	198	.06
EBT	4	7000	566	.08	1402	.20*
EBR	1	1750	193	.11	323	.18
WBL	2	3500	639	.18	440	.13*
WBT	3	5250	1397	.27*	727	.14
WBR	1	1750	111	.06	270	.15
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.73		.78

Current GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3500	250	.07	280	.08
NBT	3	5250	880	.17*	1960	.37*
NBR	1	1750	160	.09	1210	.69
SBL	2	3500	480	.14*	180	.05*
SBT	4	7000	1700	.24	1320	.19
SBR	f		230		70	
EBL	2	3500	100	.03*	320	.09*
EBT	4	7000	680	.10	2040	.29
EBR	1	1750	280	.16	610	.35
WBL	2	3500	970	.28	240	.07
WBT	3	5250	1890	.36*	1590	.30*
WBR	1	1750	60	.03	450	.26
Right Turn Adjustment					NBR	.24*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.80		1.15

OVOV GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3500	250	.07	280	.08
NBT	3	5250	910	.17*	2020	.38*
NBR	1	1750	160	.09	1220	.70
SBL	2	3500	530	.15*	180	.05*
SBT	4	7000	1770	.25	1340	.19
SBR	f		200		60	
EBL	2	3500	100	.03	250	.07*
EBT	4	7000	910	.13*	1990	.28
EBR	1	1750	310	.18	640	.37
WBL	2	3500	970	.28*	280	.08
WBT	3	5250	1760	.34	1740	.33*
WBR	1	1750	60	.03	480	.27
Right Turn Adjustment					NBR	.23*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.83		1.16

Current GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3500	250	.07	280	.08
NBT	3	5250	880	.17*	1960	.37*
NBR	2	3500	160	.05	1210	.35
SBL	2	3500	480	.14*	180	.05*
SBT	4	7000	1700	.24	1320	.19
SBR	f		230		70	
EBL	2	3500	100	.03	320	.09
EBT	4	7000	680	.10*	2040	.29*
EBR	1	1750	280	.16	610	.35
WBL	2	3500	970	.28*	240	.07*
WBT	4	7000	1890	.27	1590	.23
WBR	1	1750	60	.03	450	.26
Right Turn Adjustment					EBR	.01*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.80		.88

7. McBean & Newhall Ranch

OV0V GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3500	250	.07	280	.08
NBT	3	5250	910	.17*	2020	.38*
NBR	2	3500	160	.05	1220	.35
SBL	2	3500	530	.15*	180	.05*
SBT	4	7000	1770	.25	1340	.19
SBR	f		200		60	
EBL	2	3500	100	.03	250	.07
EBT	4	7000	910	.13*	1990	.28*
EBR	1	1750	310	.18	640	.37
WBL	2	3500	970	.28*	280	.08*
WBT	4	7000	1760	.25	1740	.25
WBR	1	1750	60	.03	480	.27
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.83		.89

8. McBean & Magic Mountain

Existing Counts						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3500	50	.01*	94	.03
NBT	3	5250	900	.17	1384	.26*
NBR	f		21		98	
SBL	2	3500	387	.11	250	.07*
SBT	4	7000	1871	.27*	1296	.19
SBR	f		534		203	
EBL	2	3500	592	.17*	570	.16*
EBT	2	3500	475	.14	548	.16
EBR	1	1750	107	.06	126	.07
WBL	2	3500	58	.02	172	.05
WBT	3	5250	330	.06*	369	.07*
WBR	1	1750	113	.06	387	.22
Right Turn Adjustment					WBR	.10*
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.61		.76

Current GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3500	240	.07	290	.08
NBT	3	5250	1310	.25*	2380	.45*
NBR	f		40		280	
SBL	2	3500	430	.12*	160	.05*
SBT	4	7000	1920	.27	2260	.32
SBR	f		800		130	
EBL	2	3500	500	.14	510	.15
EBT	2	3500	1340	.38*	1930	.55*
EBR	1	1750	130	.07	280	.16
WBL	2	3500	70	.02*	220	.06*
WBT	3	5250	880	.17	1390	.26
WBR	1	1750	410	.23	450	.26
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.87		1.21

OV0V GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3500	200	.06	390	.11
NBT	3	5250	1260	.24*	2460	.47*
NBR	f		50		270	
SBL	2	3500	580	.17*	340	.10*
SBT	4	7000	1960	.28	2110	.30
SBR	f		690		120	
EBL	2	3500	530	.15	470	.13
EBT	2	3500	1550	.44*	1780	.51*
EBR	1	1750	150	.09	400	.23
WBL	2	3500	70	.02*	220	.06*
WBT	3	5250	820	.16	1330	.25
WBR	1	1750	370	.21	590	.34
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.97		1.24

Current GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3500	240	.07*	290	.08*
NBT	4	7000	1310	.19	2380	.34
NBR	f		40		280	
SBL	2	3500	430	.12	160	.05
SBT	4	7000	1920	.27*	2260	.32*
SBR	f		800		130	
EBL	2	3500	500	.14*	510	.15
EBT	3	5250	1340	.26	1930	.37*
EBR	1	1750	130	.07	280	.16
WBL	2	3500	70	.02	220	.06*
WBT	3	5250	880	.17*	1390	.26
WBR	1	1750	410	.23	450	.26
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for WBR						
TOTAL CAPACITY UTILIZATION				.75		.93

8. McBean & Magic Mountain

OV0V GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	PM PK HOUR V/C	PM PK HOUR VOL	PM PK HOUR V/C
NBL	2	3500	200	.06	390	.11
NBT	4	7000	1260	.18*	2460	.35*
NBR	f		50		270	
SBL	2	3500	580	.17*	340	.10*
SBT	4	7000	1960	.28	2110	.30
SBR	f		690		120	
EBL	2	3500	530	.15	470	.13
EBT	3	5250	1550	.30*	1780	.34*
EBR	1	1750	150	.09	400	.23
WBL	2	3500	70	.02*	220	.06*
WBT	3	5250	820	.16	1330	.25
WBR	1	1750	370	.21	590	.34
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for WBR						
TOTAL CAPACITY UTILIZATION				.77		.95

9. McBean & Valencia

Existing Counts						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3500	218	.06*	193	.06
NBT	3	5250	772	.15	1105	.21*
NBR	2	3500	182	.05	342	.10
SBL	2	3500	97	.03	195	.06*
SBT	3	5250	672	.13*	931	.18
SBR	2	3500	584	.17	296	.08
EBL	2	3500	360	.10*	535	.15
EBT	3	5250	722	.14	1213	.23*
EBR	1	1750	78	.04	57	.03
WBL	2	3500	314	.09	505	.14*
WBT	3	5250	1149	.22*	890	.17
WBR	1	1750	31	.02	116	.07
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for SBR						

TOTAL CAPACITY UTILIZATION .61 .74

Current GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3500	270	.08*	160	.05
NBT	3	5250	1060	.20	1350	.26*
NBR	2	3500	250	.07	700	.20
SBL	2	3500	70	.02	270	.08*
SBT	3	5250	880	.17*	1310	.25
SBR	2	3500	970	.28	980	.28
EBL	2	3500	450	.13*	940	.27*
EBT	3	5250	860	.16	1400	.27
EBR	1	1750	20	.01	370	.21
WBL	2	3500	360	.10	600	.17
WBT	3	5250	1180	.22*	930	.18*
WBR	1	1750	290	.17	290	.17
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for SBR						

TOTAL CAPACITY UTILIZATION .70 .89

OVOV GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3500	280	.08*	190	.05
NBT	3	5250	1020	.19	1370	.26*
NBR	2	3500	320	.09	710	.20
SBL	2	3500	70	.02	220	.06*
SBT	3	5250	960	.18*	1350	.26
SBR	2	3500	900	.26	970	.28
EBL	2	3500	530	.15*	1000	.29*
EBT	3	5250	1170	.22	1270	.24
EBR	1	1750	20	.01	340	.19
WBL	2	3500	420	.12	730	.21
WBT	3	5250	1060	.20*	1200	.23*
WBR	1	1750	220	.13	350	.20
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for SBR						

TOTAL CAPACITY UTILIZATION .71 .94

Current GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3500	270	.08*	160	.05*
NBT	4	7000	1060	.15	1350	.19
NBR	1	1750	250	.14	700	.40
SBL	2	3500	70	.02	270	.08
SBT	3	5250	880	.17*	1310	.25*
SBR	2	3500	970	.28	980	.28
EBL	2	3500	450	.13*	940	.27
EBT	3	5250	860	.16	1400	.27*
EBR	1	1750	20	.01	370	.21
WBL	2	3500	360	.10	600	.17*
WBT	4	7000	1180	.17*	930	.13
WBR	1	1750	290	.17	290	.17
Right Turn Adjustment			SBR	.01*	NBR	.01*
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for NBR						

TOTAL CAPACITY UTILIZATION .66 .85

9. McBean & Valencia

OV0V GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3500	280	.08*	190	.05*
NBT	4	7000	1020	.15	1370	.20
NBR	1	1750	320	.18	710	.41
SBL	2	3500	70	.02	220	.06
SBT	3	5250	960	.18*	1350	.26*
SBR	2	3500	900	.26	970	.28
EBL	2	3500	530	.15	1000	.29*
EBT	3	5250	1170	.22*	1270	.24
EBR	1	1750	20	.01	340	.19
WBL	2	3500	420	.12*	730	.21
WBT	4	7000	1060	.15	1200	.17*
WBR	1	1750	220	.13	350	.20
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for NBR						
TOTAL CAPACITY UTILIZATION				.70		.87

10. Orchard Village & McBean

Existing Counts						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1.5		327		215	
NBT	0.5	3500	39	.10*	17	.07*
NBR	2	3500	592	.17	757	.22
SBL	0	0	25		64	
SBT	1	1750	32	.03*	40	.06*
SBR	d	1750	19	.01	31	.02
EBL	1	1750	38	.02	28	.02
EBT	3	5250	436	.12*	860	.22*
EBR	0	0	253	.14	319	
WBL	2	3500	778	.22*	799	.23*
WBT	3	5250	507	.11	566	.11
WBR	0	0	48		19	
Clearance Interval				.10*		.10*
Note: Assumes N/S Split Phasing						
Note: Assumes Right-Turn Overlap for NBR						
TOTAL CAPACITY UTILIZATION				.57		.68

Current GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1.5		980		880	
NBT	0.5	3500	60	.30*	60	.27*
NBR	2	3500	830	.24	1100	.31
SBL	0	0	10		60	
SBT	1	1750	20	.02*	70	.07*
SBR	d	1750	10	.01	30	.02
EBL	1	1750	50	.03	40	.02
EBT	3	5250	550	.16*	970	.28*
EBR	0	0	840	.48	1150	.66
WBL	2	3500	850	.24*	1140	.33*
WBT	3	5250	620	.12	910	.18
WBR	0	0	30		20	
Right Turn Adjustment				EBR .09*	EBR .18*	
Clearance Interval				.10*		.10*
Note: Assumes N/S Split Phasing						
Note: Assumes Right-Turn Overlap for NBR						
TOTAL CAPACITY UTILIZATION				.91		1.23

OVOV GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1.5		960		910	
NBT	0.5	3500	60	.29*	60	.28*
NBR	2	3500	850	.24	1110	.32
SBL	0	0	10		60	
SBT	1	1750	20	.02*	70	.07*
SBR	d	1750	10	.01	30	.02
EBL	1	1750	50	.03	40	.02
EBT	3	5250	440	.13*	900	.26*
EBR	0	0	880	.50	1200	.69
WBL	2	3500	860	.25*	1140	.33*
WBT	3	5250	650	.13	950	.18
WBR	0	0	30		20	
Right Turn Adjustment				EBR .15*	EBR .22*	
Clearance Interval				.10*		.10*
Note: Assumes N/S Split Phasing						
Note: Assumes Right-Turn Overlap for NBR						
TOTAL CAPACITY UTILIZATION				.94		1.26

Current GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1.5		980		880	
NBT	0.5	3500	60	.30*	60	.27*
NBR	2	3500	830	.24	1100	.31
SBL	1.5		10	.01	60	
SBT	1.5	5250	20	.01*	70	.02*
SBR	1	1750	10	.01	30	.02
EBL	1	1750	50	.03	40	.02
EBT	2.5	7000	550	{.14}*	970	{.25}*
EBR	1.5		840		1150	
WBL	2	3500	850	.24*	1140	.33*
WBT	3	5250	620	.12	910	.17
WBR	1	1750	30	.02	20	.01
Clearance Interval				.10*		.10*
Note: Assumes N/S Split Phasing						
Note: Assumes Right-Turn Overlap for NBR						
TOTAL CAPACITY UTILIZATION				.79		.97

10. Orchard Village & McBean

OV0V GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1.5		960		910	
NBT	0.5	3500	60	.29*	60	.28*
NBR	2	3500	850	.24	1110	.32
SBL	1.5		10	.01	60	
SBT	1.5	5250	20	.01*	70	.02*
SBR	1	1750	10	.01	30	.02
EBL	1	1750	50	.03	40	.02
EBT	2.5	7000	440	.13*	900	{.25}*
EBR	1.5		880	.25	1200	
WBL	2	3500	860	.25*	1140	.33*
WBT	3	5250	650	.12	950	.18
WBR	1	1750	30	.02	20	.01
Clearance Interval				.10*		.10*
Note: Assumes N/S Split Phasing						
Note: Assumes Right-Turn Overlap for NBR						
TOTAL CAPACITY UTILIZATION				.78		.98

11. Orchard Village & Wiley Cyn

Existing Counts						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1750	218	.12*	132	.08
NBT	2	3500	754	.25	807	.27*
NBR	0	0	113		153	
SBL	1	1750	117	.07	124	.07*
SBT	2	3500	777	.22*	731	.21
SBR	1	1750	283	.16	215	.12
EBL	2	3500	172	.05	282	.08
EBT	2	3500	125	.07*	254	.12*
EBR	0	0	272	.16	179	
WBL	1	1750	152	.09*	98	.06*
WBT	2	3500	268	.08	240	.07
WBR	1	1750	96	.05	101	.06
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.60		.62

Current GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1750	30	.02	80	.05
NBT	2	3500	750	.31*	1080	.47*
NBR	0	0	320		570	
SBL	1	1750	510	.29*	640	.37*
SBT	2	3500	670	.19	1090	.31
SBR	1	1750	280	.16	160	.09
EBL	2	3500	190	.05	290	.08
EBT	2	3500	300	.11*	730	.26*
EBR	0	0	70		170	
WBL	1	1750	340	.19*	380	.22*
WBT	2	3500	540	.15	580	.17
WBR	1	1750	500	.29	500	.29
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				1.00		1.42

OVOV GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1750	50	.03	80	.05
NBT	2	3500	710	.30*	1050	.47*
NBR	0	0	330		610	
SBL	1	1750	530	.30*	650	.37*
SBT	2	3500	610	.17	1140	.33
SBR	1	1750	340	.19	150	.09
EBL	2	3500	230	.07	320	.09
EBT	2	3500	370	.13*	760	.26*
EBR	0	0	90		140	
WBL	1	1750	370	.21*	390	.22*
WBT	2	3500	690	.20	710	.20
WBR	1	1750	460	.26	540	.31
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				1.04		1.42

Current GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1750	30	.02	80	.05
NBT	3	5250	750	.20*	1080	.31*
NBR	0	0	320		570	.33
SBL	2	3500	510	.15*	640	.18*
SBT	2	3500	670	.27	1090	.36
SBR	0	0	280		160	
EBL	1	1750	190	.11*	290	.17
EBT	3	5250	300	.07	730	.17*
EBR	0	0	70		170	
WBL	1	1750	340	.19	380	.22*
WBT	3	5250	540	.15*	580	.17
WBR	0	0	500	.29	500	.29
Right Turn Adjustment			WBR	.03*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.74		.98

11. Orchard Village & Wiley Cyn

OV0V GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1750	50	.03	80	.05
NBT	3	5250	710	.20*	1050	.30*
NBR	0	0	330		610	.35
SBL	2	3500	530	.15*	650	.19*
SBT	2	3500	610	.27	1140	.37
SBR	0	0	340		150	
EBL	1	1750	230	.13*	320	.18
EBT	3	5250	370	.09	760	.17*
EBR	0	0	90		140	
WBL	1	1750	370	.21	390	.22*
WBT	3	5250	690	.20*	710	.20
WBR	0	0	460	.26	540	.31
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.78		.98

12. Valencia & Magic Mountain

Existing Counts						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1750	32	.02*	56	.03
NBT	3	5250	682	.14	1406	.30*
NBR	0	0	71		154	
SBL	1	1750	25	.01	56	.03*
SBT	3	5250	1632	.31*	1115	.21
SBR	2	3500	429	.12	371	.11
EBL	2	3500	145	.04	500	.14*
EBT	2	3500	153	.05*	420	.13
EBR	0	0	29		29	
WBL	1	1750	176	.10*	148	.08
WBT	2	3500	351	.10	303	.09*
WBR	1	1750	26	.01	61	.03
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.58		.66

Current GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1750	80	.05*	100	.06
NBT	3	5250	730	.18	1710	.42*
NBR	0	0	220		500	
SBL	1	1750	50	.03	130	.07*
SBT	3	5250	1610	.31*	1150	.22
SBR	2	3500	720	.21	650	.19
EBL	2	3500	450	.13	740	.21
EBT	2	3500	920	.27*	1380	.40*
EBR	0	0	40		30	
WBL	1	1750	440	.25*	240	.14*
WBT	2	3500	1190	.34	1120	.32
WBR	1	1750	90	.05	130	.07
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.98		1.13

OVOV GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1750	80	.05*	130	.07
NBT	3	5250	830	.21	1760	.47*
NBR	0	0	270		690	
SBL	1	1750	20	.01	50	.03*
SBT	3	5250	1640	.31*	1250	.24
SBR	2	3500	750	.21	580	.17
EBL	2	3500	530	.15	700	.20
EBT	2	3500	910	.29*	1300	.38*
EBR	0	0	100		40	
WBL	1	1750	610	.35*	470	.27*
WBT	2	3500	1040	.30	970	.28
WBR	1	1750	70	.04	40	.02
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				1.10		1.25

Current GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1750	80	.05*	100	.06
NBT	3	5250	730	.14	1710	.33*
NBR	1	1750	220	.13	500	.29
SBL	1	1750	50	.03	130	.07*
SBT	3	5250	1610	.31*	1150	.22
SBR	2	3500	720	.21	650	.19
EBL	2	3500	450	.13*	740	.21*
EBT	3	5250	920	.18	1380	.27
EBR	0	0	40		30	
WBL	2	3500	440	.13	240	.07
WBT	3	5250	1190	.24*	1120	.24*
WBR	0	0	90		130	
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for NBR						
TOTAL CAPACITY UTILIZATION				.83		.95

12. Valencia & Magic Mountain

OV0V GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1750	80	.05*	130	.07
NBT	3	5250	830	.16	1760	.34*
NBR	1	1750	270	.15	690	.39
SBL	1	1750	20	.01	50	.03*
SBT	3	5250	1640	.31*	1250	.24
SBR	2	3500	750	.21	580	.17
EBL	2	3500	530	.15*	700	.20*
EBT	3	5250	910	.19	1300	.26
EBR	0	0	100		40	
WBL	2	3500	610	.17	470	.13
WBT	3	5250	1040	.21*	970	.19*
WBR	0	0	70		40	
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for NBR						
TOTAL CAPACITY UTILIZATION				.82		.86

13. Bouquet Canyon & Plum Canyon

Existing Counts						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	1	1750	14 .01	66 .04		
NBT	2	3500	209 .06*	648 .19*		
NBR	1	1750	633 .36	891 .51		
SBL	1	1750	182 .10*	169 .10*		
SBT	2	3500	476 .14	332 .10		
SBR	0	0	2	4		
EBL	0	0	6	5		
EBT	1	1750	10 .03*	8 .02*		
EBR	0	0	43	30		
WBL	1.5		1364	786		
WBT	0.5	3500	5 .39*	21 .23*		
WBR	1	1750	133 .08	181 .10		
Right Turn Adjustment				NBR		.09*
Clearance Interval			.10*			.10*
Note: Assumes E/W Split Phasing						
Note: Assumes Right-Turn Overlap for NBR						
TOTAL CAPACITY UTILIZATION			.68	.73		

Current GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	1	1750	10 .01	60 .03		
NBT	2	3500	310 .09*	1040 .30*		
NBR	1	1750	610 .35	850 .49		
SBL	1	1750	400 .23*	250 .14*		
SBT	2	3500	900 .26	390 .11		
SBR	0	0	10	10		
EBL	0	0	10	10		
EBT	1	1750	50 .07*	10 .03*		
EBR	0	0	60	30		
WBL	1.5		1060	620		
WBT	0.5	3500	20 .31*	20 .18*		
WBR	1	1750	310 .18	230 .13		
Right Turn Adjustment				NBR		.01*
Clearance Interval			.10*			.10*
Note: Assumes E/W Split Phasing						
Note: Assumes Right-Turn Overlap for NBR						
TOTAL CAPACITY UTILIZATION			.80	.76		

OVOV GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	1	1750	10 .01	60 .03		
NBT	2	3500	330 .09*	1050 .30*		
NBR	1	1750	600 .34	810 .46		
SBL	1	1750	400 .23*	260 .15*		
SBT	2	3500	940 .27	350 .10		
SBR	0	0	10	10		
EBL	0	0	10	10		
EBT	1	1750	50 .07*	10 .03*		
EBR	0	0	60	30		
WBL	1.5		1050	630		
WBT	0.5	3500	20 .31*	20 .19*		
WBR	1	1750	310 .18	250 .14		
Clearance Interval			.10*			.10*
Note: Assumes E/W Split Phasing						
Note: Assumes Right-Turn Overlap for NBR						
TOTAL CAPACITY UTILIZATION			.80	.77		

14. Bouquet Canyon & Newhall Ranch

Existing Counts						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	2	3500	291 .08*	445 .13		
NBT	4	7000	561 .08	2044 .29*		
NBR	1	1750	33 .02	44 .03		
SBL	1	1750	324 .19	210 .12*		
SBT	4	7000	2079 .30*	1328 .19		
SBR	1	1750	584 .33	356 .20		
EBL	3	5250	260 .05*	1020 .19*		
EBT	2	3500	369 .11	786 .22		
EBR	2	3500	261 .07	454 .13		
WBL	2	3500	120 .03	209 .06		
WBT	4	7000	890 .13*	634 .09*		
WBR	1	1750	89 .05	359 .21		
Right Turn Adjustment				WBR	.03*	
Clearance Interval			.10*		.10*	
Note: Assumes Right-Turn Overlap for SBR EBR						

TOTAL CAPACITY UTILIZATION .66 .82

Current GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	2	3500	670 .19*	810 .23*		
NBT	4	7000	500 .07	2350 .34		
NBR	1	1750	300 .17	620 .35		
SBL	1	1750	110 .06	70 .04		
SBT	4	7000	2000 .29*	1370 .20*		
SBR	1	1750	810 .46	410 .23		
EBL	3	5250	260 .05	690 .13		
EBT	2	3500	710 .20*	2020 .58*		
EBR	2	3500	890 .25	1100 .31		
WBL	2	3500	570 .16*	170 .05*		
WBT	4	7000	1340 .19	930 .13		
WBR	1	1750	50 .03	100 .06		
Right Turn Adjustment				SBR	.03*	
Clearance Interval			.10*		.10*	
Note: Assumes Right-Turn Overlap for SBR EBR						

TOTAL CAPACITY UTILIZATION .97 1.16

OVOV GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	2	3500	550 .16*	890 .25*		
NBT	4	7000	530 .08	2490 .36		
NBR	1	1750	270 .15	600 .34		
SBL	1	1750	110 .06	70 .04		
SBT	4	7000	2190 .31*	1430 .20*		
SBR	1	1750	750 .43	440 .25		
EBL	3	5250	270 .05	690 .13		
EBT	2	3500	930 .27*	2040 .58*		
EBR	2	3500	850 .24	1050 .30		
WBL	2	3500	570 .16*	150 .04*		
WBT	4	7000	1420 .20	970 .14		
WBR	1	1750	70 .04	100 .06		
Clearance Interval			.10*		.10*	
Note: Assumes Right-Turn Overlap for SBR EBR						

TOTAL CAPACITY UTILIZATION 1.00 1.17

Current GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	2	3500	670 .19*	810 .23*		
NBT	4	7000	500 .07	2350 .34		
NBR	1	1750	300 .17	620 .35		
SBL	2	3500	110 .03	70 .02		
SBT	4	7000	2000 .29*	1370 .20*		
SBR	2	3500	810 .23	410 .12		
EBL	2	3500	260 .07*	690 .20		
EBT	4	7000	710 .10	2020 .29*		
EBR	2	3500	890 .25	1100 .31		
WBL	2	3500	570 .16	170 .05*		
WBT	4	7000	1340 .19*	930 .13		
WBR	1	1750	50 .03	100 .06		
Clearance Interval			.10*		.10*	
Note: Assumes Right-Turn Overlap for SBR WBR EBR						

TOTAL CAPACITY UTILIZATION .84 .87

14. Bouquet Canyon & Newhall Ranch

OV0V GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3500	550	.16*	890	.25*
NBT	4	7000	530	.08	2490	.36
NBR	1	1750	270	.15	600	.34
SBL	2	3500	110	.03	70	.02
SBT	4	7000	2190	.31*	1430	.20*
SBR	2	3500	750	.21	440	.13
EBL	2	3500	270	.08	690	.20*
EBT	4	7000	930	.13*	2040	.29
EBR	2	3500	850	.24	1050	.30
WBL	2	3500	570	.16*	150	.04
WBT	4	7000	1420	.20	970	.14*
WBR	1	1750	70	.04	100	.06
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for SBR WBR EBR						
TOTAL CAPACITY UTILIZATION				.86		.89

15. Bouquet Canyon & Soledad Canyon

Existing Counts						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	1	1750	21 .01*	24 .01		
NBT	3	5250	399 .08	1109 .21*		
NBR	1	1750	182 .10	286 .16		
SBL	3	5250	331 .06	461 .09*		
SBT	2.5	7000	1218 {.30}*	832 {.18}		
SBR	1.5		917	669		
EBL	3	5250	240 .05*	986 .19*		
EBT	3	5250	499 .10	1366 .26		
EBR	0	0	9	4		
WBL	3	5250	307 .06	315 .06		
WBT	2.5	7000	1139 .22*	947 {.18}*		
WBR	1.5		230	391 {.16}		
Clearance Interval					.10*	.10*
TOTAL CAPACITY UTILIZATION			.68	.77		

Current GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	1	1750	20 .01*	100 .06		
NBT	3	5250	620 .12	1770 .34*		
NBR	1	1750	110 .06	470 .27		
SBL	3	5250	290 .06	530 .10*		
SBT	2.5	7000	1890 {.44}*	1210 {.25}		
SBR	1.5		1240	910		
EBL	3	5250	340 .06*	1370 .26*		
EBT	3	5250	840 .18	1240 .24		
EBR	0	0	120	40		
WBL	3	5250	120 .02	290 .06		
WBT	2.5	7000	1020 {.19}*	970 {.19}*		
WBR	1.5		380	490		
Clearance Interval					.10*	.10*
TOTAL CAPACITY UTILIZATION			.80	.99		

OVOV GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	1	1750	20 .01*	100 .06		
NBT	3	5250	660 .13	1760 .34*		
NBR	1	1750	230 .13	500 .29		
SBL	3	5250	400 .08	430 .08*		
SBT	2.5	7000	1910 {.44}*	1400 {.27}		
SBR	1.5		1250	820		
EBL	3	5250	300 .06	1300 .25*		
EBT	3	5250	910 .20*	1130 .24		
EBR	0	0	120	120		
WBL	3	5250	160 .03*	400 .08		
WBT	2.5	7000	880 .17	950 {.23}*		
WBR	1.5		280	780		
Clearance Interval					.10*	.10*
TOTAL CAPACITY UTILIZATION			.78	1.00		

Current GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	1	1750	20 .01*	100 .06		
NBT	4	7000	620 .09	1770 .25*		
NBR	1	1750	110 .06	470 .27		
SBL	3	5250	290 .06	530 .10*		
SBT	2.5	7000	1890 {.44}*	1210 {.25}		
SBR	1.5		1240	910		
EBL	3	5250	340 .06*	1370 .26*		
EBT	3	5250	840 .18	1240 .24		
EBR	0	0	120	40		
WBL	3	5250	120 .02	290 .06		
WBT	2.5	7000	1020 {.19}*	970 {.19}*		
WBR	1.5		380	490		
Clearance Interval					.10*	.10*
TOTAL CAPACITY UTILIZATION			.80	.90		

15. Bouquet Canyon & Soledad Canyon

OV0V GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1750	20	.01*	100	.06*
NBT	4	7000	660	.09	1760	.25
NBR	1	1750	230	.13	500	.29
SBL	3	5250	400	.08	430	.08
SBT	2.5	7000	1910	{.44}*	1400	{.27}*
SBR	1.5		1250		820	
EBL	3	5250	300	.06	1300	.25*
EBT	3	5250	910	.20*	1130	.24
EBR	0	0	120		120	
WBL	3	5250	160	.03*	400	.08
WBT	2.5	7000	880	.17	950	{.22}*
WBR	1.5		280		780	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.78		.90

16. Railroad & Lyons

Existing Counts						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	1	1750	172 .10*	140 .08*		
NBT	2	3500	702 .20	1097 .31		
NBR	0	0	0	0		
SBL	0	0	0	0		
SBT	2	3500	1095 .31*	903 .26*		
SBR	1	1750	220 .13	312 .18		
EBL	2	3500	218 .06*	411 .12*		
EBT	0	0	0	0		
EBR	1	1750	122 .07	136 .08		
WBL	0	0	0	0		
WBT	0	0	0	0		
WBR	0	0	0	0		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.57		.56

Current GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	1	1750	60 .03	0 .00		
NBT	2	3500	820 .26*	1050 .33*		
NBR	0	0	80	100		
SBL	2	3500	270 .08*	480 .14*		
SBT	2	3500	770 .22	810 .23		
SBR	1	1750	190 .11	390 .22		
EBL	1.5		180	300		
EBT	1.5	5250	330 .12*	610 .19*		
EBR	0		120	100		
WBL	1	1750	70 .04	70 .04		
WBT	2	3500	410 .12*	620 .18*		
WBR	1	1750	370 .21	290 .17		
Right Turn Adjustment			WBR	.03*		
Clearance Interval				.10*		.10*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				.71		.94

OVOV GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	1	1750	50 .03	0 .00		
NBT	2	3500	700 .22*	970 .30*		
NBR	0	0	70	70		
SBL	2	3500	210 .06*	380 .11*		
SBT	2	3500	680 .19	730 .21		
SBR	1	1750	200 .11	420 .24		
EBL	1.5		190	300		
EBT	1.5	5250	340 .13*	540 .18*		
EBR	0		130	80		
WBL	1	1750	50 .03	50 .03		
WBT	2	3500	320 .09*	500 .14*		
WBR	1	1750	250 .14	200 .11		
Clearance Interval				.10*		.10*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				.60		.83

Current GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	1	1750	60 .03	0 .00		
NBT	2	3500	820 .26*	1050 .33*		
NBR	0	0	80	100		
SBL	2	3500	270 .08*	480 .14*		
SBT	2	3500	770 .22	810 .23		
SBR	1	1750	190 .11	390 .22		
EBL	1.5		180	300		
EBT	1.5	5250	330 .12*	610 .19*		
EBR	0		120	100		
WBL	1	1750	70 .04	70 .04		
WBT	2	3500	410 .12*	620 .18*		
WBR	1	1750	370 .21	290 .17		
Right Turn Adjustment			WBR	.03*		
Clearance Interval				.10*		.10*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				.71		.94

16. Railroad & Lyons

OV0V GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1750	50	.03	0	.00
NBT	2	3500	700	.22*	970	.30*
NBR	0	0	70		70	
SBL	2	3500	210	.06*	380	.11*
SBT	2	3500	680	.19	730	.21
SBR	1	1750	200	.11	420	.24
EBL	1.5		190		300	
EBT	1.5	5250	340	.13*	540	.18*
EBR	0		130		80	
WBL	1	1750	50	.03	50	.03
WBT	2	3500	320	.09*	500	.14*
WBR	1	1750	250	.14	200	.11
Clearance Interval				.10*		.10*
Note: Assumes E/W Split Phasing						
TOTAL CAPACITY UTILIZATION				.60		.83

17. Sierra Highway & Newhall

Existing Counts						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3500	70	.02*	286	.08
NBT	2	3500	47	.02	672	.22*
NBR	0	0	21		91	
SBL	1	1750	125	.07	39	.02*
SBT	3	5250	467	.13*	54	.02
SBR	0	0	270	.15	226	.13
EBL	2	3500	130	.04	342	.10*
EBT	3	5250	1144	.26*	967	.20
EBR	0	0	235		76	
WBL	1	1750	105	.06*	34	.02
WBT	3	5250	693	.13	1047	.20*
WBR	1	1750	16	.01	328	.19
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.57		.64

Current GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3500	420	.12*	480	.14
NBT	2	3500	400	.23	790	.45*
NBR	0	0	400		1200	.69
SBL	1	1750	120	.07	10	.01*
SBT	3	5250	830	.18*	290	.06
SBR	0	0	120		10	
EBL	2	3500	30	.01	140	.04
EBT	3	5250	1000	.28*	1440	.37*
EBR	0	0	470		520	
WBL	1	1750	1100	.63*	630	.36*
WBT	3	5250	1320	.25	1220	.23
WBR	1	1750	0	.00	160	.09
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				1.31		1.29

OVOV GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3500	210	.06*	430	.12
NBT	2	3500	180	.10	890	.51*
NBR	0	0	260	.15	1090	.62
SBL	1	1750	60	.03	10	.01*
SBT	3	5250	770	.16*	160	.03
SBR	0	0	90		20	
EBL	2	3500	50	.01	240	.07
EBT	3	5250	860	.25*	1560	.35*
EBR	0	0	460	.26	300	
WBL	1	1750	1000	.57*	450	.26*
WBT	3	5250	1460	.28	1190	.23
WBR	1	1750	10	.01	80	.05
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				1.14		1.23

Current GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3500	420	.12*	480	.14
NBT	1.5	5250	400	{.11}	790	{.33}*
NBR	1.5		400		1200	
SBL	1	1750	120	.07	10	.01*
SBT	3	5250	830	.18*	290	.06
SBR	0	0	120		10	
EBL	2	3500	30	.01	140	.04
EBT	3	5250	1000	.28*	1440	.37*
EBR	0	0	470		520	
WBL	2	3500	1100	.31*	630	.18*
WBT	3	5250	1320	.25	1220	.26
WBR	0	0	0		160	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.99		.99

17. Sierra Highway & Newhall

OV0V GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3500	210	.06*	430	.12
NBT	1.5	5250	180	{.05}	890	{.34}*
NBR	1.5		260		1090	
SBL	1	1750	60	.03	10	.01*
SBT	3	5250	770	.16*	160	.03
SBR	0	0	90		20	
EBL	2	3500	50	.01	240	.07
EBT	3	5250	860	.25*	1560	.35*
EBR	0	0	460	.26	300	
WBL	2	3500	1000	.29*	450	.13*
WBT	3	5250	1460	.28	1190	.24
WBR	0	0	10		80	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.86		.93

18. Whites Canyon & Soledad Canyon

Existing Counts						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	2	3500	297 .08*	284 .08		
NBT	2	3500	468 .13	863 .25*		
NBR	1	1750	87 .05	17 .01		
SBL	2	3500	443 .13	497 .14*		
SBT	2	3500	815 .23*	496 .14		
SBR	1	1750	383 .22	196 .11		
EBL	2	3500	165 .05*	381 .11		
EBT	3	5250	611 .15	1461 .33*		
EBR	0	0	184	263		
WBL	2	3500	101 .03	138 .04*		
WBT	3	5250	1357 .34*	850 .24		
WBR	0	0	438	449 .26		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION			.80	.86		

Current GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	2	3500	400 .11*	350 .10		
NBT	2	3500	650 .19	1170 .33*		
NBR	1	1750	110 .06	560 .32		
SBL	2	3500	560 .16	320 .09*		
SBT	2	3500	1280 .37*	1120 .32		
SBR	1	1750	200 .11	240 .14		
EBL	2	3500	90 .03*	430 .12		
EBT	3	5250	640 .14	1400 .34*		
EBR	0	0	120	370		
WBL	2	3500	510 .15	200 .06*		
WBT	3	5250	1250 .28*	740 .21		
WBR	0	0	240	420 .24		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION			.89	.92		

OV0V GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	2	3500	430 .12*	400 .11		
NBT	2	3500	560 .16	1160 .33*		
NBR	1	1750	140 .08	500 .29		
SBL	2	3500	590 .17	310 .09*		
SBT	2	3500	1110 .32*	1070 .31		
SBR	1	1750	230 .13	260 .15		
EBL	2	3500	100 .03	460 .13		
EBT	3	5250	730 .16*	1300 .33*		
EBR	0	0	130	430		
WBL	2	3500	570 .16*	210 .06*		
WBT	3	5250	1140 .26	820 .23		
WBR	0	0	220	460 .26		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION			.86	.91		

Current GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	2	3500	400 .11*	350 .10		
NBT	3	5250	650 .14	1170 .33*		
NBR	0	0	110	560		
SBL	2	3500	560 .16	320 .09*		
SBT	3	5250	1280 .28*	1120 .26		
SBR	0	0	200	240		
EBL	2	3500	90 .03*	430 .12		
EBT	3	5250	640 .14	1400 .34*		
EBR	0	0	120	370		
WBL	2	3500	510 .15	200 .06*		
WBT	3	5250	1250 .28*	740 .21		
WBR	0	0	240	420 .24		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION			.80	.92		

18. Whites Canyon & Soledad Canyon

OV0V GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3500	430	.12*	400	.11
NBT	3	5250	560	.13	1160	.32*
NBR	0	0	140		500	
SBL	2	3500	590	.17	310	.09*
SBT	3	5250	1110	.26*	1070	.25
SBR	0	0	230		260	
EBL	2	3500	100	.03	460	.13
EBT	3	5250	730	.16*	1300	.33*
EBR	0	0	130		430	
WBL	2	3500	570	.16*	210	.06*
WBT	3	5250	1140	.26	820	.23
WBR	0	0	220		460	.26
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.80		.90

19. Sierra Highway & Soledad Canyon

Existing Counts						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	2	3500	385 .11*	624 .18*		
NBT	2	3500	202 .06	468 .13		
NBR	1	1750	153 .09	270 .15		
SBL	1	1750	42 .02	124 .07		
SBT	2	3500	476 .14*	379 .11*		
SBR	1	1750	402 .23	326 .19		
EBL	2	3500	193 .06*	504 .14		
EBT	2	3500	649 .19	1045 .30*		
EBR	1	1750	422 .24	468 .27		
WBL	2	3500	284 .08	236 .07*		
WBT	3	5250	1122 .22*	597 .12		
WBR	0	0	25	42		
Right Turn Adjustment			SBR	.04*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.67		.76

Current GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	2	3500	180 .05	150 .04		
NBT	2	3500	890 .25*	1190 .34*		
NBR	1	1750	80 .05	250 .14		
SBL	1	1750	240 .14*	630 .36*		
SBT	2	3500	1130 .32	1080 .31		
SBR	1	1750	650 .37	580 .33		
EBL	2	3500	500 .14*	640 .18		
EBT	2	3500	730 .21	1320 .38*		
EBR	1	1750	120 .07	120 .07		
WBL	2	3500	320 .09	160 .05*		
WBT	3	5250	1140 .27*	540 .15		
WBR	0	0	260	340 .19		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.90		1.23

OV0V GP - Existing Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	2	3500	160 .05	190 .05		
NBT	2	3500	810 .23*	960 .27*		
NBR	1	1750	100 .06	240 .14		
SBL	1	1750	300 .17*	620 .35*		
SBT	2	3500	930 .27	1010 .29		
SBR	1	1750	850 .49	630 .36		
EBL	2	3500	550 .16*	740 .21*		
EBT	2	3500	780 .22	990 .28		
EBR	1	1750	110 .06	120 .07		
WBL	2	3500	280 .08	220 .06		
WBT	3	5250	790 .18*	610 .17*		
WBR	0	0	180	390 .22		
Right Turn Adjustment			SBR	.02*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.86		1.10

Current GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	2	3500	180 .05*	150 .04		
NBT	3	5250	890 .18	1190 .27*		
NBR	0	0	80	250		
SBL	2	3500	240 .07	630 .18*		
SBT	3	5250	1130 .32*	1080 .31		
SBR	0	0	650 .37	580 .33		
EBL	2	3500	500 .14*	640 .18*		
EBT	3	5250	730 .16	1320 .27		
EBR	0	0	120	120		
WBL	2	3500	320 .09	160 .05		
WBT	3	5250	1140 .27*	540 .15*		
WBR	0	0	260	340 .19		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.88		.88

19. Sierra Highway & Soledad Canyon

OV0V GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3500	160	.05*	190	.05
NBT	3	5250	810	.17	960	.23*
NBR	0	0	100		240	
SBL	2	3500	300	.09	620	.18*
SBT	3	5250	930	.27*	1010	.29
SBR	0	0	850	.49	630	.36
EBL	2	3500	550	.16*	740	.21*
EBT	3	5250	780	.17	990	.21
EBR	0	0	110		120	
WBL	2	3500	280	.08	220	.06
WBT	3	5250	790	.18*	610	.17*
WBR	0	0	180		390	.22
Right Turn Adjustment			SBR	.10*		
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.86		.89

20. Commerce Center & Magic Mountain

Current GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	0	0	0	0		
NBT	0	0	0	0		
NBR	0	0	0	0		
SBL	2	2880	840	.29*	1110	.39*
SBT	0	0	0	0		
SBR	1	1600	110	.07	650	.41
EBL	2	2880	650	.23*	220	.08*
EBT	3	4800	900	.19	1010	.21
EBR	0	0	0	0		
WBL	0	0	0	0		
WBT	3	4800	680	.14*	800	.17*
WBR	f		1040		1310	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.76		.74

OV0V GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	0	0	0	0		
NBT	0	0	0	0		
NBR	0	0	0	0		
SBL	2	2880	860	.30*	1190	.41*
SBT	0	0	0	0		
SBR	1	1600	110	.07	600	.38
EBL	2	2880	620	.22*	220	.08*
EBT	3	4800	960	.20	960	.20
EBR	0	0	0	0		
WBL	0	0	0	0		
WBT	3	4800	670	.14*	840	.18*
WBR	f		980		1350	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.76		.77

21. Pico Canyon & Valencia

Current GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	2	2880	750 .26*	910 .32*		
NBT	0	0	0	0		
NBR	1	1600	20 .01	10 .01		
SBL	0	0	0	0		
SBT	0	0	0	0		
SBR	0	0	0	0		
EBL	0	0	0	0		
EBT	3	4800	1720 .48*	1160 .36*		
EBR	0	0	590	1270 .79		
WBL	1	1600	10 .01*	20 .01*		
WBT	3	4800	880 .18	1590 .33		
WBR	0	0	0	0		
Right Turn Adjustment				EBR	.19*	
Clearance Interval			.10*		.10*	
TOTAL CAPACITY UTILIZATION			.85	.98		

OV0V GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL V/C	PM PK HOUR VOL V/C		
NBL	2	2880	530 .18*	800 .28*		
NBT	0	0	0	0		
NBR	1	1600	20 .01	10 .01		
SBL	0	0	0	0		
SBT	0	0	0	0		
SBR	0	0	0	0		
EBL	0	0	0	0		
EBT	3	4800	1780 .46*	1300 .41*		
EBR	0	0	430	990 .62		
WBL	1	1600	10 .01*	30 .02*		
WBT	3	4800	850 .18	1640 .34		
WBR	0	0	0	0		
Clearance Interval			.10*	.10*		
TOTAL CAPACITY UTILIZATION			.75	.81		

22. Magic Mountain & Via Princessa

Current GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1750	30	.02	20	.01
NBT	1	1750	40	.02*	30	.02*
NBR	1	1750	60	.03	30	.02
SBL	2	3500	380	.11*	1310	.37*
SBT	1	1750	10	.01	60	.03
SBR	1	1750	260	.15	400	.23
EBL	1	1750	250	.14*	270	.15*
EBT	3	5250	880	.17	1110	.22
EBR	0	0	10		40	
WBL	1	1750	20	.01	50	.03
WBT	3	5250	1030	.20*	860	.16*
WBR	f		1250		1100	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.57		.80

OV0V GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	1	1750	130	.07	60	.03
NBT	1	1750	180	.10*	80	.05*
NBR	1	1750	140	.08	80	.05
SBL	2	3500	290	.08*	1140	.33*
SBT	1	1750	30	.02	210	.12
SBR	1	1750	260	.15	420	.24
EBL	1	1750	250	.14*	290	.17*
EBT	3	5250	810	.16	1040	.22
EBR	0	0	20		120	
WBL	1	1750	50	.03	120	.07
WBT	3	5250	1020	.19*	860	.16*
WBR	f		1110		740	
Clearance Interval				.10*		.10*
TOTAL CAPACITY UTILIZATION				.61		.81

23. Golden Valley & Via Princessa

Current GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3500	620	.18*	990	.28*
NBT	3	5250	1340	.26	1170	.22
NBR	1	1750	30	.02	100	.06
SBL	2	3500	60	.02	610	.17
SBT	3	5250	620	.12*	1080	.21*
SBR	1	1750	570	.33	570	.33
EBL	2	3500	600	.17*	400	.11
EBT	3	5250	320	.06	1110	.21*
EBR	2	3500	800	.23	1260	.36
WBL	2	3500	210	.06	50	.01*
WBT	3	5250	1370	.26*	460	.09
WBR	1	1750	280	.16	70	.04
Right Turn Adjustment Clearance Interval			SBR	.08* .10*	SBR	.02* .10*
TOTAL CAPACITY UTILIZATION				.91	.83	

OV0V GP - Buildout Lanes						
	LANES	CAPACITY	AM PK HOUR VOL	V/C	PM PK HOUR VOL	V/C
NBL	2	3500	550	.16	770	.22*
NBT	3	5250	1300	.25*	870	.17
NBR	1	1750	40	.02	60	.03
SBL	2	3500	100	.03*	510	.15
SBT	3	5250	320	.06	920	.18*
SBR	1	1750	590	.34	540	.31
EBL	2	3500	500	.14*	320	.09
EBT	3	5250	410	.08	1130	.22*
EBR	2	3500	590	.17	1240	.35
WBL	2	3500	140	.04	50	.01*
WBT	3	5250	1310	.25*	550	.10
WBR	1	1750	200	.11	100	.06
Right Turn Adjustment Clearance Interval			SBR	.11* .10*	SBR	.03* .10*
TOTAL CAPACITY UTILIZATION				.88	.76	

Appendix B

LAND USE AND TRIP GENERATION COMPARISON

1. 2004 and OVOV Buildout Plan
2. Current City General Plan/County Area Plan and OVOV Buildout Plan

See Appendix D for Traffic Analysis Zone (TAZ) map and trip generation rates.

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
1	1 SF Residential	DU	345.00	3,416	567.00	5,613	222.00	2,197
	5 Industrial Park	TSF	--	--	275.00	1,650	275.00	1,650
	SUB-TOTAL			3,416		7,263		3,847
2	1 SF Residential	DU	336.00	3,326	535.00	5,297	199.00	1,971
	SUB-TOTAL			3,326		5,297		1,971
3	1 SF Residential	DU	641.00	6,346	3,313.00	32,799	2,672.00	26,453
	2 MF Residential	DU	--	--	1,288.00	9,600	1,288.00	9,600
	3 Commercial Retail	TSF	150.00	8,109	320.00	17,299	170.00	9,190
	5 Industrial Park	TSF	77.49	395	334.29	1,936	256.80	1,541
	6 Other	--	--	885	--	1,088	--	203
	SUB-TOTAL			15,735		62,722		46,987
5	1 SF Residential	DU	1.00	10	229.00	2,267	228.00	2,257
	3 Commercial Retail	TSF	2.01	74	27.01	2,201	25.00	2,127
	SUB-TOTAL			84		4,468		4,384
6	1 SF Residential	DU	10.00	99	409.00	4,049	399.00	3,950
	SUB-TOTAL			99		4,049		3,950
7	1 SF Residential	DU	--	--	722.00	7,148	722.00	7,148
	SUB-TOTAL			--		7,148		7,148
8	1 SF Residential	DU	10.00	99	97.00	960	87.00	861
	SUB-TOTAL			99		960		861
9	1 SF Residential	DU	1.00	10	320.00	3,168	319.00	3,158
	SUB-TOTAL			10		3,168		3,158
10	1 SF Residential	DU	12.00	119	12.00	119	0.00	0
	2 MF Residential	DU	184.00	1,472	184.00	1,472	0.00	0
	3 Commercial Retail	TSF	33.64	1,348	300.00	12,018	266.36	10,670
	SUB-TOTAL			2,939		13,609		10,670
11	1 SF Residential	DU	23.00	228	108.00	1,070	85.00	842
	2 MF Residential	DU	138.00	1,104	237.00	1,817	99.00	713
	3 Commercial Retail	TSF	29.67	2,756	62.97	5,589	33.30	2,833
	4 Commercial Office	TSF	1.23	14	1.23	14	0.00	0
	5 Industrial Park	TSF	--	--	41.82	251	41.82	251
	6 Other	--	--	--	--	5	--	5
	SUB-TOTAL			4,102		8,746		4,644
12	1 SF Residential	DU	213.00	2,109	252.00	2,495	39.00	386
	6 Other	--		--	--	996	--	996
	SUB-TOTAL			2,109		3,491		1,382
13	1 SF Residential	DU	464.00	4,594	641.00	6,346	177.00	1,752
	2 MF Residential	DU	54.00	432	54.00	432	0.00	0
	3 Commercial Retail	TSF	--	--	25.00	2,127	25.00	2,127
	SUB-TOTAL			5,026		8,905		3,879

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
14	1 SF Residential	DU	19.00	188	117.00	1,158	98.00	970
	SUB-TOTAL			188		1,158		970
15	1 SF Residential	DU	78.00	772	370.00	3,663	292.00	2,891
	SUB-TOTAL			772		3,663		2,891
16	1 SF Residential	DU	--	--	291.00	2,881	291.00	2,881
	SUB-TOTAL			--		2,881		2,881
17	1 SF Residential	DU	146.00	1,445	380.00	3,762	234.00	2,317
	SUB-TOTAL			1,445		3,762		2,317
18	1 SF Residential	DU	188.00	1,523	568.00	5,285	380.00	3,762
	2 MF Residential	DU	--	--	109.00	872	109.00	872
	3 Commercial Retail	TSF	--	--	21.00	1,786	21.00	1,786
	6 Other	--		--	--	18	--	18
	SUB-TOTAL			1,523		7,961		6,438
19	1 SF Residential	DU	1,306.00	12,929	1,577.00	15,612	271.00	2,683
	6 Other	--	--	2,828	--	4,022	--	1,194
	SUB-TOTAL			15,757		19,634		3,877
20	1 SF Residential	DU	245.00	2,426	245.00	2,426	0.00	0
	2 MF Residential	DU	136.00	1,088	136.00	1,088	0.00	0
	5 Industrial Park	TSF	50.00	300	174.00	1,044	124.00	744
	SUB-TOTAL			3,814		4,558		744
21	1 SF Residential	DU	620.00	6,138	655.00	6,485	35.00	347
	3 Commercial Retail	TSF	--	--	70.00	5,954	70.00	5,954
	SUB-TOTAL			6,138		12,439		6,301
22	1 SF Residential	DU	350.00	3,465	350.00	3,465	0.00	0
	SUB-TOTAL			3,465		3,465		0
23	1 SF Residential	DU	--	--	373.00	3,693	373.00	3,693
	SUB-TOTAL			--		3,693		3,693
24	1 SF Residential	DU	--	--	422.00	4,178	422.00	4,178
	SUB-TOTAL			--		4,178		4,178
25	6 Other	--		--	--	1,088	--	1,088
	SUB-TOTAL			--		1,088		1,088
26	3 Commercial Retail	TSF	--	--	72.90	2,702	72.90	2,702
	SUB-TOTAL			--		2,702		2,702
27	2 MF Residential	DU	--	--	256.00	1,766	256.00	1,766
	SUB-TOTAL			--		1,766		1,766

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
28	1 SF Residential	DU	91.00	901	1,077.00	10,662	986.00	9,761
	6 Other	--		--	--	1,088	--	1,088
	SUB-TOTAL			901		11,750		10,849
29	6 Other	--		--	--	52	--	52
	SUB-TOTAL			--		52		52
30	2 MF Residential	DU	--	--	275.00	2,200	275.00	2,200
	SUB-TOTAL			--		2,200		2,200
31	1 SF Residential	DU	--	--	65.00	644	65.00	644
	2 MF Residential	DU	--	--	200.00	1,600	200.00	1,600
	6 Other	--	--	1,160	--	1,740	--	580
	SUB-TOTAL			1,160		3,984		2,824
32	2 MF Residential	DU	--	--	94.00	752	94.00	752
	SUB-TOTAL			--		752		752
33	3 Commercial Retail	TSF	--	--	61.00	5,189	61.00	5,189
	SUB-TOTAL			--		5,189		5,189
34	3 Commercial Retail	TSF	--	--	107.10	5,790	107.10	5,790
	SUB-TOTAL			--		5,790		5,790
35	1 SF Residential	DU	--	--	616.00	6,098	616.00	6,098
	2 MF Residential	DU	--	--	260.00	1,860	260.00	1,860
	SUB-TOTAL			--		7,958		7,958
36	1 SF Residential	DU	190.00	1,881	190.00	1,881	0.00	0
	2 MF Residential	DU	268.00	2,144	268.00	2,144	0.00	0
	SUB-TOTAL			4,025		4,025		0
37	1 SF Residential	DU	212.00	2,099	212.00	2,099	0.00	0
	2 MF Residential	DU	128.00	1,024	128.00	1,024	0.00	0
	6 Other	--	--	186	--	186	--	0
	SUB-TOTAL			3,309		3,309		0
38	2 MF Residential	DU	--	--	331.00	2,399	331.00	2,399
	3 Commercial Retail	TSF	--	--	50.00	4,253	50.00	4,253
	SUB-TOTAL			--		6,652		6,652
39	3 Commercial Retail	TSF	--	--	150.40	8,131	150.40	8,131
	5 Industrial Park	TSF	35.40	212	4,000.00	24,000	3,964.60	23,788
	SUB-TOTAL			212		32,131		31,919
40	3 Commercial Retail	TSF	--	--	200.00	10,812	200.00	10,812
	4 Commercial Office	TSF	--	--	116.70	1,190	116.70	1,190
	6 Other	--	--	24	--	24	--	0
	SUB-TOTAL			24		12,026		12,002

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
41	4 Commercial Office	TSF	--	--	177.60	2,053	177.60	2,053
	5 Industrial Park	TSF	91.90	551	685.94	4,116	594.04	3,565
	SUB-TOTAL			551		6,169		5,618
42	4 Commercial Office	TSF	--	--	696.85	8,056	696.85	8,056
	SUB-TOTAL			--		8,056		8,056
43	3 Commercial Retail	TSF	--	--	27.00	1,001	27.00	1,001
	4 Commercial Office	TSF	--	--	100.75	1,165	100.75	1,165
	SUB-TOTAL			--		2,166		2,166
44	1 SF Residential	DU	445.00	4,406	445.00	4,406	0.00	0
	3 Commercial Retail	TSF	10.00	371	35.00	2,498	25.00	2,127
	6 Other	--	--	725	--	1,450	--	725
	SUB-TOTAL			5,502		8,354		2,852
45	4 Commercial Office	TSF	--	--	464.94	5,375	464.94	5,375
	5 Industrial Park	TSF	--	--	1,215.00	7,290	1,215.00	7,290
	SUB-TOTAL			--		12,665		12,665
46	3 Commercial Retail	TSF	77.00	2,854	77.00	2,854	0.00	0
	5 Industrial Park	TSF	161.65	970	445.80	2,675	284.15	1,705
	SUB-TOTAL			3,824		5,529		1,705
47	5 Industrial Park	TSF	2,403.65	14,422	4,254.10	25,525	1,850.45	11,103
	SUB-TOTAL			14,422		25,525		11,103
48	5 Industrial Park	TSF	--	--	720.00	4,320	720.00	4,320
	SUB-TOTAL			--		4,320		4,320
49	5 Industrial Park	TSF	600.20	3,601	764.30	4,586	164.10	985
	SUB-TOTAL			3,601		4,586		985
50	1 SF Residential	DU	100.00	990	350.00	3,465	250.00	2,475
	6 Other	--	--	1,000	--	2,000	--	1,000
	SUB-TOTAL			1,990		5,465		3,475
51	5 Industrial Park	TSF	--	--	1,221.36	7,328	1,221.36	7,328
	SUB-TOTAL			--		7,328		7,328
52	1 SF Residential	DU	10.00	99	100.00	990	90.00	891
	SUB-TOTAL			99		990		891
53	1 SF Residential	DU	--	--	35.00	347	35.00	347
	SUB-TOTAL			--		347		347

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
54	1 SF Residential	DU	--	--	62.00	614	62.00	614
	2 MF Residential	DU	--	--	589.00	4,712	589.00	4,712
	SUB-TOTAL			--		5,326		5,326
55	1 SF Residential	DU	--	--	164.00	1,624	164.00	1,624
	2 MF Residential	DU	--	--	922.00	7,376	922.00	7,376
	6 Other	--	--	--	--	15	--	15
	SUB-TOTAL			--		9,015		9,015
56	1 SF Residential	DU	--	--	19.00	188	19.00	188
	2 MF Residential	DU	--	--	23.00	184	23.00	184
	SUB-TOTAL			--		372		372
57	3 Commercial Retail	TSF	--	--	55.40	4,712	55.40	4,712
	4 Commercial Office	TSF	--	--	1,274.60	13,144	1,274.60	13,144
	SUB-TOTAL			--		17,856		17,856
58	5 Industrial Park	TSF	850.20	5,101	1,123.00	6,738	272.80	1,637
	SUB-TOTAL			5,101		6,738		1,637
59	5 Industrial Park	TSF	764.00	3,820	764.00	3,820	0.00	0
	SUB-TOTAL			3,820		3,820		0
60	3 Commercial Retail	TSF	--	--	34.80	1,290	34.80	1,290
	4 Commercial Office	TSF	--	--	27.20	314	27.20	314
	5 Industrial Park	TSF	--	--	160.50	963	160.50	963
	SUB-TOTAL			--		2,567		2,567
61	4 Commercial Office	TSF	--	--	48.80	564	48.80	564
	5 Industrial Park	TSF	--	--	825.65	4,954	825.65	4,954
	SUB-TOTAL			--		5,518		5,518
62	3 Commercial Retail	TSF	--	--	19.50	723	19.50	723
	5 Industrial Park	TSF	--	--	430.64	2,584	430.64	2,584
	SUB-TOTAL			--		3,307		3,307
63	5 Industrial Park	TSF	250.02	1,500	575.00	3,450	324.98	1,950
	6 Other	--		--	--	2,444	--	2,444
	SUB-TOTAL			1,500		5,894		4,394
64	5 Industrial Park	TSF	2,742.00	16,452	3,161.48	18,969	419.48	2,517
	SUB-TOTAL			16,452		18,969		2,517
65	3 Commercial Retail	TSF	--	--	155.00	8,379	155.00	8,379
	5 Industrial Park	TSF	329.00	1,974	329.00	1,974	0.00	0
	SUB-TOTAL			1,974		10,353		8,379

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
66	3 Commercial Retail	TSF	102.60	5,547	170.45	9,215	67.85	3,668
	5 Industrial Park	TSF	329.00	1,974	329.00	1,974	0.00	0
	SUB-TOTAL			7,521		11,189		3,668
67	1 SF Residential	DU	--	--	163.00	1,614	163.00	1,614
	2 MF Residential	DU	--	--	90.00	720	90.00	720
	SUB-TOTAL			--		2,334		2,334
68	2 MF Residential	DU	156.00	1,076	208.00	1,435	52.00	359
	SUB-TOTAL			1,076		1,435		359
69	1 SF Residential	DU	--	--	76.00	752	76.00	752
	SUB-TOTAL			--		752		752
70	3 Commercial Retail	TSF	67.00	3,622	147.00	7,947	80.00	4,325
	5 Industrial Park	TSF	472.00	2,765	604.00	3,557	132.00	792
	6 Other	--	--	3,518	--	3,518	--	0
	SUB-TOTAL			9,905		15,022		5,117
71	6 Other	--	--	4,475	--	4,475	--	0
	SUB-TOTAL			4,475		4,475		0
72	3 Commercial Retail	TSF	--	--	60.00	2,224	60.00	2,224
	6 Other	--	--	508	--	508	--	0
	SUB-TOTAL			508		2,732		2,224
74	1 SF Residential	DU	--	--	153.00	1,515	153.00	1,515
	2 MF Residential	DU	--	--	147.00	1,176	147.00	1,176
	SUB-TOTAL			--		2,691		2,691
75	2 MF Residential	DU	--	--	149.00	1,192	149.00	1,192
	6 Other	--	--	--	--	46	--	46
	SUB-TOTAL			--		1,238		1,238
76	2 MF Residential	DU	--	--	188.00	1,297	188.00	1,297
	3 Commercial Retail	TSF	--	--	11.00	936	11.00	936
	SUB-TOTAL			--		2,233		2,233
78	5 Industrial Park	TSF	1,615.00	9,690	1,776.00	10,656	161.00	966
	SUB-TOTAL			9,690		10,656		966
79	5 Industrial Park	TSF	685.00	4,110	685.00	4,110	0.00	0
	SUB-TOTAL			4,110		4,110		0
80	5 Industrial Park	TSF	828.00	4,968	880.00	5,280	52.00	312
	SUB-TOTAL			4,968		5,280		312
81	5 Industrial Park	TSF	711.00	4,266	711.00	4,266	0.00	0
	SUB-TOTAL			4,266		4,266		0

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
82	5 Industrial Park	TSF	714.00	4,284	1,007.55	6,045	293.55	1,761
	SUB-TOTAL			4,284		6,045		1,761
83	5 Industrial Park	TSF	876.00	5,256	876.00	5,256	0.00	0
	SUB-TOTAL			5,256		5,256		0
84	5 Industrial Park	TSF	333.00	1,998	333.00	1,998	0.00	0
	SUB-TOTAL			1,998		1,998		0
86	3 Commercial Retail	TSF	62.26	7,436	82.76	8,196	20.50	760
	6 Other	--	--	296	--	296	--	0
	SUB-TOTAL			7,732		8,492		760
89	6 Other	--	--	2,000	--	3,000	--	1,000
	SUB-TOTAL			2,000		3,000		1,000
90	2 MF Residential	DU	--	--	360.00	2,880	360.00	2,880
	3 Commercial Retail	TSF	--	--	1,305.35	57,648	1,305.35	57,648
	5 Industrial Park	TSF	63.88	383	163.88	983	100.00	600
	SUB-TOTAL			383		61,511		61,128
91	3 Commercial Retail	TSF	43.38	2,345	247.38	13,373	204.00	11,028
	SUB-TOTAL			2,345		13,373		11,028
92	2 MF Residential	DU	--	--	1,333.00	10,664	1,333.00	10,664
	3 Commercial Retail	TSF	--	--	618.00	24,757	618.00	24,757
	4 Commercial Office	TSF	--	--	629.00	7,271	629.00	7,271
	6 Other	--	--	--	--	2,469	--	2,469
	SUB-TOTAL			--		45,161		45,161
93	3 Commercial Retail	TSF	11.00	408	20.00	741	9.00	333
	6 Other	--	--	1,391	--	1,391	--	0
	SUB-TOTAL			1,799		2,132		333
94	6 Other	--	--	16,000	--	24,000	--	8,000
	SUB-TOTAL			16,000		24,000		8,000
96	1 SF Residential	DU	--	--	123.00	1,218	123.00	1,218
	2 MF Residential	DU	--	--	881.00	7,048	881.00	7,048
	SUB-TOTAL			--		8,266		8,266
97	6 Other	--	--	2,620	--	2,620	--	0
	SUB-TOTAL			2,620		2,620		0
98	3 Commercial Retail	TSF	--	--	6.20	527	6.20	527
	4 Commercial Office	TSF	--	--	691.50	7,053	691.50	7,053
	SUB-TOTAL			--		7,580		7,580

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
99	2 MF Residential	DU	--	--	470.00	3,760	470.00	3,760
	6 Other	--		--	--	53	--	53
	SUB-TOTAL			--		3,813		3,813
100	3 Commercial Retail	TSF	--	--	23.00	1,956	23.00	1,956
	4 Commercial Office	TSF	--	--	220.00	2,543	220.00	2,543
	SUB-TOTAL			--		4,499		4,499
101	3 Commercial Retail	TSF	--	--	491.60	19,693	491.60	19,693
	SUB-TOTAL			--		19,693		19,693
102	1 SF Residential	DU	--	--	38.00	376	38.00	376
	2 MF Residential	DU	--	--	460.00	3,510	460.00	3,510
	3 Commercial Retail	TSF	--	--	10.50	893	10.50	893
	4 Commercial Office	TSF	--	--	9.50	110	9.50	110
	SUB-TOTAL			--		4,889		4,889
103	1 SF Residential	DU	--	--	95.00	940	95.00	940
	2 MF Residential	DU	--	--	169.00	1,352	169.00	1,352
	3 Commercial Retail	TSF	--	--	48.00	3,627	48.00	3,627
	6 Other	--		--	--	1,130	--	1,130
	SUB-TOTAL			--		7,049		7,049
104	1 SF Residential	DU	--	--	175.00	1,732	175.00	1,732
	2 MF Residential	DU	--	--	363.00	2,737	363.00	2,737
	3 Commercial Retail	TSF	--	--	252.00	13,623	252.00	13,623
	4 Commercial Office	TSF	--	--	370.00	4,277	370.00	4,277
	SUB-TOTAL			--		22,369		22,369
105	2 MF Residential	DU	--	--	144.00	994	144.00	994
	3 Commercial Retail	TSF	--	--	27.10	2,305	27.10	2,305
	4 Commercial Office	TSF	--	--	315.90	3,652	315.90	3,652
	SUB-TOTAL			--		6,951		6,951
106	2 MF Residential	DU	--	--	520.00	3,588	520.00	3,588
	SUB-TOTAL			--		3,588		3,588
107	1 SF Residential	DU	--	--	461.00	4,564	461.00	4,564
	2 MF Residential	DU	--	--	326.00	2,608	326.00	2,608
	6 Other	--		--	--	6,268	--	6,268
	SUB-TOTAL			--		13,440		13,440
108	2 MF Residential	DU	--	--	2,189.00	17,512	2,189.00	17,512
	6 Other	--		--	--	1,111	--	1,111
	SUB-TOTAL			--		18,623		18,623
109	1 SF Residential	DU	--	--	38.00	376	38.00	376
	SUB-TOTAL			--		376		376

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
110	1 SF Residential	DU	--	--	184.00	1,822	184.00	1,822
	2 MF Residential	DU	--	--	548.00	4,384	548.00	4,384
	6 Other	--		--	--	1,112	--	1,112
	SUB-TOTAL			--		7,318		7,318
111	6 Other	--		--	--	238	--	238
	SUB-TOTAL			--		238		238
112	1 SF Residential	DU	--	--	246.00	2,435	246.00	2,435
	6 Other	--		--	--	1,433	--	1,433
	SUB-TOTAL			--		3,868		3,868
113	2 MF Residential	DU	--	--	354.00	2,832	354.00	2,832
	SUB-TOTAL			--		2,832		2,832
114	2 MF Residential	DU	--	--	560.00	4,480	560.00	4,480
	SUB-TOTAL			--		4,480		4,480
115	1 SF Residential	DU	--	--	603.00	5,970	603.00	5,970
	SUB-TOTAL			--		5,970		5,970
116	2 MF Residential	DU	--	--	1,262.00	10,096	1,262.00	10,096
	3 Commercial Retail	TSF	--	--	628.50	25,178	628.50	25,178
	SUB-TOTAL			--		35,274		35,274
117	2 MF Residential	DU	--	--	1,261.00	10,088	1,261.00	10,088
	3 Commercial Retail	TSF	--	--	628.50	25,178	628.50	25,178
	SUB-TOTAL			--		35,266		35,266
118	2 MF Residential	DU	--	--	161.00	1,288	161.00	1,288
	SUB-TOTAL			--		1,288		1,288
119	2 MF Residential	DU	--	--	1,679.00	11,585	1,679.00	11,585
	SUB-TOTAL			--		11,585		11,585
120	2 MF Residential	DU	--	--	2,425.00	19,400	2,425.00	19,400
	3 Commercial Retail	TSF	--	--	283.30	15,043	283.30	15,043
	4 Commercial Office	TSF	--	--	75.00	867	75.00	867
	6 Other	--		--	--	1,110	--	1,110
	SUB-TOTAL			--		36,420		36,420
121	1 SF Residential	DU	--	--	168.00	1,663	168.00	1,663
	2 MF Residential	DU	--	--	418.00	3,344	418.00	3,344
	SUB-TOTAL			--		5,007		5,007
122	2 MF Residential	DU	--	--	176.00	1,408	176.00	1,408
	SUB-TOTAL			--		1,408		1,408

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
123	1 SF Residential	DU	--	--	452.00	4,475	452.00	4,475
	2 MF Residential	DU	--	--	272.00	2,176	272.00	2,176
	3 Commercial Retail	TSF	--	--	17.20	637	17.20	637
	SUB-TOTAL			--		7,288		7,288
124	2 MF Residential	DU	--	--	1,343.00	4,983	1,343.00	4,983
	SUB-TOTAL			--		4,983		4,983
125	6 Other	--		--	--	6,215	--	6,215
	SUB-TOTAL			--		6,215		6,215
126	3 Commercial Retail	TSF	--	--	150.00	8,109	150.00	8,109
	4 Commercial Office	TSF	--	--	336.00	3,884	336.00	3,884
	SUB-TOTAL			--		11,993		11,993
127	2 MF Residential	DU	--	--	888.00	7,104	888.00	7,104
	SUB-TOTAL			--		7,104		7,104
128	1 SF Residential	DU	--	--	450.00	4,455	450.00	4,455
	SUB-TOTAL			--		4,455		4,455
129	1 SF Residential	DU	--	--	177.00	1,752	177.00	1,752
	SUB-TOTAL			--		1,752		1,752
130	1 SF Residential	DU	708.00	7,009	708.00	7,009	0.00	0
	SUB-TOTAL			7,009		7,009		0
131	1 SF Residential	DU	--	--	14.00	139	14.00	139
	2 MF Residential	DU	--	--	1,273.00	10,184	1,273.00	10,184
	6 Other	--		--	--	249	--	249
	SUB-TOTAL			--		10,572		10,572
132	1 SF Residential	DU	436.00	4,316	436.00	4,316	0.00	0
	6 Other	--	--	1,130	--	1,130	--	0
	SUB-TOTAL			5,446		5,446		0
133	3 Commercial Retail	TSF	27.00	1,460	27.00	1,460	0.00	0
	SUB-TOTAL			1,460		1,460		0
134	1 SF Residential	DU	482.00	4,772	482.00	4,772	0.00	0
	SUB-TOTAL			4,772		4,772		0
135	1 SF Residential	DU	20.00	198	174.00	1,723	154.00	1,525
	2 MF Residential	DU	172.00	1,376	172.00	1,376	0.00	0
	6 Other	--	--	1,656	--	1,656	--	0
	SUB-TOTAL			3,230		4,755		1,525
137	4 Commercial Office	TSF	--	--	72.00	832	72.00	832
	SUB-TOTAL			--		832		832

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
138	3 Commercial Retail	TSF	100.00	5,406	120.00	6,487	20.00	1,081
	SUB-TOTAL			5,406		6,487		1,081
139	2 MF Residential	DU	96.00	662	474.00	3,271	378.00	2,609
	SUB-TOTAL			662		3,271		2,609
140	1 SF Residential	DU	--	--	428.00	4,237	428.00	4,237
	2 MF Residential	DU	--	--	1,266.00	10,128	1,266.00	10,128
	3 Commercial Retail	TSF	--	--	20.00	1,701	20.00	1,701
	4 Commercial Office	TSF	--	--	31.00	358	31.00	358
	6 Other	--		--	--	593	--	593
	SUB-TOTAL			--		17,017		17,017
141	3 Commercial Retail	TSF	30.40	7,657	30.40	7,657	0.00	0
	4 Commercial Office	TSF	--	--	50.00	578	50.00	578
	SUB-TOTAL			7,657		8,235		578
142	2 MF Residential	DU	--	--	670.00	5,360	670.00	5,360
	SUB-TOTAL			--		5,360		5,360
143	1 SF Residential	DU	484.00	4,791	578.00	5,722	94.00	931
	2 MF Residential	DU	80.00	640	160.00	1,280	80.00	640
	6 Other	--		--	--	2,846	--	2,846
	SUB-TOTAL			5,431		9,848		4,417
144	1 SF Residential	DU	--	--	6.00	59	6.00	59
	SUB-TOTAL			--		59		59
145	3 Commercial Retail	TSF	874.22	40,255	874.22	40,255	0.00	0
	5 Industrial Park	TSF	74.50	380	74.50	380	0.00	0
	SUB-TOTAL			40,635		40,635		0
146	1 SF Residential	DU	314.00	3,109	314.00	3,109	0.00	0
	2 MF Residential	DU	296.00	2,368	296.00	2,368	0.00	0
	SUB-TOTAL			5,477		5,477		0
147	1 SF Residential	DU	46.00	455	140.00	1,386	94.00	931
	2 MF Residential	DU	--	--	667.00	4,712	667.00	4,712
	6 Other	--	--	1,088	--	1,101	--	13
	SUB-TOTAL			1,543		7,199		5,656
148	3 Commercial Retail	TSF	196.58	13,426	196.58	13,426	0.00	0
	SUB-TOTAL			13,426		13,426		0
149	1 SF Residential	DU	535.00	5,297	535.00	5,297	0.00	0
	2 MF Residential	DU	500.00	4,000	500.00	4,000	0.00	0
	3 Commercial Retail	TSF	34.85	2,964	34.85	2,964	0.00	0
	SUB-TOTAL			12,261		12,261		0

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
150	1 SF Residential	DU	114.00	1,129	114.00	1,129	0.00	0
	SUB-TOTAL			1,129		1,129		0
151	1 SF Residential	DU	--	--	71.00	703	71.00	703
	SUB-TOTAL			--		703		703
152	1 SF Residential	DU	279.00	2,762	892.00	8,831	613.00	6,069
	6 Other	--		--	--	47	--	47
	SUB-TOTAL			2,762		8,878		6,116
153	1 SF Residential	DU	--	--	424.00	4,198	424.00	4,198
	SUB-TOTAL			--		4,198		4,198
159	1 SF Residential	DU	4.00	40	4.00	40	0.00	0
	5 Industrial Park	TSF	--	--	16.00	80	16.00	80
	6 Other	--		--	--	233	--	233
	SUB-TOTAL			40		353		313
160	1 SF Residential	DU	--	--	95.00	940	95.00	940
	2 MF Residential	DU	--	--	95.00	352	95.00	352
	SUB-TOTAL			--		1,292		1,292
161	1 SF Residential	DU	533.00	5,277	640.00	6,336	107.00	1,059
	2 MF Residential	DU	531.00	4,248	650.00	5,200	119.00	952
	3 Commercial Retail	TSF	54.86	11,598	151.82	18,358	96.96	6,760
	4 Commercial Office	TSF	61.66	713	282.41	3,265	220.75	2,552
	6 Other	--	--	2,329	--	2,329	--	0
	SUB-TOTAL			24,165		35,488		11,323
162	1 SF Residential	DU	83.00	822	335.00	3,055	252.00	2,233
	3 Commercial Retail	TSF	--	--	102.42	5,537	102.42	5,537
	5 Industrial Park	TSF	--	--	240.00	1,440	240.00	1,440
	SUB-TOTAL			822		10,032		9,210
163	5 Industrial Park	TSF	--	--	1,000.00	6,000	1,000.00	6,000
	SUB-TOTAL			--		6,000		6,000
164	1 SF Residential	DU	100.00	990	204.00	2,020	104.00	1,030
	2 MF Residential	DU	--	--	86.00	319	86.00	319
	5 Industrial Park	TSF	--	--	30.00	180	30.00	180
	6 Other	--	--	73	--	73	--	0
	SUB-TOTAL			1,063		2,592		1,529

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
165	1 SF Residential	DU	36.00	356	86.00	851	50.00	495
	2 MF Residential	DU	80.00	640	287.00	2,296	207.00	1,656
	3 Commercial Retail	TSF	61.78	3,740	127.83	6,188	66.05	2,448
	4 Commercial Office	TSF	13.81	160	13.81	160	0.00	0
	5 Industrial Park	TSF	14.71	86	3,402.47	20,413	3,387.76	20,327
	6 Other	--	--	414	--	414	--	0
	SUB-TOTAL			5,396		30,322		24,926
166	1 SF Residential	DU	431.00	4,267	431.00	4,267	0.00	0
	2 MF Residential	DU	217.00	1,736	462.00	3,696	245.00	1,960
	3 Commercial Retail	TSF	54.36	4,349	74.36	7,082	20.00	2,733
	4 Commercial Office	TSF	30.10	348	30.10	348	0.00	0
	5 Industrial Park	TSF	11.00	56	11.00	56	0.00	0
	6 Other	--		--	--	242	--	242
	SUB-TOTAL			10,756		15,691		4,935
167	1 SF Residential	DU	180.00	1,782	196.00	1,940	16.00	158
	SUB-TOTAL			1,782		1,940		158
168	1 SF Residential	DU	247.00	2,445	247.00	2,445	0.00	0
	SUB-TOTAL			2,445		2,445		0
169	1 SF Residential	DU	127.00	1,257	127.00	1,257	0.00	0
	2 MF Residential	DU	94.00	752	94.00	752	0.00	0
	3 Commercial Retail	TSF	200.00	8,012	300.00	12,018	100.00	4,006
	4 Commercial Office	TSF	--	--	20.00	684	20.00	684
	6 Other	--		--	--	152	--	152
	SUB-TOTAL			10,021		14,863		4,842
170	1 SF Residential	DU	60.00	594	60.00	594	0.00	0
	SUB-TOTAL			594		594		0
171	1 SF Residential	DU	32.00	317	60.00	594	28.00	277
	6 Other	--	--	979	--	1,088	--	109
	SUB-TOTAL			1,296		1,682		386
172	1 SF Residential	DU	185.00	1,831	185.00	1,831	0.00	0
	SUB-TOTAL			1,831		1,831		0
173	1 SF Residential	DU	336.00	3,326	386.00	3,821	50.00	495
	SUB-TOTAL			3,326		3,821		495
174	2 MF Residential	DU	--	--	400.00	2,342	400.00	2,342
	3 Commercial Retail	TSF	35.00	1,892	350.00	18,535	315.00	16,643
	4 Commercial Office	TSF	--	--	350.00	4,046	350.00	4,046
	6 Other	--		--	--	2,469	--	2,469
	SUB-TOTAL			1,892		27,392		25,500

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
175	1 SF Residential	DU	162.00	1,604	380.00	3,108	218.00	1,504
	2 MF Residential	DU	160.00	1,280	210.00	1,625	50.00	345
	3 Commercial Retail	TSF	98.01	5,298	98.01	5,298	0.00	0
	6 Other	--	--	1,295	--	1,295	--	0
	SUB-TOTAL			9,477		11,326		1,849
176	1 SF Residential	DU	686.00	6,791	762.00	7,544	76.00	753
	2 MF Residential	DU	135.00	1,080	270.00	2,012	135.00	932
	3 Commercial Retail	TSF	337.59	13,100	337.59	13,100	0.00	0
	6 Other	--	--	--	--	326	--	326
	SUB-TOTAL			20,971		22,982		2,011
177	1 SF Residential	DU	477.00	4,722	477.00	4,722	0.00	0
	2 MF Residential	DU	264.00	2,112	264.00	2,112	0.00	0
	3 Commercial Retail	TSF	97.57	5,275	97.57	5,275	0.00	0
	6 Other	--	--	776	--	1,264	--	488
	SUB-TOTAL			12,885		13,373		488
178	1 SF Residential	DU	333.00	3,297	333.00	3,297	0.00	0
	3 Commercial Retail	TSF	28.31	1,419	28.31	1,419	0.00	0
	4 Commercial Office	TSF	14.81	171	50.81	587	36.00	416
	6 Other	--	--	--	--	102	--	102
	SUB-TOTAL			4,887		5,405		518
179	1 SF Residential	DU	167.00	1,653	167.00	1,653	0.00	0
	2 MF Residential	DU	--	--	209.00	775	209.00	775
	3 Commercial Retail	TSF	21.78	807	28.78	4,280	7.00	3,473
	4 Commercial Office	TSF	24.83	849	52.00	1,778	27.17	929
	6 Other	--	--	207	--	207	--	0
	SUB-TOTAL			3,516		8,693		5,177
180	1 SF Residential	DU	428.00	4,237	428.00	4,237	0.00	0
	6 Other	--	--	--	--	653	--	653
	SUB-TOTAL			4,237		4,890		653
181	1 SF Residential	DU	282.00	2,792	282.00	2,792	0.00	0
	6 Other	--	--	1,088	--	1,088	--	0
	SUB-TOTAL			3,880		3,880		0
182	1 SF Residential	DU	276.00	2,732	276.00	2,732	0.00	0
	2 MF Residential	DU	229.00	1,832	238.00	1,904	9.00	72
	3 Commercial Retail	TSF	76.23	4,121	96.23	5,202	20.00	1,081
	6 Other	--	--	280	--	280	--	0
	SUB-TOTAL			8,965		10,118		1,153
183	2 MF Residential	DU	634.00	5,072	634.00	5,072	0.00	0
	3 Commercial Retail	TSF	--	--	3.50	298	3.50	298
	6 Other	--	--	5,838	--	6,956	--	1,118
	SUB-TOTAL			10,910		12,326		1,416

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
184	4 Commercial Office	TSF	--	--	100.00	1,156	100.00	1,156
	6 Other	--		--	--	528	--	528
	SUB-TOTAL			--		1,684		1,684
185	1 SF Residential	DU	344.00	3,406	344.00	3,406	0.00	0
	SUB-TOTAL			3,406		3,406		0
186	1 SF Residential	DU	150.00	1,485	150.00	1,485	0.00	0
	4 Commercial Office	TSF	108.90	3,724	402.00	13,748	293.10	10,024
	6 Other	--	--	2,104	--	5,720	--	3,616
	SUB-TOTAL			7,313		20,953		13,640
187	1 SF Residential	DU	111.00	1,099	111.00	1,099	0.00	0
	2 MF Residential	DU	307.00	2,456	426.00	2,897	119.00	441
	6 Other	--	--	36	--	36	--	0
	SUB-TOTAL			3,591		4,032		441
188	1 SF Residential	DU	72.00	713	72.00	713	0.00	0
	2 MF Residential	DU	216.00	1,728	216.00	1,728	0.00	0
	SUB-TOTAL			2,441		2,441		0
189	3 Commercial Retail	TSF	--	--	3.00	255	3.00	255
	6 Other	--	--	20,856	--	30,800	--	9,944
	SUB-TOTAL			20,856		31,055		10,199
190	1 SF Residential	DU	171.00	1,693	171.00	1,693	0.00	0
	SUB-TOTAL			1,693		1,693		0
191	4 Commercial Office	TSF	--	--	78.56	2,687	78.56	2,687
	SUB-TOTAL			--		2,687		2,687
192	1 SF Residential	DU	164.00	1,624	164.00	1,624	0.00	0
	2 MF Residential	DU	660.00	5,280	660.00	5,280	0.00	0
	6 Other	--		--	--	520	--	520
	SUB-TOTAL			6,904		7,424		520
193	4 Commercial Office	TSF	250.00	2,550	250.00	2,550	0.00	0
	SUB-TOTAL			2,550		2,550		0
194	6 Other	--	--	796	--	796	--	0
	SUB-TOTAL			796		796		0
195	2 MF Residential	DU	76.00	608	76.00	608	0.00	0
	SUB-TOTAL			608		608		0

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
196	2 MF Residential	DU	--	--	10.00	80	10.00	80
	3 Commercial Retail	TSF	--	--	2.50	93	2.50	93
	4 Commercial Office	TSF	--	--	34.55	399	34.55	399
	6 Other	--	--	--	--	1,646	--	1,646
	SUB-TOTAL			--		2,218		2,218
197	3 Commercial Retail	TSF	--	--	13.00	1,106	13.00	1,106
	4 Commercial Office	TSF	--	--	400.00	4,080	400.00	4,080
	SUB-TOTAL			--		5,186		5,186
198	1 SF Residential	DU	331.00	3,277	331.00	3,277	0.00	0
	SUB-TOTAL			3,277		3,277		0
199	3 Commercial Retail	TSF	5.00	652	5.00	652	0.00	0
	6 Other	--	--	1,951	--	1,951	--	0
	SUB-TOTAL			2,603		2,603		0
200	4 Commercial Office	TSF	385.10	3,928	578.00	5,896	192.90	1,968
	SUB-TOTAL			3,928		5,896		1,968
201	4 Commercial Office	TSF	--	--	160.00	1,632	160.00	1,632
	SUB-TOTAL			--		1,632		1,632
202	2 MF Residential	DU	50.00	345	560.00	3,864	510.00	3,519
	3 Commercial Retail	TSF	13.00	482	22.00	815	9.00	333
	4 Commercial Office	TSF	13.00	150	13.00	150	0.00	0
	6 Other	--	--	4,218	--	4,218	--	0
	SUB-TOTAL			5,195		9,047		3,852
203	2 MF Residential	DU	--	--	450.00	3,105	450.00	3,105
	3 Commercial Retail	TSF	742.00	29,725	2,000.00	80,120	1,258.00	50,395
	4 Commercial Office	TSF	--	--	125.00	1,445	125.00	1,445
	SUB-TOTAL			29,725		84,670		54,945
204	3 Commercial Retail	TSF	62.00	2,298	62.00	2,298	0.00	0
	4 Commercial Office	TSF	400.00	4,624	400.00	4,624	0.00	0
	6 Other	--	--	5,808	--	5,808	--	0
	SUB-TOTAL			12,730		12,730		0
205	3 Commercial Retail	TSF	47.30	2,557	100.00	5,406	52.70	2,849
	4 Commercial Office	TSF	198.89	2,299	850.00	9,826	651.11	7,527
	6 Other	--	--	1,700	--	3,399	--	1,699
	SUB-TOTAL			6,556		18,631		12,075
206	3 Commercial Retail	TSF	141.99	8,876	187.61	11,782	45.62	2,906
	SUB-TOTAL			8,876		11,782		2,906

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
207	3 Commercial Retail	TSF	--	--	6.00	782	6.00	782
	4 Commercial Office	TSF	230.00	2,659	350.00	4,046	120.00	1,387
	SUB-TOTAL			2,659		4,828		2,169
208	2 MF Residential	DU	234.00	1,872	234.00	1,872	0.00	0
	SUB-TOTAL			1,872		1,872		0
209	1 SF Residential	DU	414.00	4,099	414.00	4,099	0.00	0
	2 MF Residential	DU	352.00	2,816	352.00	2,816	0.00	0
	6 Other	--	--	1,088	--	1,088	--	0
	SUB-TOTAL			8,003		8,003		0
210	1 SF Residential	DU	205.00	2,029	205.00	2,029	0.00	0
	2 MF Residential	DU	208.00	1,664	208.00	1,664	0.00	0
	3 Commercial Retail	TSF	148.10	8,006	148.10	8,006	0.00	0
	SUB-TOTAL			11,699		11,699		0
211	1 SF Residential	DU	167.00	1,653	167.00	1,653	0.00	0
	SUB-TOTAL			1,653		1,653		0
212	1 SF Residential	DU	252.00	2,495	252.00	2,495	0.00	0
	2 MF Residential	DU	272.00	2,176	272.00	2,176	0.00	0
	6 Other	--	--	179	--	179	--	0
	SUB-TOTAL			4,850		4,850		0
213	1 SF Residential	DU	275.00	2,723	275.00	2,723	0.00	0
	6 Other	--	--	233	--	233	--	0
	SUB-TOTAL			2,956		2,956		0
214	1 SF Residential	DU	--	--	49.00	485	49.00	485
	2 MF Residential	DU	107.00	738	181.00	1,330	74.00	592
	6 Other	--		--	--	74	--	74
	SUB-TOTAL			738		1,889		1,151
215	1 SF Residential	DU	80.00	792	80.00	792	0.00	0
	2 MF Residential	DU	52.00	416	52.00	416	0.00	0
	3 Commercial Retail	TSF	143.56	7,020	143.56	7,020	0.00	0
	6 Other	--	--	5,056	--	6,027	--	971
	SUB-TOTAL			13,284		14,255		971
216	1 SF Residential	DU	22.00	218	22.00	218	0.00	0
	2 MF Residential	DU	128.00	1,024	448.00	3,507	320.00	2,483
	3 Commercial Retail	TSF	149.96	8,107	204.96	11,080	55.00	2,973
	4 Commercial Office	TSF	10.45	121	65.45	757	55.00	636
	SUB-TOTAL			9,470		15,562		6,092

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
217	1 SF Residential	DU	202.00	2,000	202.00	2,000	0.00	0
	2 MF Residential	DU	16.00	128	386.00	3,011	370.00	2,883
	3 Commercial Retail	TSF	65.75	3,554	110.75	5,222	45.00	1,668
	4 Commercial Office	TSF	22.44	259	22.44	259	0.00	0
	5 Industrial Park	TSF	22.44	135	22.44	135	0.00	0
	SUB-TOTAL			6,076		10,627		4,551
218	1 SF Residential	DU	458.00	4,081	511.00	4,606	53.00	525
	2 MF Residential	DU	641.00	5,128	810.00	6,414	169.00	1,286
	3 Commercial Retail	TSF	64.25	2,381	557.87	24,488	493.62	22,107
	6 Other	--	--	88	--	1,176	--	1,088
	SUB-TOTAL			11,678		36,684		25,006
219	1 SF Residential	DU	--	--	20.00	198	20.00	198
	2 MF Residential	DU	--	--	250.00	2,000	250.00	2,000
	4 Commercial Office	TSF	--	--	100.00	1,020	100.00	1,020
	SUB-TOTAL			--		3,218		3,218
220	1 SF Residential	DU	2.00	20	8.00	79	6.00	59
	4 Commercial Office	TSF	--	--	100.00	1,020	100.00	1,020
	6 Other	--	--	1,348	--	1,348	--	0
	SUB-TOTAL			1,368		2,447		1,079
221	1 SF Residential	DU	309.00	2,969	380.00	3,672	71.00	703
	2 MF Residential	DU	6.00	48	6.00	48	0.00	0
	4 Commercial Office	TSF	--	--	50.00	510	50.00	510
	5 Industrial Park	TSF	144.40	866	144.40	866	0.00	0
	6 Other	--	--	1,417	--	1,417	--	0
	SUB-TOTAL			5,300		6,513		1,213
222	1 SF Residential	DU	33.00	327	55.00	545	22.00	218
	6 Other	--	--	3,091	--	3,861	--	770
	SUB-TOTAL			3,418		4,406		988
223	3 Commercial Retail	TSF	43.38	2,345	110.00	5,947	66.62	3,602
	4 Commercial Office	TSF	0.36	4	248.00	2,867	247.64	2,863
	5 Industrial Park	TSF	70.36	422	242.00	1,452	171.64	1,030
	6 Other	--	--	--	--	823	--	823
	SUB-TOTAL			2,771		11,089		8,318
224	1 SF Residential	DU	260.00	2,484	280.00	2,682	20.00	198
	2 MF Residential	DU	500.00	4,000	550.00	4,400	50.00	400
	3 Commercial Retail	TSF	81.68	3,027	116.68	4,324	35.00	1,297
	6 Other	--	--	2,469	--	4,011	--	1,542
	SUB-TOTAL			11,980		15,417		3,437
225	1 SF Residential	DU	156.00	1,544	156.00	1,544	0.00	0
	6 Other	--	--	1,776	--	1,776	--	0
	SUB-TOTAL			3,320		3,320		0

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
226	1 SF Residential	DU	300.00	2,970	300.00	2,970	0.00	0
	2 MF Residential	DU	292.00	2,336	292.00	2,336	0.00	0
	3 Commercial Retail	TSF	69.70	2,583	85.38	3,917	15.68	1,334
	6 Other	--		--	--	354	--	354
	SUB-TOTAL			7,889		9,577		1,688
227	1 SF Residential	DU	100.00	990	118.00	1,168	18.00	178
	2 MF Residential	DU	184.00	1,472	786.00	6,288	602.00	4,816
	6 Other	--		--	--	1,088	--	1,088
	SUB-TOTAL			2,462		8,544		6,082
228	1 SF Residential	DU	358.00	3,544	385.00	3,811	27.00	267
	SUB-TOTAL			3,544		3,811		267
229	1 SF Residential	DU	74.00	733	178.00	1,763	104.00	1,030
	SUB-TOTAL			733		1,763		1,030
230	1 SF Residential	DU	1.00	10	10.00	99	9.00	89
	SUB-TOTAL			10		99		89
231	1 SF Residential	DU	--	--	5.00	50	5.00	50
	2 MF Residential	DU	--	--	51.00	408	51.00	408
	6 Other	--		--	--	69	--	69
	SUB-TOTAL			--		527		527
232	1 SF Residential	DU	--	--	10.00	99	10.00	99
	2 MF Residential	DU	--	--	850.00	5,865	850.00	5,865
	SUB-TOTAL			--		5,964		5,964
234	3 Commercial Retail	TSF	--	--	100.00	5,406	100.00	5,406
	4 Commercial Office	TSF	--	--	470.24	4,796	470.24	4,796
	SUB-TOTAL			--		10,202		10,202
235	3 Commercial Retail	TSF	60.20	3,254	240.00	12,974	179.80	9,720
	4 Commercial Office	TSF	24.00	245	80.00	816	56.00	571
	SUB-TOTAL			3,499		13,790		10,291
236	1 SF Residential	DU	--	--	808.00	8,000	808.00	8,000
	6 Other	--		--	--	1,101	--	1,101
	SUB-TOTAL			--		9,101		9,101
237	1 SF Residential	DU	--	--	225.00	2,228	225.00	2,228
	2 MF Residential	DU	--	--	570.00	3,933	570.00	3,933
	4 Commercial Office	TSF	--	--	99.00	1,144	99.00	1,144
	6 Other	--		--	--	63	--	63
	SUB-TOTAL			--		7,368		7,368

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
238	1 SF Residential	DU	--	--	399.00	3,950	399.00	3,950
	2 MF Residential	DU	--	--	123.00	984	123.00	984
	3 Commercial Retail	TSF	--	--	184.00	12,479	184.00	12,479
	4 Commercial Office	TSF	--	--	340.00	3,621	340.00	3,621
	5 Industrial Park	TSF	--	--	944.00	5,664	944.00	5,664
	6 Other	--	--	--	--	67	--	67
	SUB-TOTAL			--		26,765		26,765
239	3 Commercial Retail	TSF	87.12	3,229	337.29	12,500	250.17	9,271
	4 Commercial Office	TSF	170.26	1,968	262.87	3,039	92.61	1,071
	5 Industrial Park	TSF	310.00	1,860	387.07	2,322	77.07	462
	6 Other	--	--	895	--	895	--	0
	SUB-TOTAL			7,952		18,756		10,804
240	3 Commercial Retail	TSF	--	--	181.00	14,181	181.00	14,181
	SUB-TOTAL			--		14,181		14,181
241	4 Commercial Office	TSF	--	--	1,228.00	13,198	1,228.00	13,198
	6 Other	--	--	--	--	1,128	--	1,128
	SUB-TOTAL			--		14,326		14,326
242	4 Commercial Office	TSF	--	--	368.00	3,910	368.00	3,910
	SUB-TOTAL			--		3,910		3,910
243	1 SF Residential	DU	--	--	211.00	2,089	211.00	2,089
	2 MF Residential	DU	--	--	816.00	6,099	816.00	6,099
	3 Commercial Retail	TSF	--	--	129.00	10,188	129.00	10,188
	4 Commercial Office	TSF	--	--	164.00	1,896	164.00	1,896
	SUB-TOTAL			--		20,272		20,272
244	1 SF Residential	DU	322.00	3,188	322.00	3,188	0.00	0
	SUB-TOTAL			3,188		3,188		0
245	1 SF Residential	DU	20.00	198	20.00	198	0.00	0
	6 Other	--	--	34	--	34	--	0
	SUB-TOTAL			232		232		0
246	5 Industrial Park	TSF	58.81	300	120.00	612	61.19	312
	SUB-TOTAL			300		612		312
247	3 Commercial Retail	TSF	71.37	3,858	500.00	20,030	428.63	16,172
	SUB-TOTAL			3,858		20,030		16,172
248	1 SF Residential	DU	2.00	20	2.00	20	0.00	0
	2 MF Residential	DU	4.00	32	4.00	32	0.00	0
	5 Industrial Park	TSF	882.09	5,293	1,200.00	7,200	317.91	1,907
	SUB-TOTAL			5,345		7,252		1,907

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
249	4 Commercial Office	TSF	--	--	250.00	2,890	250.00	2,890
	5 Industrial Park	TSF	291.68	1,488	291.68	1,488	0.00	0
	SUB-TOTAL			1,488		4,378		2,890
250	2 MF Residential	DU	--	--	450.00	3,435	450.00	3,435
	3 Commercial Retail	TSF	58.00	2,149	448.66	17,799	390.66	15,650
	4 Commercial Office	TSF	--	--	300.00	3,264	300.00	3,264
	SUB-TOTAL			2,149		24,498		22,349
251	5 Industrial Park	TSF	--	--	400.00	2,400	400.00	2,400
	SUB-TOTAL			--		2,400		2,400
252	4 Commercial Office	TSF	--	--	858.00	8,752	858.00	8,752
	SUB-TOTAL			--		8,752		8,752
253	1 SF Residential	DU	--	--	32.00	317	32.00	317
	SUB-TOTAL			--		317		317
254	3 Commercial Retail	TSF	8.71	323	116.21	6,134	107.50	5,811
	SUB-TOTAL			323		6,134		5,811
255	1 SF Residential	DU	2.00	20	20.00	198	18.00	178
	SUB-TOTAL			20		198		178
256	1 SF Residential	DU	20.00	198	20.00	198	0.00	0
	SUB-TOTAL			198		198		0
257	1 SF Residential	DU	103.00	1,020	170.00	1,683	67.00	663
	SUB-TOTAL			1,020		1,683		663
258	1 SF Residential	DU	54.00	535	130.00	1,287	76.00	752
	5 Industrial Park	TSF	--	--	125.00	638	125.00	638
	6 Other	--		--	--	3,324	--	3,324
	SUB-TOTAL			535		5,249		4,714
259	1 SF Residential	DU	--	--	10.00	99	10.00	99
	SUB-TOTAL			--		99		99
260	1 SF Residential	DU	27.00	267	402.00	3,980	375.00	3,713
	SUB-TOTAL			267		3,980		3,713
261	1 SF Residential	DU	10.00	99	25.00	247	15.00	148
	SUB-TOTAL			99		247		148
262	1 SF Residential	DU	346.00	3,425	790.00	7,821	444.00	4,396
	2 MF Residential	DU	--	--	100.00	800	100.00	800
	6 Other	--	--	1,088	--	1,088	--	0
	SUB-TOTAL			4,513		9,709		5,196

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
263	2 MF Residential	DU	--	--	200.00	1,600	200.00	1,600
	SUB-TOTAL			--		1,600		1,600
264	1 SF Residential	DU	63.00	624	63.00	624	0.00	0
	2 MF Residential	DU	264.00	2,026	264.00	2,026	0.00	0
	SUB-TOTAL			2,650		2,650		0
265	2 MF Residential	DU	670.00	4,975	670.00	4,975	0.00	0
	SUB-TOTAL			4,975		4,975		0
266	2 MF Residential	DU	200.00	742	200.00	742	0.00	0
	3 Commercial Retail	TSF	101.04	5,462	120.00	6,487	18.96	1,025
	5 Industrial Park	TSF	--	--	75.00	383	75.00	383
	SUB-TOTAL			6,204		7,612		1,408
267	3 Commercial Retail	TSF	100.00	5,406	200.00	10,812	100.00	5,406
	SUB-TOTAL			5,406		10,812		5,406
268	2 MF Residential	DU	180.00	1,440	180.00	1,440	0.00	0
	3 Commercial Retail	TSF	182.33	9,857	182.33	9,857	0.00	0
	5 Industrial Park	TSF	75.00	383	112.00	571	37.00	188
	SUB-TOTAL			11,680		11,868		188
269	1 SF Residential	DU	173.00	1,713	266.00	2,633	93.00	920
	2 MF Residential	DU	--	--	25.00	93	25.00	93
	6 Other	--	--	8	--	737	--	729
	SUB-TOTAL			1,721		3,463		1,742
270	1 SF Residential	DU	8.00	79	308.00	3,049	300.00	2,970
	2 MF Residential	DU	--	--	75.00	278	75.00	278
	SUB-TOTAL			79		3,327		3,248
271	2 MF Residential	DU	--	--	171.00	1,180	171.00	1,180
	3 Commercial Retail	TSF	--	--	630.00	25,238	630.00	25,238
	SUB-TOTAL			--		26,418		26,418
272	1 SF Residential	DU	819.00	8,108	967.00	9,573	148.00	1,465
	2 MF Residential	DU	180.00	1,440	180.00	1,440	0.00	0
	3 Commercial Retail	TSF	8.12	691	8.12	691	0.00	0
	6 Other	--	--	1,088	--	1,088	--	0
	SUB-TOTAL			11,327		12,792		1,465
273	1 SF Residential	DU	6.00	59	101.00	1,000	95.00	941
	SUB-TOTAL			59		1,000		941
274	1 SF Residential	DU	--	--	80.00	792	80.00	792
	4 Commercial Office	TSF	--	--	110.06	1,123	110.06	1,123
	SUB-TOTAL			--		1,915		1,915

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
275	1 SF Residential	DU	225.00	2,228	225.00	2,228	0.00	0
	SUB-TOTAL			2,228		2,228		0
276	1 SF Residential	DU	75.00	743	75.00	743	0.00	0
	2 MF Residential	DU	539.00	4,312	539.00	4,312	0.00	0
	3 Commercial Retail	TSF	98.01	8,337	98.01	8,337	0.00	0
	6 Other	--	--	73	--	73	--	0
	SUB-TOTAL			13,465		13,465		0
277	3 Commercial Retail	TSF	7.91	656	73.00	4,175	65.09	3,519
	4 Commercial Office	TSF	--	--	110.00	3,536	110.00	3,536
	5 Industrial Park	TSF	--	--	150.00	765	150.00	765
	SUB-TOTAL			656		8,476		7,820
278	2 MF Residential	DU	757.00	6,056	757.00	6,056	0.00	0
	3 Commercial Retail	TSF	81.89	6,966	81.89	6,966	0.00	0
	6 Other	--	--	398	--	398	--	0
	SUB-TOTAL			13,420		13,420		0
279	1 SF Residential	DU	313.00	2,160	313.00	2,160	0.00	0
	3 Commercial Retail	TSF	19.33	1,644	26.33	2,240	7.00	596
	4 Commercial Office	TSF	0.20	2	0.20	2	0.00	0
	5 Industrial Park	TSF	--	--	58.00	348	58.00	348
	SUB-TOTAL			3,806		4,750		944
280	4 Commercial Office	TSF	--	--	38.18	389	38.18	389
	SUB-TOTAL			--		389		389
281	2 MF Residential	DU	--	--	150.00	1,200	150.00	1,200
	SUB-TOTAL			--		1,200		1,200
282	2 MF Residential	DU	486.00	3,888	700.00	5,600	214.00	1,712
	3 Commercial Retail	TSF	17.90	968	17.90	968	0.00	0
	SUB-TOTAL			4,856		6,568		1,712
283	1 SF Residential	DU	161.00	1,594	175.00	1,732	14.00	138
	2 MF Residential	DU	400.00	3,200	667.00	5,336	267.00	2,136
	6 Other	--	--	1,618	--	1,740	--	122
	SUB-TOTAL			6,412		8,808		2,396
284	1 SF Residential	DU	2.00	20	2.00	20	0.00	0
	2 MF Residential	DU	254.00	2,032	254.00	2,032	0.00	0
	SUB-TOTAL			2,052		2,052		0
285	1 SF Residential	DU	--	--	80.00	792	80.00	792
	3 Commercial Retail	TSF	--	--	246.99	9,894	246.99	9,894
	4 Commercial Office	TSF	--	--	150.00	1,530	150.00	1,530
	SUB-TOTAL			--		12,216		12,216

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
286	1 SF Residential	DU	--	--	182.00	1,802	182.00	1,802
	SUB-TOTAL			--		1,802		1,802
287	1 SF Residential	DU	--	--	35.00	347	35.00	347
	2 MF Residential	DU	--	--	120.00	960	120.00	960
	SUB-TOTAL			--		1,307		1,307
288	1 SF Residential	DU	--	--	167.00	1,653	167.00	1,653
	6 Other	--		--	--	4,475	--	4,475
	SUB-TOTAL			--		6,128		6,128
289	1 SF Residential	DU	--	--	166.00	1,643	166.00	1,643
	2 MF Residential	DU	--	--	350.00	2,415	350.00	2,415
	4 Commercial Office	TSF	--	--	57.17	583	57.17	583
	SUB-TOTAL			--		4,641		4,641
290	1 SF Residential	DU	64.00	634	104.00	1,030	40.00	396
	2 MF Residential	DU	93.00	744	93.00	744	0.00	0
	SUB-TOTAL			1,378		1,774		396
291	1 SF Residential	DU	--	--	74.00	733	74.00	733
	2 MF Residential	DU	--	--	350.00	2,415	350.00	2,415
	4 Commercial Office	TSF	8.60	88	181.63	1,853	173.03	1,765
	SUB-TOTAL			88		5,001		4,913
292	1 SF Residential	DU	140.00	1,386	140.00	1,386	0.00	0
	SUB-TOTAL			1,386		1,386		0
293	1 SF Residential	DU	133.00	1,317	180.00	1,782	47.00	465
	2 MF Residential	DU	368.00	2,944	684.00	5,217	316.00	2,273
	SUB-TOTAL			4,261		6,999		2,738
294	2 MF Residential	DU	--	--	276.00	1,904	276.00	1,904
	3 Commercial Retail	TSF	124.35	6,722	155.00	8,379	30.65	1,657
	5 Industrial Park	TSF	210.00	1,260	300.00	1,800	90.00	540
	SUB-TOTAL			7,982		12,083		4,101
295	4 Commercial Office	TSF	--	--	56.00	647	56.00	647
	5 Industrial Park	TSF	666.67	3,400	1,020.58	5,205	353.91	1,805
	6 Other	--	--	56	--	156	--	100
	SUB-TOTAL			3,456		6,008		2,552
296	3 Commercial Retail	TSF	--	--	20.00	1,701	20.00	1,701
	SUB-TOTAL			--		1,701		1,701
297	3 Commercial Retail	TSF	--	--	20.00	1,701	20.00	1,701
	SUB-TOTAL			--		1,701		1,701

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
298	2 MF Residential	DU	830.00	5,727	830.00	5,727	0.00	0
	3 Commercial Retail	TSF	--	--	20.00	1,701	20.00	1,701
	SUB-TOTAL			5,727		7,428		1,701
299	3 Commercial Retail	TSF	184.00	9,947	184.00	9,947	0.00	0
	SUB-TOTAL			9,947		9,947		0
300	3 Commercial Retail	TSF	272.00	10,896	300.00	12,018	28.00	1,122
	SUB-TOTAL			10,896		12,018		1,122
301	3 Commercial Retail	TSF	49.24	1,825	49.24	1,825	0.00	0
	6 Other	--	--	7,904	--	8,635	--	731
	SUB-TOTAL			9,729		10,460		731
302	3 Commercial Retail	TSF	30.00	2,552	30.00	2,552	0.00	0
	6 Other	--	--	3,750	--	3,750	--	0
	SUB-TOTAL			6,302		6,302		0
303	6 Other	--	--	5,625	--	5,625	--	0
	SUB-TOTAL			5,625		5,625		0
304	3 Commercial Retail	TSF	48.00	3,739	48.00	3,739	0.00	0
	6 Other	--	--	3,113	--	3,113	--	0
	SUB-TOTAL			6,852		6,852		0
305	2 MF Residential	DU	--	--	76.00	524	76.00	524
	3 Commercial Retail	TSF	202.65	11,364	202.65	11,364	0.00	0
	5 Industrial Park	TSF	--	--	100.00	510	100.00	510
	SUB-TOTAL			11,364		12,398		1,034
306	2 MF Residential	DU	--	--	250.00	1,863	250.00	1,863
	3 Commercial Retail	TSF	80.50	4,352	143.90	7,779	63.40	3,427
	4 Commercial Office	TSF	--	--	50.00	1,710	50.00	1,710
	6 Other	--	--	336	--	336	--	0
	SUB-TOTAL			4,688		11,688		7,000
307	3 Commercial Retail	TSF	132.80	9,301	132.80	9,301	0.00	0
	SUB-TOTAL			9,301		9,301		0
308	2 MF Residential	DU	200.00	1,380	200.00	1,380	0.00	0
	3 Commercial Retail	TSF	175.11	14,895	175.11	14,895	0.00	0
	5 Industrial Park	TSF	29.40	150	45.00	230	15.60	80
	SUB-TOTAL			16,425		16,505		80
309	3 Commercial Retail	TSF	3.00	111	3.00	111	0.00	0
	SUB-TOTAL			111		111		0
310	6 Other	--	--	45	--	4,208	--	4,163
	SUB-TOTAL			45		4,208		4,163

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
311	1 SF Residential	DU	132.00	1,307	132.00	1,307	0.00	0
	2 MF Residential	DU	63.00	504	63.00	504	0.00	0
	SUB-TOTAL			1,811		1,811		0
312	3 Commercial Retail	TSF	164.40	8,887	180.00	9,731	15.60	844
	6 Other	--	--	200	--	200	--	0
	SUB-TOTAL			9,087		9,931		844
313	2 MF Residential	DU	264.00	2,112	264.00	2,112	0.00	0
	SUB-TOTAL			2,112		2,112		0
314	3 Commercial Retail	TSF	178.00	9,623	178.00	9,623	0.00	0
	SUB-TOTAL			9,623		9,623		0
315	1 SF Residential	DU	56.00	554	56.00	554	0.00	0
	2 MF Residential	DU	168.00	1,344	168.00	1,344	0.00	0
	SUB-TOTAL			1,898		1,898		0
316	1 SF Residential	DU	121.00	1,198	121.00	1,198	0.00	0
	SUB-TOTAL			1,198		1,198		0
317	6 Other	--	--	1,135	--	1,135	--	0
	SUB-TOTAL			1,135		1,135		0
318	1 SF Residential	DU	21.00	208	21.00	208	0.00	0
	2 MF Residential	DU	252.00	2,016	252.00	2,016	0.00	0
	SUB-TOTAL			2,224		2,224		0
319	3 Commercial Retail	TSF	--	--	130.00	7,028	130.00	7,028
	6 Other	--	--	--	--	292	--	292
	SUB-TOTAL			--		7,320		7,320
320	1 SF Residential	DU	125.00	1,238	125.00	1,238	0.00	0
	SUB-TOTAL			1,238		1,238		0
321	1 SF Residential	DU	155.00	1,535	155.00	1,535	0.00	0
	2 MF Residential	DU	66.00	528	66.00	528	0.00	0
	SUB-TOTAL			2,063		2,063		0
322	1 SF Residential	DU	87.00	861	87.00	861	0.00	0
	SUB-TOTAL			861		861		0
323	1 SF Residential	DU	161.00	1,594	161.00	1,594	0.00	0
	2 MF Residential	DU	132.00	1,056	132.00	1,056	0.00	0
	SUB-TOTAL			2,650		2,650		0
325	1 SF Residential	DU	--	--	205.00	2,029	205.00	2,029
	SUB-TOTAL			--		2,029		2,029

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
326	1 SF Residential	DU	101.00	1,000	101.00	1,000	0.00	0
	SUB-TOTAL			1,000		1,000		0
327	1 SF Residential	DU	105.00	1,040	105.00	1,040	0.00	0
	SUB-TOTAL			1,040		1,040		0
328	1 SF Residential	DU	110.00	1,089	110.00	1,089	0.00	0
	SUB-TOTAL			1,089		1,089		0
329	6 Other	--	--	1,088	--	1,088	--	0
	SUB-TOTAL			1,088		1,088		0
330	1 SF Residential	DU	143.00	1,416	143.00	1,416	0.00	0
	SUB-TOTAL			1,416		1,416		0
331	1 SF Residential	DU	167.00	1,653	167.00	1,653	0.00	0
	SUB-TOTAL			1,653		1,653		0
332	1 SF Residential	DU	114.00	1,129	114.00	1,129	0.00	0
	2 MF Residential	DU	102.00	816	102.00	816	0.00	0
	SUB-TOTAL			1,945		1,945		0
333	1 SF Residential	DU	803.00	7,950	803.00	7,950	0.00	0
	2 MF Residential	DU	360.00	2,880	360.00	2,880	0.00	0
	3 Commercial Retail	TSF	25.05	928	25.05	928	0.00	0
	6 Other	--	--	1,340	--	1,740	--	400
	SUB-TOTAL			13,098		13,498		400
334	1 SF Residential	DU	164.00	1,624	164.00	1,624	0.00	0
	SUB-TOTAL			1,624		1,624		0
335	1 SF Residential	DU	194.00	1,921	194.00	1,921	0.00	0
	SUB-TOTAL			1,921		1,921		0
336	1 SF Residential	DU	589.00	5,831	589.00	5,831	0.00	0
	6 Other	--	--	1,107	--	1,107	--	0
	SUB-TOTAL			6,938		6,938		0
337	1 SF Residential	DU	390.00	3,861	390.00	3,861	0.00	0
	SUB-TOTAL			3,861		3,861		0
338	3 Commercial Retail	TSF	92.00	4,974	92.00	4,974	0.00	0
	SUB-TOTAL			4,974		4,974		0
339	1 SF Residential	DU	289.00	2,861	289.00	2,861	0.00	0
	6 Other	--	--	1,106	--	1,106	--	0
	SUB-TOTAL			3,967		3,967		0

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
340	1 SF Residential	DU	394.00	3,901	394.00	3,901	0.00	0
	2 MF Residential	DU	264.00	2,112	264.00	2,112	0.00	0
	SUB-TOTAL			6,013		6,013		0
341	2 MF Residential	DU	325.00	2,243	325.00	2,243	0.00	0
	6 Other	--	--	1,175	--	1,175	--	0
	SUB-TOTAL			3,418		3,418		0
342	2 MF Residential	DU	168.00	1,344	168.00	1,344	0.00	0
	SUB-TOTAL			1,344		1,344		0
343	1 SF Residential	DU	179.00	1,772	179.00	1,772	0.00	0
	2 MF Residential	DU	132.00	1,056	132.00	1,056	0.00	0
	SUB-TOTAL			2,828		2,828		0
344	1 SF Residential	DU	415.00	4,109	415.00	4,109	0.00	0
	3 Commercial Retail	TSF	--	--	40.00	2,162	40.00	2,162
	SUB-TOTAL			4,109		6,271		2,162
345	1 SF Residential	DU	23.00	228	81.00	802	58.00	574
	SUB-TOTAL			228		802		574
346	1 SF Residential	DU	--	--	10.00	99	10.00	99
	SUB-TOTAL			--		99		99
347	1 SF Residential	DU	313.00	3,099	313.00	3,099	0.00	0
	SUB-TOTAL			3,099		3,099		0
348	1 SF Residential	DU	517.00	5,118	517.00	5,118	0.00	0
	SUB-TOTAL			5,118		5,118		0
349	2 MF Residential	DU	83.00	664	388.00	3,104	305.00	2,440
	3 Commercial Retail	TSF	8.00	680	8.00	680	0.00	0
	6 Other	--	--	226	--	226	--	0
	SUB-TOTAL			1,570		4,010		2,440
350	6 Other	--	--	1,010	--	1,860	--	850
	SUB-TOTAL			1,010		1,860		850
352	1 SF Residential	DU	440.00	4,356	592.00	5,861	152.00	1,505
	6 Other	--		--	--	1,363	--	1,363
	SUB-TOTAL			4,356		7,224		2,868
353	1 SF Residential	DU	259.00	2,564	259.00	2,564	0.00	0
	6 Other	--		--	--	26	--	26
	SUB-TOTAL			2,564		2,590		26

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
355	1 SF Residential	DU	--	--	500.00	4,950	500.00	4,950
	6 Other	--		--	--	1,101	--	1,101
	SUB-TOTAL			--		6,051		6,051
356	1 SF Residential	DU	385.00	3,811	385.00	3,811	0.00	0
	3 Commercial Retail	TSF	--	--	60.00	5,104	60.00	5,104
	SUB-TOTAL			3,811		8,915		5,104
357	1 SF Residential	DU	--	--	90.00	891	90.00	891
	SUB-TOTAL			--		891		891
358	1 SF Residential	DU	105.00	1,040	275.00	2,723	170.00	1,683
	2 MF Residential	DU	121.00	968	121.00	968	0.00	0
	6 Other	--	--	970	--	1,138	--	168
	SUB-TOTAL			2,978		4,829		1,851
359	1 SF Residential	DU	570.00	5,643	570.00	5,643	0.00	0
	2 MF Residential	DU	192.00	1,536	192.00	1,536	0.00	0
	SUB-TOTAL			7,179		7,179		0
360	1 SF Residential	DU	538.00	5,326	538.00	5,326	0.00	0
	2 MF Residential	DU	248.00	1,984	248.00	1,984	0.00	0
	3 Commercial Retail	TSF	119.00	10,122	135.00	11,483	16.00	1,361
	6 Other	--	--	938	--	1,088	--	150
	SUB-TOTAL			18,370		19,881		1,511
361	1 SF Residential	DU	188.00	1,861	601.00	5,407	413.00	3,546
	6 Other	--		--	--	28	--	28
	SUB-TOTAL			1,861		5,435		3,574
362	1 SF Residential	DU	173.00	1,713	173.00	1,713	0.00	0
	SUB-TOTAL			1,713		1,713		0
363	1 SF Residential	DU	6.00	59	44.00	436	38.00	377
	SUB-TOTAL			59		436		377
364	1 SF Residential	DU	199.00	1,970	199.00	1,970	0.00	0
	SUB-TOTAL			1,970		1,970		0
365	1 SF Residential	DU	201.00	1,990	201.00	1,990	0.00	0
	2 MF Residential	DU	102.00	816	102.00	816	0.00	0
	3 Commercial Retail	TSF	11.00	936	11.00	936	0.00	0
	SUB-TOTAL			3,742		3,742		0
366	1 SF Residential	DU	600.00	5,940	600.00	5,940	0.00	0
	SUB-TOTAL			5,940		5,940		0
367	1 SF Residential	DU	437.00	4,326	437.00	4,326	0.00	0
	SUB-TOTAL			4,326		4,326		0

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
368	1 SF Residential	DU	1,070.00	10,593	1,070.00	10,593	0.00	0
	3 Commercial Retail	TSF	--	--	35.00	2,977	35.00	2,977
	6 Other	--	--	1,174	--	1,629	--	455
	SUB-TOTAL			11,767		15,199		3,432
369	1 SF Residential	DU	202.00	2,000	202.00	2,000	0.00	0
	SUB-TOTAL			2,000		2,000		0
370	1 SF Residential	DU	1,080.00	10,692	1,080.00	10,692	0.00	0
	6 Other	--	--	4,475	--	4,475	--	0
	SUB-TOTAL			15,167		15,167		0
371	1 SF Residential	DU	673.00	6,663	673.00	6,663	0.00	0
	6 Other	--	--	996	--	1,088	--	92
	SUB-TOTAL			7,659		7,751		92
372	1 SF Residential	DU	287.00	2,841	287.00	2,841	0.00	0
	2 MF Residential	DU	230.00	1,840	230.00	1,840	0.00	0
	3 Commercial Retail	TSF	80.00	4,325	80.00	4,325	0.00	0
	SUB-TOTAL			9,006		9,006		0
373	1 SF Residential	DU	236.00	2,336	236.00	2,336	0.00	0
	6 Other	--	--	889	--	1,307	--	418
	SUB-TOTAL			3,225		3,643		418
374	1 SF Residential	DU	--	--	300.00	2,970	300.00	2,970
	2 MF Residential	DU	--	--	304.00	2,098	304.00	2,098
	3 Commercial Retail	TSF	150.00	8,109	150.00	8,109	0.00	0
	6 Other	--	--	--	--	78	--	78
	SUB-TOTAL			8,109		13,255		5,146
375	3 Commercial Retail	TSF	5.00	2,481	45.00	5,883	40.00	3,402
	SUB-TOTAL			2,481		5,883		3,402
377	3 Commercial Retail	TSF	57.50	2,131	57.50	2,131	0.00	0
	SUB-TOTAL			2,131		2,131		0
378	1 SF Residential	DU	332.00	2,291	332.00	2,291	0.00	0
	2 MF Residential	DU	--	--	407.00	3,256	407.00	3,256
	3 Commercial Retail	TSF	41.00	1,519	51.00	1,890	10.00	371
	4 Commercial Office	TSF	56.00	571	56.00	571	0.00	0
	5 Industrial Park	TSF	--	--	110.00	660	110.00	660
	SUB-TOTAL			4,381		8,668		4,287
380	1 SF Residential	DU	--	--	125.00	1,238	125.00	1,238
	2 MF Residential	DU	--	--	400.00	2,760	400.00	2,760
	SUB-TOTAL			--		3,998		3,998

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
381	6 Other	--	--	130	--	223	--	93
	SUB-TOTAL			130		223		93
382	6 Other	--	--	180	--	180	--	0
	SUB-TOTAL			180		180		0
383	1 SF Residential	DU	231.00	2,287	266.00	2,633	35.00	346
	3 Commercial Retail	TSF	8.71	323	8.71	323	0.00	0
	SUB-TOTAL			2,610		2,956		346
384	1 SF Residential	DU	354.00	3,505	354.00	3,505	0.00	0
	SUB-TOTAL			3,505		3,505		0
385	1 SF Residential	DU	--	--	75.00	743	75.00	743
	SUB-TOTAL			--		743		743
387	1 SF Residential	DU	304.00	3,010	800.00	7,920	496.00	4,910
	2 MF Residential	DU	180.00	1,440	700.00	5,600	520.00	4,160
	SUB-TOTAL			4,450		13,520		9,070
388	1 SF Residential	DU	--	--	99.00	980	99.00	980
	2 MF Residential	DU	--	--	400.00	3,200	400.00	3,200
	6 Other	--		--	--	2,320	--	2,320
	SUB-TOTAL			--		6,500		6,500
389	1 SF Residential	DU	1,187.00	11,751	1,236.00	12,236	49.00	485
	6 Other	--	--	766	--	1,088	--	322
	SUB-TOTAL			12,517		13,324		807
390	1 SF Residential	DU	150.00	1,485	150.00	1,485	0.00	0
	SUB-TOTAL			1,485		1,485		0
391	3 Commercial Retail	TSF	16.33	605	16.33	605	0.00	0
	5 Industrial Park	TSF	376.36	1,919	446.36	2,339	70.00	420
	SUB-TOTAL			2,524		2,944		420
392	1 SF Residential	DU	723.00	5,958	757.00	6,193	34.00	235
	3 Commercial Retail	TSF	20.80	771	102.48	5,187	81.68	4,416
	5 Industrial Park	TSF	--	--	500.00	2,550	500.00	2,550
	6 Other	--	--	1,088	--	1,088	--	0
	SUB-TOTAL			7,817		15,018		7,201
393	1 SF Residential	DU	162.00	1,604	162.00	1,604	0.00	0
	2 MF Residential	DU	100.00	800	100.00	800	0.00	0
	3 Commercial Retail	TSF	52.27	4,446	52.27	4,446	0.00	0
	6 Other	--	--	350	--	679	--	329
	SUB-TOTAL			7,200		7,529		329

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
394	1 SF Residential	DU	325.00	3,217	325.00	3,217	0.00	0
	6 Other	--	--	5,527	--	5,571	--	44
	SUB-TOTAL			8,744		8,788		44
395	2 MF Residential	DU	185.00	1,277	185.00	1,277	0.00	0
	3 Commercial Retail	TSF	165.53	8,949	165.53	8,949	0.00	0
	6 Other	--	--	1,740	--	1,740	--	0
	SUB-TOTAL			11,966		11,966		0
396	3 Commercial Retail	TSF	76.23	6,484	110.00	9,357	33.77	2,873
	SUB-TOTAL			6,484		9,357		2,873
397	1 SF Residential	DU	220.00	1,665	549.00	3,935	329.00	2,270
	2 MF Residential	DU	579.00	4,558	579.00	4,558	0.00	0
	3 Commercial Retail	TSF	310.98	16,812	384.98	23,106	74.00	6,294
	6 Other	--	--	--	--	1,084	--	1,084
	SUB-TOTAL			23,035		32,683		9,648
398	1 SF Residential	DU	1,120.00	11,088	1,120.00	11,088	0.00	0
	2 MF Residential	DU	120.00	960	120.00	960	0.00	0
	3 Commercial Retail	TSF	261.13	22,465	261.13	22,465	0.00	0
	6 Other	--	--	2,533	--	2,533	--	0
	SUB-TOTAL			37,046		37,046		0
399	1 SF Residential	DU	859.00	8,504	880.00	8,712	21.00	208
	6 Other	--	--	790	--	1,228	--	438
	SUB-TOTAL			9,294		9,940		646
400	1 SF Residential	DU	--	--	12.00	119	12.00	119
	SUB-TOTAL			--		119		119
401	1 SF Residential	DU	--	--	835.00	8,267	835.00	8,267
	2 MF Residential	DU	--	--	482.00	3,856	482.00	3,856
	SUB-TOTAL			--		12,123		12,123
402	1 SF Residential	DU	300.00	2,970	1,129.00	11,177	829.00	8,207
	3 Commercial Retail	TSF	--	--	150.00	8,109	150.00	8,109
	6 Other	--	--	951	--	2,027	--	1,076
	SUB-TOTAL			3,921		21,313		17,392
403	1 SF Residential	DU	111.00	1,099	111.00	1,099	0.00	0
	2 MF Residential	DU	--	--	300.00	2,070	300.00	2,070
	3 Commercial Retail	TSF	12.00	1,021	46.00	3,913	34.00	2,892
	SUB-TOTAL			2,120		7,082		4,962
404	1 SF Residential	DU	10.00	99	177.00	1,752	167.00	1,653
	SUB-TOTAL			99		1,752		1,653

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
405	1 SF Residential	DU	24.00	238	296.00	2,930	272.00	2,692
	SUB-TOTAL			238		2,930		2,692
406	1 SF Residential	DU	38.00	376	353.00	3,495	315.00	3,119
	SUB-TOTAL			376		3,495		3,119
407	1 SF Residential	DU	--	--	47.00	465	47.00	465
	SUB-TOTAL			--		465		465
408	1 SF Residential	DU	47.00	465	380.00	3,762	333.00	3,297
	SUB-TOTAL			465		3,762		3,297
409	1 SF Residential	DU	--	--	77.00	762	77.00	762
	SUB-TOTAL			--		762		762
410	1 SF Residential	DU	25.00	247	249.00	2,162	224.00	1,915
	5 Industrial Park	TSF	--	--	44.00	264	44.00	264
	SUB-TOTAL			247		2,426		2,179
411	1 SF Residential	DU	--	--	675.00	6,682	675.00	6,682
	6 Other	--		--	--	1,088	--	1,088
	SUB-TOTAL			--		7,770		7,770
412	1 SF Residential	DU	120.00	1,188	120.00	1,188	0.00	0
	3 Commercial Retail	TSF	--	--	40.00	2,162	40.00	2,162
	SUB-TOTAL			1,188		3,350		2,162
413	1 SF Residential	DU	29.00	287	146.00	1,325	117.00	1,038
	2 MF Residential	DU	246.00	1,697	514.00	3,547	268.00	1,850
	3 Commercial Retail	TSF	26.94	2,292	44.60	3,794	17.66	1,502
	4 Commercial Office	TSF	36.59	423	36.59	423	0.00	0
	5 Industrial Park	TSF	45.21	231	93.75	522	48.54	291
	SUB-TOTAL			4,930		9,611		4,681
414	1 SF Residential	DU	265.00	1,874	290.00	2,121	25.00	247
	2 MF Residential	DU	1,358.00	10,864	1,635.00	12,860	277.00	1,996
	3 Commercial Retail	TSF	95.83	3,551	175.00	6,486	79.17	2,935
	SUB-TOTAL			16,289		21,467		5,178
415	1 SF Residential	DU	75.00	743	75.00	743	0.00	0
	3 Commercial Retail	TSF	--	--	63.71	3,444	63.71	3,444
	5 Industrial Park	TSF	27.80	142	27.80	142	0.00	0
	SUB-TOTAL			885		4,329		3,444

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
416	1 SF Residential	DU	496.00	4,250	496.00	4,250	0.00	0
	2 MF Residential	DU	57.00	456	57.00	456	0.00	0
	3 Commercial Retail	TSF	15.00	556	15.00	556	0.00	0
	4 Commercial Office	TSF	--	--	100.00	1,156	100.00	1,156
	6 Other	--	--	39	--	225	--	186
	SUB-TOTAL			5,301		6,643		1,342
417	1 SF Residential	DU	662.00	6,554	950.00	9,405	288.00	2,851
	2 MF Residential	DU	240.00	1,920	255.00	2,040	15.00	120
	3 Commercial Retail	TSF	--	--	10.00	851	10.00	851
	6 Other	--	--	1,088	--	16,488	--	15,400
	SUB-TOTAL			9,562		28,784		19,222
418	1 SF Residential	DU	90.00	621	90.00	621	0.00	0
	2 MF Residential	DU	706.00	5,393	1,229.00	9,002	523.00	3,609
	3 Commercial Retail	TSF	128.43	6,943	228.00	12,326	99.57	5,383
	SUB-TOTAL			12,957		21,949		8,992
419	2 MF Residential	DU	1,834.00	14,672	1,834.00	14,672	0.00	0
	SUB-TOTAL			14,672		14,672		0
420	2 MF Residential	DU	40.00	320	56.00	448	16.00	128
	SUB-TOTAL			320		448		128
421	1 SF Residential	DU	--	--	250.00	2,475	250.00	2,475
	2 MF Residential	DU	752.00	6,016	1,500.00	12,000	748.00	5,984
	3 Commercial Retail	TSF	--	--	400.00	21,624	400.00	21,624
	4 Commercial Office	TSF	--	--	600.00	6,936	600.00	6,936
	6 Other	--	--	--	--	1,677	--	1,677
	SUB-TOTAL			6,016		44,712		38,696
422	1 SF Residential	DU	100.00	750	100.00	750	0.00	0
	3 Commercial Retail	TSF	4.00	340	10.00	851	6.00	511
	6 Other	--	--	1,185	--	1,523	--	338
	SUB-TOTAL			2,275		3,124		849
423	1 SF Residential	DU	353.00	3,495	464.00	4,324	111.00	829
	3 Commercial Retail	TSF	98.01	8,337	98.01	8,337	0.00	0
	4 Commercial Office	TSF	10.89	126	10.89	126	0.00	0
	SUB-TOTAL			11,958		12,787		829
424	1 SF Residential	DU	86.00	851	350.00	3,465	264.00	2,614
	SUB-TOTAL			851		3,465		2,614
425	1 SF Residential	DU	39.00	386	114.00	1,129	75.00	743
	2 MF Residential	DU	--	--	80.00	640	80.00	640
	6 Other	--	--	--	--	81	--	81
	SUB-TOTAL			386		1,850		1,464

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
426	1 SF Residential	DU	100.00	990	630.00	6,237	530.00	5,247
	5 Industrial Park	TSF	39.60	202	39.60	202	0.00	0
	SUB-TOTAL			1,192		6,439		5,247
427	1 SF Residential	DU	249.00	2,465	249.00	2,465	0.00	0
	SUB-TOTAL			2,465		2,465		0
428	1 SF Residential	DU	540.00	5,346	1,313.00	12,999	773.00	7,653
	3 Commercial Retail	TSF	--	--	86.60	5,896	86.60	5,896
	6 Other	--		--	--	1,088	--	1,088
	SUB-TOTAL			5,346		19,983		14,637
429	1 SF Residential	DU	42.00	416	55.00	545	13.00	129
	SUB-TOTAL			416		545		129
430	1 SF Residential	DU	2.00	20	2.00	20	0.00	0
	SUB-TOTAL			20		20		0
431	1 SF Residential	DU	3.00	30	3.00	30	0.00	0
	SUB-TOTAL			30		30		0
433	1 SF Residential	DU	8.00	79	155.00	1,535	147.00	1,456
	SUB-TOTAL			79		1,535		1,456
434	1 SF Residential	DU	25.00	247	25.00	247	0.00	0
	SUB-TOTAL			247		247		0
437	4 Commercial Office	TSF	--	--	250.00	2,550	250.00	2,550
	6 Other	--		--	--	1,284	--	1,284
	SUB-TOTAL			--		3,834		3,834
438	1 SF Residential	DU	--	--	10.00	99	10.00	99
	4 Commercial Office	TSF	--	--	250.00	2,550	250.00	2,550
	SUB-TOTAL			--		2,649		2,649
439	1 SF Residential	DU	164.00	1,624	175.00	1,732	11.00	108
	3 Commercial Retail	TSF	--	--	41.65	2,252	41.65	2,252
	SUB-TOTAL			1,624		3,984		2,360
440	5 Industrial Park	TSF	--	--	50.00	300	50.00	300
	SUB-TOTAL			--		300		300
441	1 SF Residential	DU	150.00	1,485	490.00	4,371	340.00	2,886
	3 Commercial Retail	TSF	--	--	30.00	1,112	30.00	1,112
	6 Other	--	--	522	--	1,088	--	566
	SUB-TOTAL			2,007		6,571		4,564
442	1 SF Residential	DU	288.00	2,851	328.00	3,247	40.00	396
	SUB-TOTAL			2,851		3,247		396

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
Zone	Land Use Category	Units	2004		OVOV Buildout		Difference	
			Amount	ADT	Amount	ADT	Amount	ADT
443	1 SF Residential	DU	499.00	4,940	763.00	7,554	264.00	2,614
	3 Commercial Retail	TSF	30.00	1,112	30.00	1,112	0.00	0
	6 Other	--	--	1,088	--	1,088	--	0
	SUB-TOTAL			7,140		9,754		2,614
444	2 MF Residential	DU	440.00	3,520	440.00	3,520	0.00	0
	3 Commercial Retail	TSF	--	--	200.00	10,812	200.00	10,812
	6 Other	--	--	37	--	37	--	0
	SUB-TOTAL			3,557		14,369		10,812
445	1 SF Residential	DU	29.00	287	41.00	406	12.00	119
	SUB-TOTAL			287		406		119
446	1 SF Residential	DU	20.00	198	20.00	198	0.00	0
	SUB-TOTAL			198		198		0
447	1 SF Residential	DU	--	--	300.00	2,970	300.00	2,970
	6 Other	--	--	1,194	--	1,194	--	0
	SUB-TOTAL			1,194		4,164		2,970
448	1 SF Residential	DU	606.00	5,999	691.00	6,841	85.00	842
	SUB-TOTAL			5,999		6,841		842
449	1 SF Residential	DU	20.00	198	20.00	198	0.00	0
	SUB-TOTAL			198		198		0
450	1 SF Residential	DU	--	--	27.00	267	27.00	267
	SUB-TOTAL			--		267		267
451	1 SF Residential	DU	40.00	396	140.00	1,386	100.00	990
	5 Industrial Park	TSF	--	--	47.00	282	47.00	282
	SUB-TOTAL			396		1,668		1,272
452	1 SF Residential	DU	6.00	59	38.00	376	32.00	317
	SUB-TOTAL			59		376		317
453	1 SF Residential	DU	172.00	1,703	1,020.00	10,098	848.00	8,395
	3 Commercial Retail	TSF	--	--	16.00	593	16.00	593
	6 Other	--	--	711	--	1,088	--	377
	SUB-TOTAL			2,414		11,779		9,365
454	1 SF Residential	DU	116.00	1,148	650.00	6,435	534.00	5,287
	3 Commercial Retail	TSF	6.14	228	40.28	2,074	34.14	1,846
	6 Other	--	--	3,779	--	5,482	--	1,703
	SUB-TOTAL			5,155		13,991		8,836
455	1 SF Residential	DU	80.00	792	100.00	990	20.00	198
	SUB-TOTAL			792		990		198

Land Use and Trip Generation Comparison – 2004 and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
1.	SF Residential	DU	48,251.00	471,153	81,395.00	795,563	33,144.00	324,410
2.	MF Residential	DU	24,387.00	191,023	67,679.00	514,809	43,292.00	323,786
3.	Commercial Retail	TSF	9,157.63	515,716	23,585.06	1,230,042	14,427.43	714,326
4.	Commercial Office	TSF	2,072.12	25,996	17,311.53	205,851	15,239.41	179,855
5.	Industrial Park	TSF	18,332.42	107,565	40,735.96	240,697	22,403.54	133,132
6.	Other	--	--	176,541	--	301,424	--	124,883
TOTAL				1,487,994		3,288,386		1,800,392

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
1	1 SF Residential	DU	567.00	5,613	567.00	5,613	0.00	0
	5 Industrial Park	TSF	--	--	275.00	1,650	275.00	1,650
	SUB-TOTAL			5,613		7,263		1,650
2	1 SF Residential	DU	535.00	5,297	535.00	5,297	0.00	0
	SUB-TOTAL			5,297		5,297		0
3	1 SF Residential	DU	3,753.00	37,155	3,313.00	32,799	-440.00	-4,356
	2 MF Residential	DU	648.00	5,184	1,288.00	9,600	640.00	4,416
	3 Commercial Retail	TSF	320.00	17,299	320.00	17,299	0.00	0
	5 Industrial Park	TSF	334.28	1,936	334.29	1,936	0.01	0
	6 Other	--	--	9,942	--	1,088	--	-8,854
	SUB-TOTAL			71,516		62,722		-8,794
4	5 Industrial Park	TSF	389.00	2,334	--	--	-389.00	-2,334
	SUB-TOTAL			2,334		--		-2,334
5	1 SF Residential	DU	651.00	6,445	229.00	2,267	-422.00	-4,178
	2 MF Residential	DU	100.00	800	--	--	-100.00	-800
	3 Commercial Retail	TSF	27.01	2,201	27.01	2,201	0.00	0
	6 Other	--	--	233		--	--	-233
	SUB-TOTAL			9,679		4,468		-5,211
6	1 SF Residential	DU	330.00	3,267	409.00	4,049	79.00	782
	2 MF Residential	DU	141.00	1,128	--	--	-141.00	-1,128
	SUB-TOTAL			4,395		4,049		-346
7	1 SF Residential	DU	714.00	7,069	722.00	7,148	8.00	79
	SUB-TOTAL			7,069		7,148		79
8	1 SF Residential	DU	70.00	693	97.00	960	27.00	267
	SUB-TOTAL			693		960		267
9	1 SF Residential	DU	166.00	1,643	320.00	3,168	154.00	1,525
	SUB-TOTAL			1,643		3,168		1,525
10	1 SF Residential	DU	12.00	119	12.00	119	0.00	0
	2 MF Residential	DU	184.00	1,472	184.00	1,472	0.00	0
	3 Commercial Retail	TSF	33.64	3,440	300.00	12,018	266.36	8,578
	SUB-TOTAL			5,031		13,609		8,578
11	1 SF Residential	DU	108.00	1,070	108.00	1,070	0.00	0
	2 MF Residential	DU	237.00	1,817	237.00	1,817	0.00	0
	3 Commercial Retail	TSF	62.97	5,589	62.97	5,589	0.00	0
	4 Commercial Office	TSF	1.23	14	1.23	14	0.00	0
	5 Industrial Park	TSF	41.82	251	41.82	251	0.00	0
	6 Other	--	--	5	--	5	--	0
	SUB-TOTAL			8,746		8,746		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
12	1 SF Residential	DU	252.00	2,495	252.00	2,495	0.00	0
	6 Other	--	--	996	--	996	--	0
	SUB-TOTAL			3,491		3,491		0
13	1 SF Residential	DU	641.00	6,346	641.00	6,346	0.00	0
	2 MF Residential	DU	54.00	432	54.00	432	0.00	0
	3 Commercial Retail	TSF	114.56	6,193	25.00	2,127	-89.56	-4,066
	4 Commercial Office	TSF	21.82	252	--	--	-21.82	-252
	5 Industrial Park	TSF	32.93	198	--	--	-32.93	-198
	SUB-TOTAL			13,421		8,905		-4,516
14	1 SF Residential	DU	291.00	2,881	117.00	1,158	-174.00	-1,723
	6 Other	--	--	1,194	--	--	--	-1,194
	SUB-TOTAL			4,075		1,158		-2,917
15	1 SF Residential	DU	294.00	2,911	370.00	3,663	76.00	752
	SUB-TOTAL			2,911		3,663		752
16	1 SF Residential	DU	14.00	139	291.00	2,881	277.00	2,742
	SUB-TOTAL			139		2,881		2,742
17	1 SF Residential	DU	248.00	2,455	380.00	3,762	132.00	1,307
	SUB-TOTAL			2,455		3,762		1,307
18	1 SF Residential	DU	474.00	4,354	568.00	5,285	94.00	931
	2 MF Residential	DU	109.00	872	109.00	872	0.00	0
	3 Commercial Retail	TSF	50.00	4,253	21.00	1,786	-29.00	-2,467
	6 Other	--	--	18	--	18	--	0
	SUB-TOTAL			9,497		7,961		-1,536
19	1 SF Residential	DU	1,577.00	15,612	1,577.00	15,612	0.00	0
	6 Other	--	--	4,392	--	4,022	--	-370
	SUB-TOTAL			20,004		19,634		-370
20	1 SF Residential	DU	245.00	2,426	245.00	2,426	0.00	0
	2 MF Residential	DU	136.00	1,088	136.00	1,088	0.00	0
	5 Industrial Park	TSF	174.00	1,044	174.00	1,044	0.00	0
	SUB-TOTAL			4,558		4,558		0
21	1 SF Residential	DU	655.00	6,485	655.00	6,485	0.00	0
	3 Commercial Retail	TSF	70.00	5,954	70.00	5,954	0.00	0
	SUB-TOTAL			12,439		12,439		0
22	1 SF Residential	DU	350.00	3,465	350.00	3,465	0.00	0
	SUB-TOTAL			3,465		3,465		0
23	1 SF Residential	DU	373.00	3,693	373.00	3,693	0.00	0
	SUB-TOTAL			3,693		3,693		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
24	1 SF Residential	DU	422.00	4,178	422.00	4,178	0.00	0
	SUB-TOTAL			4,178		4,178		0
25	6 Other	--	--	725	--	1,088	--	363
	SUB-TOTAL			725		1,088		363
26	3 Commercial Retail	TSF	72.90	2,702	72.90	2,702	0.00	0
	SUB-TOTAL			2,702		2,702		0
27	2 MF Residential	DU	256.00	1,766	256.00	1,766	0.00	0
	SUB-TOTAL			1,766		1,766		0
28	1 SF Residential	DU	1,077.00	10,662	1,077.00	10,662	0.00	0
	6 Other	--	--	725	--	1,088	--	363
	SUB-TOTAL			11,387		11,750		363
29	2 MF Residential	DU	115.00	794	--	--	-115.00	-794
	6 Other	--	--	--	--	52	--	52
	SUB-TOTAL			794		52		-742
30	2 MF Residential	DU	275.00	2,200	275.00	2,200	0.00	0
	SUB-TOTAL			2,200		2,200		0
31	1 SF Residential	DU	65.00	644	65.00	644	0.00	0
	2 MF Residential	DU	200.00	1,600	200.00	1,600	0.00	0
	6 Other	--	--	2,175	--	1,740	--	-435
	SUB-TOTAL			4,419		3,984		-435
32	2 MF Residential	DU	94.00	752	94.00	752	0.00	0
	SUB-TOTAL			752		752		0
33	3 Commercial Retail	TSF	61.00	5,189	61.00	5,189	0.00	0
	SUB-TOTAL			5,189		5,189		0
34	3 Commercial Retail	TSF	107.10	9,110	107.10	5,790	0.00	-3,320
	SUB-TOTAL			9,110		5,790		-3,320
35	1 SF Residential	DU	616.00	6,098	616.00	6,098	0.00	0
	2 MF Residential	DU	260.00	1,860	260.00	1,860	0.00	0
	SUB-TOTAL			7,958		7,958		0
36	1 SF Residential	DU	483.00	4,782	190.00	1,881	-293.00	-2,901
	2 MF Residential	DU	268.00	2,144	268.00	2,144	0.00	0
	SUB-TOTAL			6,926		4,025		-2,901
37	1 SF Residential	DU	212.00	2,099	212.00	2,099	0.00	0
	2 MF Residential	DU	128.00	1,024	128.00	1,024	0.00	0
	6 Other	--	--	186	--	186	--	0
	SUB-TOTAL			3,309		3,309		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
38	2 MF Residential	DU	331.00	2,399	331.00	2,399	0.00	0
	3 Commercial Retail	TSF	50.00	4,253	50.00	4,253	0.00	0
	SUB-TOTAL			6,652		6,652		0
39	3 Commercial Retail	TSF	150.40	8,131	150.40	8,131	0.00	0
	5 Industrial Park	TSF	4,000.00	24,000	4,000.00	24,000	0.00	0
	SUB-TOTAL			32,131		32,131		0
40	1 SF Residential	DU	45.00	445	--	--	-45.00	-445
	3 Commercial Retail	TSF	--	--	200.00	10,812	200.00	10,812
	4 Commercial Office	TSF	116.70	1,190	116.70	1,190	0.00	0
	6 Other	--	--	24	--	24	--	0
	SUB-TOTAL			1,659		12,026		10,367
41	4 Commercial Office	TSF	177.60	2,053	177.60	2,053	0.00	0
	5 Industrial Park	TSF	685.94	4,116	685.94	4,116	0.00	0
	SUB-TOTAL			6,169		6,169		0
42	4 Commercial Office	TSF	696.85	8,056	696.85	8,056	0.00	0
	SUB-TOTAL			8,056		8,056		0
43	3 Commercial Retail	TSF	27.00	1,001	27.00	1,001	0.00	0
	4 Commercial Office	TSF	100.75	1,165	100.75	1,165	0.00	0
	SUB-TOTAL			2,166		2,166		0
44	1 SF Residential	DU	445.00	4,406	445.00	4,406	0.00	0
	3 Commercial Retail	TSF	35.00	2,498	35.00	2,498	0.00	0
	6 Other	--	--	1,087	--	1,450	--	363
	SUB-TOTAL			7,991		8,354		363
45	4 Commercial Office	TSF	464.93	5,375	464.94	5,375	0.01	0
	5 Industrial Park	TSF	1,215.00	7,290	1,215.00	7,290	0.00	0
	SUB-TOTAL			12,665		12,665		0
46	3 Commercial Retail	TSF	77.00	2,854	77.00	2,854	0.00	0
	5 Industrial Park	TSF	445.80	2,675	445.80	2,675	0.00	0
	SUB-TOTAL			5,529		5,529		0
47	5 Industrial Park	TSF	4,254.10	25,525	4,254.10	25,525	0.00	0
	SUB-TOTAL			25,525		25,525		0
48	5 Industrial Park	TSF	720.00	4,320	720.00	4,320	0.00	0
	SUB-TOTAL			4,320		4,320		0
49	5 Industrial Park	TSF	764.30	4,586	764.30	4,586	0.00	0
	SUB-TOTAL			4,586		4,586		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
50	1 SF Residential	DU	133.00	1,317	350.00	3,465	217.00	2,148
	6 Other	--	--	2,000	--	2,000	--	0
	SUB-TOTAL			3,317		5,465		2,148
51	5 Industrial Park	TSF	1,221.36	7,328	1,221.36	7,328	0.00	0
	SUB-TOTAL			7,328		7,328		0
52	1 SF Residential	DU	1,015.00	10,049	100.00	990	-915.00	-9,059
	SUB-TOTAL			10,049		990		-9,059
53	1 SF Residential	DU	250.00	2,475	35.00	347	-215.00	-2,128
	SUB-TOTAL			2,475		347		-2,128
54	1 SF Residential	DU	62.00	614	62.00	614	0.00	0
	2 MF Residential	DU	589.00	4,712	589.00	4,712	0.00	0
	SUB-TOTAL			5,326		5,326		0
55	1 SF Residential	DU	164.00	1,624	164.00	1,624	0.00	0
	2 MF Residential	DU	922.00	7,376	922.00	7,376	0.00	0
	6 Other	--	--	15	--	15	--	0
	SUB-TOTAL			9,015		9,015		0
56	1 SF Residential	DU	19.00	188	19.00	188	0.00	0
	2 MF Residential	DU	23.00	184	23.00	184	0.00	0
	SUB-TOTAL			372		372		0
57	3 Commercial Retail	TSF	55.40	4,712	55.40	4,712	0.00	0
	4 Commercial Office	TSF	1,274.60	13,144	1,274.60	13,144	0.00	0
	SUB-TOTAL			17,856		17,856		0
58	5 Industrial Park	TSF	1,123.00	6,738	1,123.00	6,738	0.00	0
	SUB-TOTAL			6,738		6,738		0
59	5 Industrial Park	TSF	764.00	3,820	764.00	3,820	0.00	0
	SUB-TOTAL			3,820		3,820		0
60	3 Commercial Retail	TSF	34.80	1,290	34.80	1,290	0.00	0
	4 Commercial Office	TSF	27.20	314	27.20	314	0.00	0
	5 Industrial Park	TSF	160.50	963	160.50	963	0.00	0
	SUB-TOTAL			2,567		2,567		0
61	4 Commercial Office	TSF	48.80	564	48.80	564	0.00	0
	5 Industrial Park	TSF	825.65	4,954	825.65	4,954	0.00	0
	SUB-TOTAL			5,518		5,518		0
62	3 Commercial Retail	TSF	19.50	723	19.50	723	0.00	0
	5 Industrial Park	TSF	430.64	2,584	430.64	2,584	0.00	0
	SUB-TOTAL			3,307		3,307		0
63	5 Industrial Park	TSF	575.00	3,450	575.00	3,450	0.00	0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
	6 Other	--		--	--	2,444	--	2,444
	SUB-TOTAL			3,450		5,894		2,444
64	5 Industrial Park	TSF	3,161.48	18,969	3,161.48	18,969	0.00	0
	SUB-TOTAL			18,969		18,969		0
65	3 Commercial Retail	TSF	155.00	6,209	155.00	8,379	0.00	2,170
	5 Industrial Park	TSF	329.00	1,974	329.00	1,974	0.00	0
	SUB-TOTAL			8,183		10,353		2,170
66	3 Commercial Retail	TSF	170.45	6,828	170.45	9,215	0.00	2,387
	5 Industrial Park	TSF	329.00	1,974	329.00	1,974	0.00	0
	SUB-TOTAL			8,802		11,189		2,387
67	1 SF Residential	DU	163.00	1,614	163.00	1,614	0.00	0
	2 MF Residential	DU	90.00	720	90.00	720	0.00	0
	SUB-TOTAL			2,334		2,334		0
68	2 MF Residential	DU	208.00	1,435	208.00	1,435	0.00	0
	SUB-TOTAL			1,435		1,435		0
69	1 SF Residential	DU	76.00	752	76.00	752	0.00	0
	SUB-TOTAL			752		752		0
70	3 Commercial Retail	TSF	147.00	7,947	147.00	7,947	0.00	0
	5 Industrial Park	TSF	604.00	3,557	604.00	3,557	0.00	0
	6 Other	--	--	3,518	--	3,518	--	0
	SUB-TOTAL			15,022		15,022		0
71	6 Other	--	--	4,475	--	4,475	--	0
	SUB-TOTAL			4,475		4,475		0
72	3 Commercial Retail	TSF	60.00	2,224	60.00	2,224	0.00	0
	6 Other	--	--	508	--	508	--	0
	SUB-TOTAL			2,732		2,732		0
74	1 SF Residential	DU	153.00	1,515	153.00	1,515	0.00	0
	2 MF Residential	DU	147.00	1,176	147.00	1,176	0.00	0
	SUB-TOTAL			2,691		2,691		0
75	2 MF Residential	DU	149.00	1,192	149.00	1,192	0.00	0
	6 Other	--	--	9	--	46	--	37
	SUB-TOTAL			1,201		1,238		37
76	2 MF Residential	DU	188.00	1,297	188.00	1,297	0.00	0
	3 Commercial Retail	TSF	11.00	936	11.00	936	0.00	0
	SUB-TOTAL			2,233		2,233		0
78	5 Industrial Park	TSF	1,776.00	10,656	1,776.00	10,656	0.00	0
	SUB-TOTAL			10,656		10,656		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
79	5 Industrial Park	TSF	685.00	4,110	685.00	4,110	0.00	0
	SUB-TOTAL			4,110		4,110		0
80	5 Industrial Park	TSF	880.00	5,280	880.00	5,280	0.00	0
	SUB-TOTAL			5,280		5,280		0
81	5 Industrial Park	TSF	711.00	4,266	711.00	4,266	0.00	0
	SUB-TOTAL			4,266		4,266		0
82	5 Industrial Park	TSF	1,007.55	6,045	1,007.55	6,045	0.00	0
	SUB-TOTAL			6,045		6,045		0
83	5 Industrial Park	TSF	876.00	5,256	876.00	5,256	0.00	0
	SUB-TOTAL			5,256		5,256		0
84	5 Industrial Park	TSF	333.00	1,998	333.00	1,998	0.00	0
	SUB-TOTAL			1,998		1,998		0
86	1 SF Residential	DU	346.00	3,425	--	--	-346.00	-3,425
	3 Commercial Retail	TSF	82.76	8,257	82.76	8,196	0.00	-61
	6 Other	--	--	296	--	296	--	0
	SUB-TOTAL			11,978		8,492		-3,486
87	5 Industrial Park	TSF	1,274.13	7,645	--	--	-1,274.13	-7,645
	SUB-TOTAL			7,645		--		-7,645
89	6 Other	--	--	3,000	--	3,000	--	0
	SUB-TOTAL			3,000		3,000		0
90	2 MF Residential	DU	360.00	2,880	360.00	2,880	0.00	0
	3 Commercial Retail	TSF	1,305.35	57,648	1,305.35	57,648	0.00	0
	5 Industrial Park	TSF	163.88	983	163.88	983	0.00	0
	SUB-TOTAL			61,511		61,511		0
91	3 Commercial Retail	TSF	247.38	13,373	247.38	13,373	0.00	0
	SUB-TOTAL			13,373		13,373		0
92	2 MF Residential	DU	1,333.00	10,664	1,333.00	10,664	0.00	0
	3 Commercial Retail	TSF	618.00	24,757	618.00	24,757	0.00	0
	4 Commercial Office	TSF	629.00	7,271	629.00	7,271	0.00	0
	6 Other	--	--	2,469	--	2,469	--	0
	SUB-TOTAL			45,161		45,161		0
93	3 Commercial Retail	TSF	20.00	741	20.00	741	0.00	0
	6 Other	--	--	1,391	--	1,391	--	0
	SUB-TOTAL			2,132		2,132		0
94	6 Other	--	--	24,000	--	24,000	--	0
	SUB-TOTAL			24,000		24,000		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
96	1 SF Residential	DU	123.00	1,218	123.00	1,218	0.00	0
	2 MF Residential	DU	881.00	7,048	881.00	7,048	0.00	0
	SUB-TOTAL			8,266		8,266		0
97	6 Other	--	--	2,620	--	2,620	--	0
	SUB-TOTAL			2,620		2,620		0
98	3 Commercial Retail	TSF	6.20	527	6.20	527	0.00	0
	4 Commercial Office	TSF	691.50	7,053	691.50	7,053	0.00	0
	SUB-TOTAL			7,580		7,580		0
99	2 MF Residential	DU	470.00	3,760	470.00	3,760	0.00	0
	6 Other	--	--	53	--	53	--	0
	SUB-TOTAL			3,813		3,813		0
100	3 Commercial Retail	TSF	23.00	1,956	23.00	1,956	0.00	0
	4 Commercial Office	TSF	220.00	2,543	220.00	2,543	0.00	0
	SUB-TOTAL			4,499		4,499		0
101	3 Commercial Retail	TSF	491.60	19,693	491.60	19,693	0.00	0
	SUB-TOTAL			19,693		19,693		0
102	1 SF Residential	DU	38.00	376	38.00	376	0.00	0
	2 MF Residential	DU	460.00	3,510	460.00	3,510	0.00	0
	3 Commercial Retail	TSF	10.50	893	10.50	893	0.00	0
	4 Commercial Office	TSF	9.50	110	9.50	110	0.00	0
	SUB-TOTAL			4,889		4,889		0
103	1 SF Residential	DU	95.00	940	95.00	940	0.00	0
	2 MF Residential	DU	169.00	1,352	169.00	1,352	0.00	0
	3 Commercial Retail	TSF	48.00	3,627	48.00	3,627	0.00	0
	6 Other	--	--	1,130	--	1,130	--	0
	SUB-TOTAL			7,049		7,049		0
104	1 SF Residential	DU	175.00	1,732	175.00	1,732	0.00	0
	2 MF Residential	DU	363.00	2,737	363.00	2,737	0.00	0
	3 Commercial Retail	TSF	252.00	13,623	252.00	13,623	0.00	0
	4 Commercial Office	TSF	370.00	4,277	370.00	4,277	0.00	0
	SUB-TOTAL			22,369		22,369		0
105	2 MF Residential	DU	144.00	994	144.00	994	0.00	0
	3 Commercial Retail	TSF	27.10	2,305	27.10	2,305	0.00	0
	4 Commercial Office	TSF	315.90	3,652	315.90	3,652	0.00	0
	SUB-TOTAL			6,951		6,951		0
106	2 MF Residential	DU	520.00	3,588	520.00	3,588	0.00	0
	SUB-TOTAL			3,588		3,588		0
107	1 SF Residential	DU	461.00	4,564	461.00	4,564	0.00	0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
	2 MF Residential	DU	326.00	2,608	326.00	2,608	0.00	0
	6 Other	--	--	6,089	--	6,268	--	179
	SUB-TOTAL			13,261		13,440		179
108	2 MF Residential	DU	2,189.00	17,512	2,189.00	17,512	0.00	0
	6 Other	--	--	1,328	--	1,111	--	-217
	SUB-TOTAL			18,840		18,623		-217
109	1 SF Residential	DU	38.00	376	38.00	376	0.00	0
	SUB-TOTAL			376		376		0
110	1 SF Residential	DU	184.00	1,822	184.00	1,822	0.00	0
	2 MF Residential	DU	548.00	4,384	548.00	4,384	0.00	0
	6 Other	--	--	1,329	--	1,112	--	-217
	SUB-TOTAL			7,535		7,318		-217
111	6 Other	--	--	238	--	238	--	0
	SUB-TOTAL			238		238		0
112	1 SF Residential	DU	246.00	2,435	246.00	2,435	0.00	0
	6 Other	--	--	1,433	--	1,433	--	0
	SUB-TOTAL			3,868		3,868		0
113	2 MF Residential	DU	354.00	2,832	354.00	2,832	0.00	0
	SUB-TOTAL			2,832		2,832		0
114	2 MF Residential	DU	560.00	4,480	560.00	4,480	0.00	0
	SUB-TOTAL			4,480		4,480		0
115	1 SF Residential	DU	603.00	5,970	603.00	5,970	0.00	0
	SUB-TOTAL			5,970		5,970		0
116	2 MF Residential	DU	1,262.00	10,096	1,262.00	10,096	0.00	0
	3 Commercial Retail	TSF	628.50	25,178	628.50	25,178	0.00	0
	SUB-TOTAL			35,274		35,274		0
117	2 MF Residential	DU	1,261.00	10,088	1,261.00	10,088	0.00	0
	3 Commercial Retail	TSF	628.50	25,178	628.50	25,178	0.00	0
	SUB-TOTAL			35,266		35,266		0
118	2 MF Residential	DU	161.00	1,288	161.00	1,288	0.00	0
	SUB-TOTAL			1,288		1,288		0
119	2 MF Residential	DU	1,679.00	11,585	1,679.00	11,585	0.00	0
	SUB-TOTAL			11,585		11,585		0
120	2 MF Residential	DU	2,425.00	19,400	2,425.00	19,400	0.00	0
	3 Commercial Retail	TSF	283.30	15,043	283.30	15,043	0.00	0
	4 Commercial Office	TSF	75.00	867	75.00	867	0.00	0
	6 Other	--	--	1,327	--	1,110	--	-217

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
	SUB-TOTAL			36,637		36,420		-217
121	1 SF Residential	DU	168.00	1,663	168.00	1,663	0.00	0
	2 MF Residential	DU	418.00	3,344	418.00	3,344	0.00	0
	SUB-TOTAL			5,007		5,007		0
122	2 MF Residential	DU	176.00	1,408	176.00	1,408	0.00	0
	SUB-TOTAL			1,408		1,408		0
123	1 SF Residential	DU	452.00	4,475	452.00	4,475	0.00	0
	2 MF Residential	DU	272.00	2,176	272.00	2,176	0.00	0
	3 Commercial Retail	TSF	17.20	637	17.20	637	0.00	0
	SUB-TOTAL			7,288		7,288		0
124	2 MF Residential	DU	1,343.00	4,983	1,343.00	4,983	0.00	0
	SUB-TOTAL			4,983		4,983		0
125	6 Other	--	--	6,036	--	6,215	--	179
	SUB-TOTAL			6,036		6,215		179
126	3 Commercial Retail	TSF	150.00	8,109	150.00	8,109	0.00	0
	4 Commercial Office	TSF	336.00	3,884	336.00	3,884	0.00	0
	SUB-TOTAL			11,993		11,993		0
127	2 MF Residential	DU	888.00	7,104	888.00	7,104	0.00	0
	SUB-TOTAL			7,104		7,104		0
128	1 SF Residential	DU	450.00	4,455	450.00	4,455	0.00	0
	SUB-TOTAL			4,455		4,455		0
129	1 SF Residential	DU	177.00	1,752	177.00	1,752	0.00	0
	SUB-TOTAL			1,752		1,752		0
130	1 SF Residential	DU	708.00	7,009	708.00	7,009	0.00	0
	SUB-TOTAL			7,009		7,009		0
131	1 SF Residential	DU	14.00	139	14.00	139	0.00	0
	2 MF Residential	DU	1,273.00	10,184	1,273.00	10,184	0.00	0
	6 Other	--	--	249	--	249	--	0
	SUB-TOTAL			10,572		10,572		0
132	1 SF Residential	DU	436.00	4,316	436.00	4,316	0.00	0
	6 Other	--	--	1,347	--	1,130	--	-217
	SUB-TOTAL			5,663		5,446		-217
133	3 Commercial Retail	TSF	27.00	1,460	27.00	1,460	0.00	0
	SUB-TOTAL			1,460		1,460		0
134	1 SF Residential	DU	482.00	4,772	482.00	4,772	0.00	0
	SUB-TOTAL			4,772		4,772		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
135	1 SF Residential	DU	174.00	1,723	174.00	1,723	0.00	0
	2 MF Residential	DU	172.00	1,376	172.00	1,376	0.00	0
	6 Other	--	--	1,656	--	1,656	--	0
	SUB-TOTAL			4,755		4,755		0
137	4 Commercial Office	TSF	72.00	832	72.00	832	0.00	0
	SUB-TOTAL			832		832		0
138	3 Commercial Retail	TSF	120.00	6,487	120.00	6,487	0.00	0
	SUB-TOTAL			6,487		6,487		0
139	2 MF Residential	DU	474.00	3,271	474.00	3,271	0.00	0
	SUB-TOTAL			3,271		3,271		0
140	1 SF Residential	DU	428.00	4,237	428.00	4,237	0.00	0
	2 MF Residential	DU	1,266.00	10,128	1,266.00	10,128	0.00	0
	3 Commercial Retail	TSF	20.00	1,701	20.00	1,701	0.00	0
	4 Commercial Office	TSF	31.00	358	31.00	358	0.00	0
	6 Other	--	--	593	--	593	--	0
	SUB-TOTAL			17,017		17,017		0
141	3 Commercial Retail	TSF	30.40	7,657	30.40	7,657	0.00	0
	4 Commercial Office	TSF	--	--	50.00	578	50.00	578
	SUB-TOTAL			7,657		8,235		578
142	2 MF Residential	DU	670.00	5,360	670.00	5,360	0.00	0
	SUB-TOTAL			5,360		5,360		0
143	1 SF Residential	DU	578.00	5,722	578.00	5,722	0.00	0
	2 MF Residential	DU	160.00	1,280	160.00	1,280	0.00	0
	6 Other	--	--	1,251	--	2,846	--	1,595
	SUB-TOTAL			8,253		9,848		1,595
144	1 SF Residential	DU	6.00	59	6.00	59	0.00	0
	SUB-TOTAL			59		59		0
145	3 Commercial Retail	TSF	874.22	40,255	874.22	40,255	0.00	0
	5 Industrial Park	TSF	74.50	380	74.50	380	0.00	0
	SUB-TOTAL			40,635		40,635		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
146	1 SF Residential	DU	314.00	3,109	314.00	3,109	0.00	0
	2 MF Residential	DU	296.00	2,368	296.00	2,368	0.00	0
	SUB-TOTAL			5,477		5,477		0
147	1 SF Residential	DU	140.00	1,386	140.00	1,386	0.00	0
	2 MF Residential	DU	667.00	4,712	667.00	4,712	0.00	0
	6 Other	--	--	1,246	--	1,101	--	-145
	SUB-TOTAL			7,344		7,199		-145
148	3 Commercial Retail	TSF	196.58	13,426	196.58	13,426	0.00	0
	SUB-TOTAL			13,426		13,426		0
149	1 SF Residential	DU	535.00	5,297	535.00	5,297	0.00	0
	2 MF Residential	DU	500.00	4,000	500.00	4,000	0.00	0
	3 Commercial Retail	TSF	34.85	2,964	34.85	2,964	0.00	0
	SUB-TOTAL			12,261		12,261		0
150	1 SF Residential	DU	114.00	1,129	114.00	1,129	0.00	0
	SUB-TOTAL			1,129		1,129		0
151	1 SF Residential	DU	71.00	703	71.00	703	0.00	0
	SUB-TOTAL			703		703		0
152	1 SF Residential	DU	279.00	2,762	892.00	8,831	613.00	6,069
	6 Other	--	--	47	--	47	--	0
	SUB-TOTAL			2,809		8,878		6,069
153	1 SF Residential	DU	424.00	4,198	424.00	4,198	0.00	0
	SUB-TOTAL			4,198		4,198		0
158	1 SF Residential	DU	100.00	990	--	--	-100.00	-990
	SUB-TOTAL			990		--		-990
159	1 SF Residential	DU	4.00	40	4.00	40	0.00	0
	5 Industrial Park	TSF	--	--	16.00	80	16.00	80
	6 Other	--	--	--	--	233	--	233
	SUB-TOTAL			40		353		313
160	1 SF Residential	DU	95.00	940	95.00	940	0.00	0
	2 MF Residential	DU	95.00	352	95.00	352	0.00	0
	SUB-TOTAL			1,292		1,292		0
161	1 SF Residential	DU	667.00	6,603	640.00	6,336	-27.00	-267
	2 MF Residential	DU	650.00	5,200	650.00	5,200	0.00	0
	3 Commercial Retail	TSF	151.82	18,358	151.82	18,358	0.00	0
	4 Commercial Office	TSF	282.41	3,265	282.41	3,265	0.00	0
	6 Other	--	--	7,903	--	2,329	--	-5,574
	SUB-TOTAL			41,329		35,488		-5,841
162	1 SF Residential	DU	248.00	2,455	335.00	3,055	87.00	600

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
	3 Commercial Retail	TSF	102.42	5,537	102.42	5,537	0.00	0
	5 Industrial Park	TSF	240.00	1,440	240.00	1,440	0.00	0
	SUB-TOTAL			9,432		10,032		600
163	5 Industrial Park	TSF	2,567.08	15,402	1,000.00	6,000	-1,567.08	-9,402
	SUB-TOTAL			15,402		6,000		-9,402
164	1 SF Residential	DU	204.00	2,020	204.00	2,020	0.00	0
	2 MF Residential	DU	--	--	86.00	319	86.00	319
	5 Industrial Park	TSF	--	--	30.00	180	30.00	180
	6 Other	--	--	1,154	--	73	--	-1,081
	SUB-TOTAL			3,174		2,592		-582
165	1 SF Residential	DU	86.00	851	86.00	851	0.00	0
	2 MF Residential	DU	80.00	640	287.00	2,296	207.00	1,656
	3 Commercial Retail	TSF	151.78	9,310	127.83	6,188	-23.95	-3,122
	4 Commercial Office	TSF	13.81	160	13.81	160	0.00	0
	5 Industrial Park	TSF	1,893.36	11,358	3,402.47	20,413	1,509.11	9,055
	6 Other	--	--	414	--	414	--	0
	SUB-TOTAL			22,733		30,322		7,589
166	1 SF Residential	DU	431.00	4,267	431.00	4,267	0.00	0
	2 MF Residential	DU	292.00	2,336	462.00	3,696	170.00	1,360
	3 Commercial Retail	TSF	74.36	5,495	74.36	7,082	0.00	1,587
	4 Commercial Office	TSF	30.10	348	30.10	348	0.00	0
	5 Industrial Park	TSF	11.00	56	11.00	56	0.00	0
	6 Other	--	--	648	--	242	--	-406
	SUB-TOTAL			13,150		15,691		2,541
167	1 SF Residential	DU	327.00	3,237	196.00	1,940	-131.00	-1,297
	SUB-TOTAL			3,237		1,940		-1,297
168	1 SF Residential	DU	247.00	2,445	247.00	2,445	0.00	0
	SUB-TOTAL			2,445		2,445		0
169	1 SF Residential	DU	127.00	1,257	127.00	1,257	0.00	0
	2 MF Residential	DU	94.00	752	94.00	752	0.00	0
	3 Commercial Retail	TSF	200.00	8,012	300.00	12,018	100.00	4,006
	4 Commercial Office	TSF	--	--	20.00	684	20.00	684
	6 Other	--	--	--	--	152	--	152
	SUB-TOTAL			10,021		14,863		4,842
170	1 SF Residential	DU	163.00	1,614	60.00	594	-103.00	-1,020
	SUB-TOTAL			1,614		594		-1,020
171	1 SF Residential	DU	32.00	317	60.00	594	28.00	277
	6 Other	--	--	979	--	1,088	--	109
	SUB-TOTAL			1,296		1,682		386
172	1 SF Residential	DU	185.00	1,831	185.00	1,831	0.00	0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
	SUB-TOTAL			1,831		1,831		0
173	1 SF Residential	DU	386.00	3,821	386.00	3,821	0.00	0
	SUB-TOTAL			3,821		3,821		0
174	2 MF Residential	DU	--	--	400.00	2,342	400.00	2,342
	3 Commercial Retail	TSF	337.20	18,229	350.00	18,535	12.80	306
	4 Commercial Office	TSF	--	--	350.00	4,046	350.00	4,046
	6 Other	--		--	--	2,469	--	2,469
	SUB-TOTAL			18,229		27,392		9,163
175	1 SF Residential	DU	162.00	1,604	380.00	3,108	218.00	1,504
	2 MF Residential	DU	160.00	1,280	210.00	1,625	50.00	345
	3 Commercial Retail	TSF	98.01	5,298	98.01	5,298	0.00	0
	6 Other	--	--	1,367	--	1,295	--	-72
	SUB-TOTAL			9,549		11,326		1,777
176	1 SF Residential	DU	762.00	7,544	762.00	7,544	0.00	0
	2 MF Residential	DU	135.00	1,080	270.00	2,012	135.00	932
	3 Commercial Retail	TSF	337.59	13,100	337.59	13,100	0.00	0
	6 Other	--	--	--	--	326	--	326
	SUB-TOTAL			21,724		22,982		1,258
177	1 SF Residential	DU	542.00	5,366	477.00	4,722	-65.00	-644
	2 MF Residential	DU	264.00	2,112	264.00	2,112	0.00	0
	3 Commercial Retail	TSF	97.57	5,275	97.57	5,275	0.00	0
	6 Other	--	--	776	--	1,264	--	488
	SUB-TOTAL			13,529		13,373		-156
178	1 SF Residential	DU	333.00	3,297	333.00	3,297	0.00	0
	3 Commercial Retail	TSF	28.31	1,419	28.31	1,419	0.00	0
	4 Commercial Office	TSF	50.81	587	50.81	587	0.00	0
	6 Other	--	--	--	--	102	--	102
	SUB-TOTAL			5,303		5,405		102
179	1 SF Residential	DU	167.00	1,653	167.00	1,653	0.00	0
	2 MF Residential	DU	--	--	209.00	775	209.00	775
	3 Commercial Retail	TSF	46.25	2,130	28.78	4,280	-17.47	2,150
	4 Commercial Office	TSF	24.83	849	52.00	1,778	27.17	929
	6 Other	--	--	207	--	207	--	0
	SUB-TOTAL			4,839		8,693		3,854
180	1 SF Residential	DU	428.00	4,237	428.00	4,237	0.00	0
	6 Other	--	--	--	--	653	--	653
	SUB-TOTAL			4,237		4,890		653

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
181	1 SF Residential	DU	282.00	2,792	282.00	2,792	0.00	0
	6 Other	--	--	1,124	--	1,088	--	-36
	SUB-TOTAL			3,916		3,880		-36
182	1 SF Residential	DU	514.00	4,374	276.00	2,732	-238.00	-1,642
	2 MF Residential	DU	229.00	1,832	238.00	1,904	9.00	72
	3 Commercial Retail	TSF	76.23	4,121	96.23	5,202	20.00	1,081
	6 Other	--	--	280	--	280	--	0
	SUB-TOTAL			10,607		10,118		-489
183	2 MF Residential	DU	634.00	5,072	634.00	5,072	0.00	0
	3 Commercial Retail	TSF	3.50	298	3.50	298	0.00	0
	6 Other	--	--	5,838	--	6,956	--	1,118
	SUB-TOTAL			11,208		12,326		1,118
184	4 Commercial Office	TSF	250.00	2,890	100.00	1,156	-150.00	-1,734
	6 Other	--	--	--	--	528	--	528
	SUB-TOTAL			2,890		1,684		-1,206
185	1 SF Residential	DU	344.00	3,406	344.00	3,406	0.00	0
	SUB-TOTAL			3,406		3,406		0
186	1 SF Residential	DU	150.00	1,485	150.00	1,485	0.00	0
	4 Commercial Office	TSF	308.90	10,564	402.00	13,748	93.10	3,184
	6 Other	--	--	4,244	--	5,720	--	1,476
	SUB-TOTAL			16,293		20,953		4,660
187	1 SF Residential	DU	111.00	1,099	111.00	1,099	0.00	0
	2 MF Residential	DU	307.00	2,456	426.00	2,897	119.00	441
	6 Other	--	--	554	--	36	--	-518
	SUB-TOTAL			4,109		4,032		-77
188	1 SF Residential	DU	72.00	713	72.00	713	0.00	0
	2 MF Residential	DU	216.00	1,728	216.00	1,728	0.00	0
	SUB-TOTAL			2,441		2,441		0
189	3 Commercial Retail	TSF	--	--	3.00	255	3.00	255
	4 Commercial Office	TSF	28.44	329	--	--	-28.44	-329
	6 Other	--	--	30,800	--	30,800	--	0
	SUB-TOTAL			31,129		31,055		-74
190	1 SF Residential	DU	171.00	1,693	171.00	1,693	0.00	0
	SUB-TOTAL			1,693		1,693		0
191	4 Commercial Office	TSF	78.56	2,687	78.56	2,687	0.00	0
	SUB-TOTAL			2,687		2,687		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
192	1 SF Residential	DU	164.00	1,624	164.00	1,624	0.00	0
	2 MF Residential	DU	660.00	5,280	660.00	5,280	0.00	0
	6 Other	--	--	--	--	520	--	520
	SUB-TOTAL			6,904		7,424		520
193	4 Commercial Office	TSF	250.00	2,550	250.00	2,550	0.00	0
	SUB-TOTAL			2,550		2,550		0
194	6 Other	--	--	796	--	796	--	0
	SUB-TOTAL			796		796		0
195	1 SF Residential	DU	76.00	752	--	--	-76.00	-752
	2 MF Residential	DU	--	--	76.00	608	76.00	608
	SUB-TOTAL			752		608		-144
196	2 MF Residential	DU	--	--	10.00	80	10.00	80
	3 Commercial Retail	TSF	16.00	593	2.50	93	-13.50	-500
	4 Commercial Office	TSF	--	--	34.55	399	34.55	399
	6 Other	--	--	--	--	1,646	--	1,646
	SUB-TOTAL			593		2,218		1,625
197	3 Commercial Retail	TSF	--	--	13.00	1,106	13.00	1,106
	4 Commercial Office	TSF	400.00	4,080	400.00	4,080	0.00	0
	SUB-TOTAL			4,080		5,186		1,106
198	1 SF Residential	DU	331.00	3,277	331.00	3,277	0.00	0
	SUB-TOTAL			3,277		3,277		0
199	3 Commercial Retail	TSF	5.00	652	5.00	652	0.00	0
	6 Other	--	--	1,951	--	1,951	--	0
	SUB-TOTAL			2,603		2,603		0
200	4 Commercial Office	TSF	578.00	5,896	578.00	5,896	0.00	0
	SUB-TOTAL			5,896		5,896		0
201	4 Commercial Office	TSF	250.00	2,550	160.00	1,632	-90.00	-918
	SUB-TOTAL			2,550		1,632		-918
202	2 MF Residential	DU	560.00	3,864	560.00	3,864	0.00	0
	3 Commercial Retail	TSF	22.00	815	22.00	815	0.00	0
	4 Commercial Office	TSF	13.00	150	13.00	150	0.00	0
	6 Other	--	--	4,218	--	4,218	--	0
	SUB-TOTAL			9,047		9,047		0
203	2 MF Residential	DU	--	--	450.00	3,105	450.00	3,105
	3 Commercial Retail	TSF	1,504.00	60,250	2,000.00	80,120	496.00	19,870
	4 Commercial Office	TSF	125.00	1,445	125.00	1,445	0.00	0
	SUB-TOTAL			61,695		84,670		22,975
204	3 Commercial Retail	TSF	62.00	2,298	62.00	2,298	0.00	0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
	4 Commercial Office	TSF	400.00	4,624	400.00	4,624	0.00	0
	6 Other	--	--	5,808	--	5,808	--	0
	SUB-TOTAL			12,730		12,730		0
205	3 Commercial Retail	TSF	47.30	2,557	100.00	5,406	52.70	2,849
	4 Commercial Office	TSF	198.89	2,299	850.00	9,826	651.11	7,527
	6 Other	--	--	1,700	--	3,399	--	1,699
	SUB-TOTAL			6,556		18,631		12,075
206	3 Commercial Retail	TSF	187.61	11,782	187.61	11,782	0.00	0
	SUB-TOTAL			11,782		11,782		0
207	3 Commercial Retail	TSF	--	--	6.00	782	6.00	782
	4 Commercial Office	TSF	230.00	2,659	350.00	4,046	120.00	1,387
	SUB-TOTAL			2,659		4,828		2,169
208	2 MF Residential	DU	234.00	1,872	234.00	1,872	0.00	0
	SUB-TOTAL			1,872		1,872		0
209	1 SF Residential	DU	414.00	4,099	414.00	4,099	0.00	0
	2 MF Residential	DU	352.00	2,816	352.00	2,816	0.00	0
	6 Other	--	--	1,160	--	1,088	--	-72
	SUB-TOTAL			8,075		8,003		-72
210	1 SF Residential	DU	205.00	2,029	205.00	2,029	0.00	0
	2 MF Residential	DU	208.00	1,664	208.00	1,664	0.00	0
	3 Commercial Retail	TSF	148.10	8,006	148.10	8,006	0.00	0
	SUB-TOTAL			11,699		11,699		0
211	1 SF Residential	DU	167.00	1,653	167.00	1,653	0.00	0
	SUB-TOTAL			1,653		1,653		0
212	1 SF Residential	DU	252.00	2,495	252.00	2,495	0.00	0
	2 MF Residential	DU	272.00	2,176	272.00	2,176	0.00	0
	6 Other	--	--	179	--	179	--	0
	SUB-TOTAL			4,850		4,850		0
213	1 SF Residential	DU	275.00	2,723	275.00	2,723	0.00	0
	6 Other	--	--	233	--	233	--	0
	SUB-TOTAL			2,956		2,956		0
214	1 SF Residential	DU	--	--	49.00	485	49.00	485
	2 MF Residential	DU	307.00	2,118	181.00	1,330	-126.00	-788
	6 Other	--	--	--	--	74	--	74
	SUB-TOTAL			2,118		1,889		-229

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
215	1 SF Residential	DU	105.00	1,040	80.00	792	-25.00	-248
	2 MF Residential	DU	52.00	416	52.00	416	0.00	0
	3 Commercial Retail	TSF	143.56	7,020	143.56	7,020	0.00	0
	6 Other	--	--	5,822	--	6,027	--	205
	SUB-TOTAL			14,298		14,255		-43
216	1 SF Residential	DU	22.00	218	22.00	218	0.00	0
	2 MF Residential	DU	378.00	3,024	448.00	3,507	70.00	483
	3 Commercial Retail	TSF	204.96	11,080	204.96	11,080	0.00	0
	4 Commercial Office	TSF	65.45	757	65.45	757	0.00	0
	SUB-TOTAL			15,079		15,562		483
217	1 SF Residential	DU	202.00	2,000	202.00	2,000	0.00	0
	2 MF Residential	DU	316.00	2,528	386.00	3,011	70.00	483
	3 Commercial Retail	TSF	110.75	5,222	110.75	5,222	0.00	0
	4 Commercial Office	TSF	22.44	259	22.44	259	0.00	0
	5 Industrial Park	TSF	22.44	135	22.44	135	0.00	0
	6 Other	--	--	82	--	--	--	-82
	SUB-TOTAL			10,226		10,627		401
218	1 SF Residential	DU	511.00	4,606	511.00	4,606	0.00	0
	2 MF Residential	DU	641.00	5,128	810.00	6,414	169.00	1,286
	3 Commercial Retail	TSF	557.87	24,488	557.87	24,488	0.00	0
	6 Other	--	--	88	--	1,176	--	1,088
	SUB-TOTAL			34,310		36,684		2,374
219	1 SF Residential	DU	230.00	2,277	20.00	198	-210.00	-2,079
	2 MF Residential	DU	--	--	250.00	2,000	250.00	2,000
	4 Commercial Office	TSF	--	--	100.00	1,020	100.00	1,020
	SUB-TOTAL			2,277		3,218		941
220	1 SF Residential	DU	8.00	79	8.00	79	0.00	0
	4 Commercial Office	TSF	--	--	100.00	1,020	100.00	1,020
	6 Other	--	--	1,348	--	1,348	--	0
	SUB-TOTAL			1,427		2,447		1,020
221	1 SF Residential	DU	438.00	4,246	380.00	3,672	-58.00	-574
	2 MF Residential	DU	6.00	48	6.00	48	0.00	0
	4 Commercial Office	TSF	--	--	50.00	510	50.00	510
	5 Industrial Park	TSF	144.40	866	144.40	866	0.00	0
	6 Other	--	--	1,417	--	1,417	--	0
	SUB-TOTAL			6,577		6,513		-64
222	1 SF Residential	DU	105.00	1,040	55.00	545	-50.00	-495
	2 MF Residential	DU	112.00	896	--	--	-112.00	-896
	5 Industrial Park	TSF	124.15	745	--	--	-124.15	-745
	6 Other	--	--	3,861	--	3,861	--	0
	SUB-TOTAL			6,542		4,406		-2,136
223	1 SF Residential	DU	32.00	317	--	--	-32.00	-317

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
	2 MF Residential	DU	641.00	5,128	--	--	-641.00	-5,128
	3 Commercial Retail	TSF	67.50	5,742	110.00	5,947	42.50	205
	4 Commercial Office	TSF	150.00	1,734	248.00	2,867	98.00	1,133
	5 Industrial Park	TSF	415.00	2,490	242.00	1,452	-173.00	-1,038
	6 Other	--	--	1,249	--	823	--	-426
	SUB-TOTAL			16,660		11,089		-5,571
224	1 SF Residential	DU	356.00	3,434	280.00	2,682	-76.00	-752
	2 MF Residential	DU	525.00	4,200	550.00	4,400	25.00	200
	3 Commercial Retail	TSF	116.68	4,324	116.68	4,324	0.00	0
	6 Other	--	--	3,970	--	4,011	--	41
	SUB-TOTAL			15,928		15,417		-511
225	1 SF Residential	DU	156.00	1,544	156.00	1,544	0.00	0
	2 MF Residential	DU	151.00	1,208	--	--	-151.00	-1,208
	6 Other	--	--	2,368	--	1,776	--	-592
	SUB-TOTAL			5,120		3,320		-1,800
226	1 SF Residential	DU	300.00	2,970	300.00	2,970	0.00	0
	2 MF Residential	DU	292.00	2,336	292.00	2,336	0.00	0
	3 Commercial Retail	TSF	85.38	3,431	85.38	3,917	0.00	486
	6 Other	--	--	74	--	354	--	280
	SUB-TOTAL			8,811		9,577		766
227	1 SF Residential	DU	172.00	1,703	118.00	1,168	-54.00	-535
	2 MF Residential	DU	184.00	1,472	786.00	6,288	602.00	4,816
	4 Commercial Office	TSF	563.56	5,748	--	--	-563.56	-5,748
	6 Other	--	--	--	--	1,088	--	1,088
	SUB-TOTAL			8,923		8,544		-379
228	1 SF Residential	DU	358.00	3,544	385.00	3,811	27.00	267
	SUB-TOTAL			3,544		3,811		267
229	1 SF Residential	DU	178.00	1,763	178.00	1,763	0.00	0
	SUB-TOTAL			1,763		1,763		0
230	1 SF Residential	DU	10.00	99	10.00	99	0.00	0
	SUB-TOTAL			99		99		0
231	1 SF Residential	DU	5.00	50	5.00	50	0.00	0
	2 MF Residential	DU	51.00	408	51.00	408	0.00	0
	6 Other	--	--	69	--	69	--	0
	SUB-TOTAL			527		527		0
232	1 SF Residential	DU	10.00	99	10.00	99	0.00	0
	2 MF Residential	DU	--	--	850.00	5,865	850.00	5,865
	SUB-TOTAL			99		5,964		5,865
233	4 Commercial Office	TSF	569.47	5,809	--	--	-569.47	-5,809
	SUB-TOTAL			5,809		--		-5,809

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
234	3 Commercial Retail	TSF	100.00	5,406	100.00	5,406	0.00	0
	4 Commercial Office	TSF	470.24	4,796	470.24	4,796	0.00	0
	SUB-TOTAL			10,202		10,202		0
235	3 Commercial Retail	TSF	20.00	1,081	240.00	12,974	220.00	11,893
	4 Commercial Office	TSF	130.00	1,326	80.00	816	-50.00	-510
	SUB-TOTAL			2,407		13,790		11,383
236	1 SF Residential	DU	808.00	8,000	808.00	8,000	0.00	0
	6 Other	--	--	951	--	1,101	--	150
	SUB-TOTAL			8,951		9,101		150
237	1 SF Residential	DU	225.00	2,228	225.00	2,228	0.00	0
	2 MF Residential	DU	570.00	3,933	570.00	3,933	0.00	0
	4 Commercial Office	TSF	99.00	1,144	99.00	1,144	0.00	0
	6 Other	--	--	63	--	63	--	0
	SUB-TOTAL			7,368		7,368		0
238	1 SF Residential	DU	399.00	3,950	399.00	3,950	0.00	0
	2 MF Residential	DU	123.00	984	123.00	984	0.00	0
	3 Commercial Retail	TSF	184.00	12,575	184.00	12,479	0.00	-96
	4 Commercial Office	TSF	340.00	3,621	340.00	3,621	0.00	0
	5 Industrial Park	TSF	944.00	5,664	944.00	5,664	0.00	0
	6 Other	--	--	67	--	67	--	0
	SUB-TOTAL			26,861		26,765		-96
239	3 Commercial Retail	TSF	337.29	12,500	337.29	12,500	0.00	0
	4 Commercial Office	TSF	262.87	3,039	262.87	3,039	0.00	0
	5 Industrial Park	TSF	1,939.67	10,240	387.07	2,322	-1,552.60	-7,918
	6 Other	--	--	895	--	895	--	0
	SUB-TOTAL			26,674		18,756		-7,918
240	3 Commercial Retail	TSF	181.00	12,417	181.00	14,181	0.00	1,764
	SUB-TOTAL			12,417		14,181		1,764
241	3 Commercial Retail	TSF	44.00	2,665	--	--	-44.00	-2,665
	4 Commercial Office	TSF	--	--	1,228.00	13,198	1,228.00	13,198
	6 Other	--	--	--	--	1,128	--	1,128
	SUB-TOTAL			2,665		14,326		11,661
242	4 Commercial Office	TSF	368.00	3,910	368.00	3,910	0.00	0
	SUB-TOTAL			3,910		3,910		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
243	1 SF Residential	DU	211.00	2,089	211.00	2,089	0.00	0
	2 MF Residential	DU	816.00	6,099	816.00	6,099	0.00	0
	3 Commercial Retail	TSF	129.00	9,138	129.00	10,188	0.00	1,050
	4 Commercial Office	TSF	164.00	1,896	164.00	1,896	0.00	0
	SUB-TOTAL			19,222		20,272		1,050
244	1 SF Residential	DU	512.00	5,068	322.00	3,188	-190.00	-1,880
	2 MF Residential	DU	157.00	1,256	--	--	-157.00	-1,256
	SUB-TOTAL			6,324		3,188		-3,136
245	1 SF Residential	DU	--	--	20.00	198	20.00	198
	2 MF Residential	DU	148.00	1,184	--	--	-148.00	-1,184
	5 Industrial Park	TSF	406.74	2,385	--	--	-406.74	-2,385
	6 Other	--		--	--	34	--	34
	SUB-TOTAL			3,569		232		-3,337
246	3 Commercial Retail	TSF	36.00	3,062	--	--	-36.00	-3,062
	5 Industrial Park	TSF	58.81	300	120.00	612	61.19	312
	SUB-TOTAL			3,362		612		-2,750
247	3 Commercial Retail	TSF	71.37	3,858	500.00	20,030	428.63	16,172
	SUB-TOTAL			3,858		20,030		16,172
248	1 SF Residential	DU	2.00	20	2.00	20	0.00	0
	2 MF Residential	DU	4.00	32	4.00	32	0.00	0
	5 Industrial Park	TSF	882.09	5,293	1,200.00	7,200	317.91	1,907
	SUB-TOTAL			5,345		7,252		1,907
249	4 Commercial Office	TSF	150.00	1,734	250.00	2,890	100.00	1,156
	5 Industrial Park	TSF	291.68	1,488	291.68	1,488	0.00	0
	SUB-TOTAL			3,222		4,378		1,156
250	2 MF Residential	DU	--	--	450.00	3,435	450.00	3,435
	3 Commercial Retail	TSF	148.66	7,050	448.66	17,799	300.00	10,749
	4 Commercial Office	TSF	--	--	300.00	3,264	300.00	3,264
	SUB-TOTAL			7,050		24,498		17,448
251	5 Industrial Park	TSF	400.00	2,400	400.00	2,400	0.00	0
	SUB-TOTAL			2,400		2,400		0
252	4 Commercial Office	TSF	858.00	8,752	858.00	8,752	0.00	0
	SUB-TOTAL			8,752		8,752		0
253	1 SF Residential	DU	84.00	832	32.00	317	-52.00	-515
	SUB-TOTAL			832		317		-515
254	3 Commercial Retail	TSF	116.21	6,134	116.21	6,134	0.00	0
	SUB-TOTAL			6,134		6,134		0
255	1 SF Residential	DU	69.00	683	20.00	198	-49.00	-485

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
	SUB-TOTAL			683		198		-485
256	1 SF Residential	DU	20.00	198	20.00	198	0.00	0
	SUB-TOTAL			198		198		0
257	1 SF Residential	DU	304.00	3,009	170.00	1,683	-134.00	-1,326
	2 MF Residential	DU	11.00	88	--	--	-11.00	-88
	SUB-TOTAL			3,097		1,683		-1,414
258	1 SF Residential	DU	97.00	960	130.00	1,287	33.00	327
	5 Industrial Park	TSF	125.00	638	125.00	638	0.00	0
	6 Other	--		--	--	3,324	--	3,324
	SUB-TOTAL			1,598		5,249		3,651
259	1 SF Residential	DU	14.00	139	10.00	99	-4.00	-40
	2 MF Residential	DU	237.00	1,896	--	--	-237.00	-1,896
	SUB-TOTAL			2,035		99		-1,936
260	1 SF Residential	DU	402.00	3,980	402.00	3,980	0.00	0
	SUB-TOTAL			3,980		3,980		0
261	1 SF Residential	DU	295.00	2,921	25.00	247	-270.00	-2,674
	SUB-TOTAL			2,921		247		-2,674
262	1 SF Residential	DU	790.00	7,821	790.00	7,821	0.00	0
	2 MF Residential	DU	--	--	100.00	800	100.00	800
	6 Other	--	--	1,088	--	1,088	--	0
	SUB-TOTAL			8,909		9,709		800
263	2 MF Residential	DU	140.00	1,120	200.00	1,600	60.00	480
	SUB-TOTAL			1,120		1,600		480
264	1 SF Residential	DU	63.00	624	63.00	624	0.00	0
	2 MF Residential	DU	--	--	264.00	2,026	264.00	2,026
	SUB-TOTAL			624		2,650		2,026
265	2 MF Residential	DU	1,338.00	10,704	670.00	4,975	-668.00	-5,729
	SUB-TOTAL			10,704		4,975		-5,729
266	2 MF Residential	DU	--	--	200.00	742	200.00	742
	3 Commercial Retail	TSF	101.04	5,462	120.00	6,487	18.96	1,025
	5 Industrial Park	TSF	--	--	75.00	383	75.00	383
	SUB-TOTAL			5,462		7,612		2,150
267	3 Commercial Retail	TSF	100.00	5,406	200.00	10,812	100.00	5,406
	SUB-TOTAL			5,406		10,812		5,406

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
268	2 MF Residential	DU	400.00	3,200	180.00	1,440	-220.00	-1,760
	3 Commercial Retail	TSF	182.33	9,857	182.33	9,857	0.00	0
	5 Industrial Park	TSF	75.00	383	112.00	571	37.00	188
	SUB-TOTAL			13,440		11,868		-1,572
269	1 SF Residential	DU	687.00	6,801	266.00	2,633	-421.00	-4,168
	2 MF Residential	DU	--	--	25.00	93	25.00	93
	6 Other	--	--	2,735	--	737	--	-1,998
	SUB-TOTAL			9,536		3,463		-6,073
270	1 SF Residential	DU	8.00	79	308.00	3,049	300.00	2,970
	2 MF Residential	DU	--	--	75.00	278	75.00	278
	SUB-TOTAL			79		3,327		3,248
271	2 MF Residential	DU	155.00	1,070	171.00	1,180	16.00	110
	3 Commercial Retail	TSF	690.66	27,668	630.00	25,238	-60.66	-2,430
	SUB-TOTAL			28,738		26,418		-2,320
272	1 SF Residential	DU	967.00	9,573	967.00	9,573	0.00	0
	2 MF Residential	DU	823.00	6,584	180.00	1,440	-643.00	-5,144
	3 Commercial Retail	TSF	8.12	691	8.12	691	0.00	0
	6 Other	--	--	1,088	--	1,088	--	0
	SUB-TOTAL			17,936		12,792		-5,144
273	1 SF Residential	DU	101.00	1,000	101.00	1,000	0.00	0
	SUB-TOTAL			1,000		1,000		0
274	1 SF Residential	DU	362.00	3,584	80.00	792	-282.00	-2,792
	4 Commercial Office	TSF	110.06	1,123	110.06	1,123	0.00	0
	SUB-TOTAL			4,707		1,915		-2,792
275	1 SF Residential	DU	225.00	2,228	225.00	2,228	0.00	0
	SUB-TOTAL			2,228		2,228		0
276	1 SF Residential	DU	75.00	743	75.00	743	0.00	0
	2 MF Residential	DU	539.00	4,312	539.00	4,312	0.00	0
	3 Commercial Retail	TSF	98.01	8,337	98.01	8,337	0.00	0
	6 Other	--	--	73	--	73	--	0
	SUB-TOTAL			13,465		13,465		0
277	3 Commercial Retail	TSF	7.91	809	73.00	4,175	65.09	3,366
	4 Commercial Office	TSF	--	--	110.00	3,536	110.00	3,536
	5 Industrial Park	TSF	--	--	150.00	765	150.00	765
	SUB-TOTAL			809		8,476		7,667
278	2 MF Residential	DU	757.00	6,056	757.00	6,056	0.00	0
	3 Commercial Retail	TSF	81.89	6,966	81.89	6,966	0.00	0
	6 Other	--	--	398	--	398	--	0
	SUB-TOTAL			13,420		13,420		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
279	1 SF Residential	DU	313.00	2,160	313.00	2,160	0.00	0
	3 Commercial Retail	TSF	26.33	2,240	26.33	2,240	0.00	0
	4 Commercial Office	TSF	0.20	2	0.20	2	0.00	0
	5 Industrial Park	TSF	58.00	348	58.00	348	0.00	0
	SUB-TOTAL			4,750		4,750		0
280	4 Commercial Office	TSF	38.18	389	38.18	389	0.00	0
	SUB-TOTAL			389		389		0
281	2 MF Residential	DU	150.00	1,200	150.00	1,200	0.00	0
	SUB-TOTAL			1,200		1,200		0
282	2 MF Residential	DU	486.00	3,888	700.00	5,600	214.00	1,712
	3 Commercial Retail	TSF	17.90	968	17.90	968	0.00	0
	SUB-TOTAL			4,856		6,568		1,712
283	1 SF Residential	DU	161.00	1,594	175.00	1,732	14.00	138
	2 MF Residential	DU	400.00	3,200	667.00	5,336	267.00	2,136
	6 Other	--	--	1,618	--	1,740	--	122
	SUB-TOTAL			6,412		8,808		2,396
284	1 SF Residential	DU	392.00	2,842	2.00	20	-390.00	-2,822
	2 MF Residential	DU	--	--	254.00	2,032	254.00	2,032
	SUB-TOTAL			2,842		2,052		-790
285	1 SF Residential	DU	80.00	792	80.00	792	0.00	0
	3 Commercial Retail	TSF	246.99	9,894	246.99	9,894	0.00	0
	4 Commercial Office	TSF	--	--	150.00	1,530	150.00	1,530
	SUB-TOTAL			10,686		12,216		1,530
286	1 SF Residential	DU	82.00	812	182.00	1,802	100.00	990
	SUB-TOTAL			812		1,802		990
287	1 SF Residential	DU	111.00	1,099	35.00	347	-76.00	-752
	2 MF Residential	DU	--	--	120.00	960	120.00	960
	SUB-TOTAL			1,099		1,307		208
288	1 SF Residential	DU	--	--	167.00	1,653	167.00	1,653
	6 Other	--	--	4,475	--	4,475	--	0
	SUB-TOTAL			4,475		6,128		1,653
289	1 SF Residential	DU	166.00	1,643	166.00	1,643	0.00	0
	2 MF Residential	DU	--	--	350.00	2,415	350.00	2,415
	4 Commercial Office	TSF	57.17	583	57.17	583	0.00	0
	SUB-TOTAL			2,226		4,641		2,415

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
290	1 SF Residential	DU	64.00	634	104.00	1,030	40.00	396
	2 MF Residential	DU	93.00	744	93.00	744	0.00	0
	SUB-TOTAL			1,378		1,774		396
291	1 SF Residential	DU	74.00	733	74.00	733	0.00	0
	2 MF Residential	DU	--	--	350.00	2,415	350.00	2,415
	4 Commercial Office	TSF	181.63	1,853	181.63	1,853	0.00	0
	SUB-TOTAL			2,586		5,001		2,415
292	1 SF Residential	DU	161.00	1,594	140.00	1,386	-21.00	-208
	SUB-TOTAL			1,594		1,386		-208
293	1 SF Residential	DU	133.00	1,317	180.00	1,782	47.00	465
	2 MF Residential	DU	368.00	2,944	684.00	5,217	316.00	2,273
	SUB-TOTAL			4,261		6,999		2,738
294	2 MF Residential	DU	180.00	1,242	276.00	1,904	96.00	662
	3 Commercial Retail	TSF	364.00	19,678	155.00	8,379	-209.00	-11,299
	4 Commercial Office	TSF	349.98	3,570	--	--	-349.98	-3,570
	5 Industrial Park	TSF	210.00	1,260	300.00	1,800	90.00	540
	6 Other	--	--	99		--	--	-99
	SUB-TOTAL			25,849		12,083		-13,766
295	4 Commercial Office	TSF	56.00	647	56.00	647	0.00	0
	5 Industrial Park	TSF	1,020.58	5,205	1,020.58	5,205	0.00	0
	6 Other	--	--	56	--	156	--	100
	SUB-TOTAL			5,908		6,008		100
296	3 Commercial Retail	TSF	--	--	20.00	1,701	20.00	1,701
	SUB-TOTAL			--		1,701		1,701
297	3 Commercial Retail	TSF	--	--	20.00	1,701	20.00	1,701
	SUB-TOTAL			--		1,701		1,701
298	2 MF Residential	DU	830.00	5,727	830.00	5,727	0.00	0
	3 Commercial Retail	TSF	--	--	20.00	1,701	20.00	1,701
	SUB-TOTAL			5,727		7,428		1,701
299	3 Commercial Retail	TSF	184.00	9,947	184.00	9,947	0.00	0
	SUB-TOTAL			9,947		9,947		0
300	3 Commercial Retail	TSF	272.00	10,896	300.00	12,018	28.00	1,122
	SUB-TOTAL			10,896		12,018		1,122
301	3 Commercial Retail	TSF	49.24	1,825	49.24	1,825	0.00	0
	6 Other	--	--	7,904	--	8,635	--	731
	SUB-TOTAL			9,729		10,460		731

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
302	3 Commercial Retail	TSF	414.42	17,952	30.00	2,552	-384.42	-15,400
	6 Other	--	--	1,163	--	3,750	--	2,587
	SUB-TOTAL			19,115		6,302		-12,813
303	6 Other	--	--	5,625	--	5,625	--	0
	SUB-TOTAL			5,625		5,625		0
304	3 Commercial Retail	TSF	48.00	3,739	48.00	3,739	0.00	0
	6 Other	--	--	3,113	--	3,113	--	0
	SUB-TOTAL			6,852		6,852		0
305	2 MF Residential	DU	--	--	76.00	524	76.00	524
	3 Commercial Retail	TSF	202.65	11,364	202.65	11,364	0.00	0
	5 Industrial Park	TSF	100.00	510	100.00	510	0.00	0
	SUB-TOTAL			11,874		12,398		524
306	2 MF Residential	DU	--	--	250.00	1,863	250.00	1,863
	3 Commercial Retail	TSF	143.90	7,779	143.90	7,779	0.00	0
	4 Commercial Office	TSF	--	--	50.00	1,710	50.00	1,710
	6 Other	--	--	336	--	336	--	0
	SUB-TOTAL			8,115		11,688		3,573
307	3 Commercial Retail	TSF	132.80	9,301	132.80	9,301	0.00	0
	SUB-TOTAL			9,301		9,301		0
308	2 MF Residential	DU	245.00	1,691	200.00	1,380	-45.00	-311
	3 Commercial Retail	TSF	180.51	15,599	175.11	14,895	-5.40	-704
	5 Industrial Park	TSF	29.40	150	45.00	230	15.60	80
	SUB-TOTAL			17,440		16,505		-935
309	3 Commercial Retail	TSF	3.00	111	3.00	111	0.00	0
	SUB-TOTAL			111		111		0
310	6 Other	--	--	4,208	--	4,208	--	0
	SUB-TOTAL			4,208		4,208		0
311	1 SF Residential	DU	132.00	1,307	132.00	1,307	0.00	0
	2 MF Residential	DU	63.00	504	63.00	504	0.00	0
	SUB-TOTAL			1,811		1,811		0
312	3 Commercial Retail	TSF	180.00	9,731	180.00	9,731	0.00	0
	6 Other	--	--	200	--	200	--	0
	SUB-TOTAL			9,931		9,931		0
313	2 MF Residential	DU	264.00	2,112	264.00	2,112	0.00	0
	SUB-TOTAL			2,112		2,112		0
314	3 Commercial Retail	TSF	178.00	9,623	178.00	9,623	0.00	0
	SUB-TOTAL			9,623		9,623		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
315	1 SF Residential	DU	--	--	56.00	554	56.00	554
	2 MF Residential	DU	582.00	4,656	168.00	1,344	-414.00	-3,312
	SUB-TOTAL			4,656		1,898		-2,758
316	1 SF Residential	DU	121.00	1,198	121.00	1,198	0.00	0
	SUB-TOTAL			1,198		1,198		0
317	6 Other	--	--	1,387	--	1,135	--	-252
	SUB-TOTAL			1,387		1,135		-252
318	1 SF Residential	DU	21.00	208	21.00	208	0.00	0
	2 MF Residential	DU	252.00	2,016	252.00	2,016	0.00	0
	SUB-TOTAL			2,224		2,224		0
319	3 Commercial Retail	TSF	130.00	7,028	130.00	7,028	0.00	0
	6 Other	--	--	279	--	292	--	13
	SUB-TOTAL			7,307		7,320		13
320	1 SF Residential	DU	125.00	1,238	125.00	1,238	0.00	0
	SUB-TOTAL			1,238		1,238		0
321	1 SF Residential	DU	155.00	1,535	155.00	1,535	0.00	0
	2 MF Residential	DU	66.00	528	66.00	528	0.00	0
	SUB-TOTAL			2,063		2,063		0
322	1 SF Residential	DU	87.00	861	87.00	861	0.00	0
	SUB-TOTAL			861		861		0
323	1 SF Residential	DU	161.00	1,594	161.00	1,594	0.00	0
	2 MF Residential	DU	132.00	1,056	132.00	1,056	0.00	0
	SUB-TOTAL			2,650		2,650		0
325	1 SF Residential	DU	205.00	2,029	205.00	2,029	0.00	0
	SUB-TOTAL			2,029		2,029		0
326	1 SF Residential	DU	101.00	1,000	101.00	1,000	0.00	0
	SUB-TOTAL			1,000		1,000		0
327	1 SF Residential	DU	105.00	1,040	105.00	1,040	0.00	0
	SUB-TOTAL			1,040		1,040		0
328	1 SF Residential	DU	110.00	1,089	110.00	1,089	0.00	0
	SUB-TOTAL			1,089		1,089		0
329	1 SF Residential	DU	50.00	495	--	--	-50.00	-495
	6 Other	--	--	1,340	--	1,088	--	-252
	SUB-TOTAL			1,835		1,088		-747
330	1 SF Residential	DU	143.00	1,416	143.00	1,416	0.00	0
	SUB-TOTAL			1,416		1,416		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
331	1 SF Residential	DU	167.00	1,653	167.00	1,653	0.00	0
	SUB-TOTAL			1,653		1,653		0
332	1 SF Residential	DU	114.00	1,129	114.00	1,129	0.00	0
	2 MF Residential	DU	102.00	816	102.00	816	0.00	0
	SUB-TOTAL			1,945		1,945		0
333	1 SF Residential	DU	803.00	7,950	803.00	7,950	0.00	0
	2 MF Residential	DU	360.00	2,880	360.00	2,880	0.00	0
	3 Commercial Retail	TSF	25.05	928	25.05	928	0.00	0
	6 Other	--	--	1,340	--	1,740	--	400
	SUB-TOTAL			13,098		13,498		400
334	1 SF Residential	DU	164.00	1,624	164.00	1,624	0.00	0
	SUB-TOTAL			1,624		1,624		0
335	1 SF Residential	DU	194.00	1,921	194.00	1,921	0.00	0
	SUB-TOTAL			1,921		1,921		0
336	1 SF Residential	DU	589.00	5,831	589.00	5,831	0.00	0
	6 Other	--	--	1,359	--	1,107	--	-252
	SUB-TOTAL			7,190		6,938		-252
337	1 SF Residential	DU	390.00	3,861	390.00	3,861	0.00	0
	SUB-TOTAL			3,861		3,861		0
338	3 Commercial Retail	TSF	92.00	4,974	92.00	4,974	0.00	0
	SUB-TOTAL			4,974		4,974		0
339	1 SF Residential	DU	289.00	2,861	289.00	2,861	0.00	0
	6 Other	--	--	1,358	--	1,106	--	-252
	SUB-TOTAL			4,219		3,967		-252
340	1 SF Residential	DU	394.00	3,901	394.00	3,901	0.00	0
	2 MF Residential	DU	264.00	2,112	264.00	2,112	0.00	0
	SUB-TOTAL			6,013		6,013		0
341	2 MF Residential	DU	325.00	2,243	325.00	2,243	0.00	0
	6 Other	--	--	1,175	--	1,175	--	0
	SUB-TOTAL			3,418		3,418		0
342	2 MF Residential	DU	168.00	1,344	168.00	1,344	0.00	0
	SUB-TOTAL			1,344		1,344		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
343	1 SF Residential	DU	179.00	1,772	179.00	1,772	0.00	0
	2 MF Residential	DU	132.00	1,056	132.00	1,056	0.00	0
	SUB-TOTAL			2,828		2,828		0
344	1 SF Residential	DU	415.00	4,109	415.00	4,109	0.00	0
	3 Commercial Retail	TSF	40.00	2,162	40.00	2,162	0.00	0
	SUB-TOTAL			6,271		6,271		0
345	1 SF Residential	DU	23.00	228	81.00	802	58.00	574
	SUB-TOTAL			228		802		574
346	1 SF Residential	DU	--	--	10.00	99	10.00	99
	SUB-TOTAL			--		99		99
347	1 SF Residential	DU	313.00	3,099	313.00	3,099	0.00	0
	SUB-TOTAL			3,099		3,099		0
348	1 SF Residential	DU	517.00	5,118	517.00	5,118	0.00	0
	SUB-TOTAL			5,118		5,118		0
349	2 MF Residential	DU	83.00	664	388.00	3,104	305.00	2,440
	3 Commercial Retail	TSF	8.00	680	8.00	680	0.00	0
	6 Other	--	--	226	--	226	--	0
	SUB-TOTAL			1,570		4,010		2,440
350	6 Other	--	--	1,010	--	1,860	--	850
	SUB-TOTAL			1,010		1,860		850
352	1 SF Residential	DU	592.00	5,861	592.00	5,861	0.00	0
	6 Other	--		--	--	1,363	--	1,363
	SUB-TOTAL			5,861		7,224		1,363
353	1 SF Residential	DU	259.00	2,564	259.00	2,564	0.00	0
	6 Other	--		--	--	26	--	26
	SUB-TOTAL			2,564		2,590		26
355	1 SF Residential	DU	500.00	4,950	500.00	4,950	0.00	0
	6 Other	--	--	1,101	--	1,101	--	0
	SUB-TOTAL			6,051		6,051		0
356	1 SF Residential	DU	385.00	3,811	385.00	3,811	0.00	0
	3 Commercial Retail	TSF	--	--	60.00	5,104	60.00	5,104
	SUB-TOTAL			3,811		8,915		5,104
357	1 SF Residential	DU	90.00	891	90.00	891	0.00	0
	SUB-TOTAL			891		891		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
358	1 SF Residential	DU	421.00	4,168	275.00	2,723	-146.00	-1,445
	2 MF Residential	DU	255.00	2,040	121.00	968	-134.00	-1,072
	6 Other	--	--	993	--	1,138	--	145
	SUB-TOTAL			7,201		4,829		-2,372
359	1 SF Residential	DU	570.00	5,643	570.00	5,643	0.00	0
	2 MF Residential	DU	192.00	1,536	192.00	1,536	0.00	0
	SUB-TOTAL			7,179		7,179		0
360	1 SF Residential	DU	538.00	5,326	538.00	5,326	0.00	0
	2 MF Residential	DU	248.00	1,984	248.00	1,984	0.00	0
	3 Commercial Retail	TSF	119.00	10,122	135.00	11,483	16.00	1,361
	6 Other	--	--	938	--	1,088	--	150
	SUB-TOTAL			18,370		19,881		1,511
361	1 SF Residential	DU	250.00	2,475	601.00	5,407	351.00	2,932
	6 Other	--	--	--	--	28	--	28
	SUB-TOTAL			2,475		5,435		2,960
362	1 SF Residential	DU	173.00	1,713	173.00	1,713	0.00	0
	3 Commercial Retail	TSF	68.28	3,691	--	--	-68.28	-3,691
	SUB-TOTAL			5,404		1,713		-3,691
363	1 SF Residential	DU	44.00	436	44.00	436	0.00	0
	SUB-TOTAL			436		436		0
364	1 SF Residential	DU	199.00	1,970	199.00	1,970	0.00	0
	SUB-TOTAL			1,970		1,970		0
365	1 SF Residential	DU	201.00	1,990	201.00	1,990	0.00	0
	2 MF Residential	DU	102.00	816	102.00	816	0.00	0
	3 Commercial Retail	TSF	40.28	3,426	11.00	936	-29.28	-2,490
	SUB-TOTAL			6,232		3,742		-2,490
366	1 SF Residential	DU	600.00	5,940	600.00	5,940	0.00	0
	SUB-TOTAL			5,940		5,940		0
367	1 SF Residential	DU	437.00	4,326	437.00	4,326	0.00	0
	SUB-TOTAL			4,326		4,326		0
368	1 SF Residential	DU	1,070.00	10,593	1,070.00	10,593	0.00	0
	3 Commercial Retail	TSF	--	--	35.00	2,977	35.00	2,977
	6 Other	--	--	1,500	--	1,629	--	129
	SUB-TOTAL			12,093		15,199		3,106
369	1 SF Residential	DU	202.00	2,000	202.00	2,000	0.00	0
	SUB-TOTAL			2,000		2,000		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
370	1 SF Residential	DU	1,080.00	10,692	1,080.00	10,692	0.00	0
	6 Other	--	--	5,012	--	4,475	--	-537
	SUB-TOTAL			15,704		15,167		-537
371	1 SF Residential	DU	673.00	6,663	673.00	6,663	0.00	0
	6 Other	--	--	996	--	1,088	--	92
	SUB-TOTAL			7,659		7,751		92
372	1 SF Residential	DU	287.00	2,841	287.00	2,841	0.00	0
	2 MF Residential	DU	230.00	1,840	230.00	1,840	0.00	0
	3 Commercial Retail	TSF	153.55	8,301	80.00	4,325	-73.55	-3,976
	SUB-TOTAL			12,982		9,006		-3,976
373	1 SF Residential	DU	236.00	2,336	236.00	2,336	0.00	0
	6 Other	--	--	889	--	1,307	--	418
	SUB-TOTAL			3,225		3,643		418
374	1 SF Residential	DU	--	--	300.00	2,970	300.00	2,970
	2 MF Residential	DU	304.00	2,098	304.00	2,098	0.00	0
	3 Commercial Retail	TSF	150.00	8,109	150.00	8,109	0.00	0
	6 Other	--	--	--	--	78	--	78
	SUB-TOTAL			10,207		13,255		3,048
375	3 Commercial Retail	TSF	45.00	5,883	45.00	5,883	0.00	0
	SUB-TOTAL			5,883		5,883		0
376	1 SF Residential	DU	205.00	2,029	--	--	-205.00	-2,029
	6 Other	--	--	13	--	--	--	-13
	SUB-TOTAL			2,042	--	--		-2,042
377	3 Commercial Retail	TSF	57.50	2,131	57.50	2,131	0.00	0
	SUB-TOTAL			2,131		2,131		0
378	1 SF Residential	DU	332.00	2,291	332.00	2,291	0.00	0
	2 MF Residential	DU	437.00	3,496	407.00	3,256	-30.00	-240
	3 Commercial Retail	TSF	51.00	1,890	51.00	1,890	0.00	0
	4 Commercial Office	TSF	166.00	1,843	56.00	571	-110.00	-1,272
	5 Industrial Park	TSF	--	--	110.00	660	110.00	660
	SUB-TOTAL			9,520		8,668		-852
379	1 SF Residential	DU	214.00	2,119	--	--	-214.00	-2,119
	SUB-TOTAL			2,119	--	--		-2,119
380	1 SF Residential	DU	--	--	125.00	1,238	125.00	1,238
	2 MF Residential	DU	400.00	2,760	400.00	2,760	0.00	0
	SUB-TOTAL			2,760		3,998		1,238
381	6 Other	--	--	130	--	223	--	93
	SUB-TOTAL			130		223		93

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
382	6 Other	--	--	180	--	180	--	0
	SUB-TOTAL			180		180		0
383	1 SF Residential	DU	266.00	2,633	266.00	2,633	0.00	0
	3 Commercial Retail	TSF	8.71	323	8.71	323	0.00	0
	SUB-TOTAL			2,956		2,956		0
384	1 SF Residential	DU	354.00	3,505	354.00	3,505	0.00	0
	3 Commercial Retail	TSF	23.07	1,962	--	--	-23.07	-1,962
	SUB-TOTAL			5,467		3,505		-1,962
385	1 SF Residential	DU	75.00	743	75.00	743	0.00	0
	SUB-TOTAL			743		743		0
386	1 SF Residential	DU	162.00	1,604	--	--	-162.00	-1,604
	SUB-TOTAL			1,604		--		-1,604
387	1 SF Residential	DU	1,070.00	10,593	800.00	7,920	-270.00	-2,673
	2 MF Residential	DU	954.00	7,632	700.00	5,600	-254.00	-2,032
	SUB-TOTAL			18,225		13,520		-4,705
388	1 SF Residential	DU	312.00	3,089	99.00	980	-213.00	-2,109
	2 MF Residential	DU	187.00	1,496	400.00	3,200	213.00	1,704
	6 Other	--	--	2,320	--	2,320	--	0
	SUB-TOTAL			6,905		6,500		-405
389	1 SF Residential	DU	1,187.00	11,751	1,236.00	12,236	49.00	485
	6 Other	--	--	766	--	1,088	--	322
	SUB-TOTAL			12,517		13,324		807
390	1 SF Residential	DU	150.00	1,485	150.00	1,485	0.00	0
	SUB-TOTAL			1,485		1,485		0
391	3 Commercial Retail	TSF	16.33	605	16.33	605	0.00	0
	5 Industrial Park	TSF	446.36	2,339	446.36	2,339	0.00	0
	SUB-TOTAL			2,944		2,944		0
392	1 SF Residential	DU	723.00	5,958	757.00	6,193	34.00	235
	3 Commercial Retail	TSF	102.48	5,187	102.48	5,187	0.00	0
	5 Industrial Park	TSF	--	--	500.00	2,550	500.00	2,550
	6 Other	--	--	1,450	--	1,088	--	-362
	SUB-TOTAL			12,595		15,018		2,423
393	1 SF Residential	DU	162.00	1,604	162.00	1,604	0.00	0
	2 MF Residential	DU	100.00	800	100.00	800	0.00	0
	3 Commercial Retail	TSF	52.27	4,446	52.27	4,446	0.00	0
	6 Other	--	--	350	--	679	--	329
	SUB-TOTAL			7,200		7,529		329
394	1 SF Residential	DU	325.00	3,217	325.00	3,217	0.00	0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
	6 Other	--	--	7,317	--	5,571	--	-1,746
	SUB-TOTAL			10,534		8,788		-1,746
395	1 SF Residential	DU	185.00	1,831	--	--	-185.00	-1,831
	2 MF Residential	DU	--	--	185.00	1,277	185.00	1,277
	3 Commercial Retail	TSF	165.53	8,949	165.53	8,949	0.00	0
	6 Other	--	--	2,182	--	1,740	--	-442
	SUB-TOTAL			12,962		11,966		-996
396	3 Commercial Retail	TSF	76.23	6,484	110.00	9,357	33.77	2,873
	SUB-TOTAL			6,484		9,357		2,873
397	1 SF Residential	DU	220.00	1,665	549.00	3,935	329.00	2,270
	2 MF Residential	DU	579.00	4,558	579.00	4,558	0.00	0
	3 Commercial Retail	TSF	384.98	23,106	384.98	23,106	0.00	0
	6 Other	--	--	--	--	1,084	--	1,084
	SUB-TOTAL			29,329		32,683		3,354
398	1 SF Residential	DU	1,120.00	11,088	1,120.00	11,088	0.00	0
	2 MF Residential	DU	120.00	960	120.00	960	0.00	0
	3 Commercial Retail	TSF	261.13	22,465	261.13	22,465	0.00	0
	6 Other	--	--	2,634	--	2,533	--	-101
	SUB-TOTAL			37,147		37,046		-101
399	1 SF Residential	DU	859.00	8,504	880.00	8,712	21.00	208
	6 Other	--	--	790	--	1,228	--	438
	SUB-TOTAL			9,294		9,940		646
400	1 SF Residential	DU	12.00	119	12.00	119	0.00	0
	SUB-TOTAL			119		119		0
401	1 SF Residential	DU	835.00	8,267	835.00	8,267	0.00	0
	2 MF Residential	DU	482.00	3,856	482.00	3,856	0.00	0
	SUB-TOTAL			12,123		12,123		0
402	1 SF Residential	DU	1,129.00	11,177	1,129.00	11,177	0.00	0
	3 Commercial Retail	TSF	150.00	8,109	150.00	8,109	0.00	0
	6 Other	--	--	951	--	2,027	--	1,076
	SUB-TOTAL			20,237		21,313		1,076
403	1 SF Residential	DU	111.00	1,099	111.00	1,099	0.00	0
	2 MF Residential	DU	--	--	300.00	2,070	300.00	2,070
	3 Commercial Retail	TSF	46.00	3,913	46.00	3,913	0.00	0
	SUB-TOTAL			5,012		7,082		2,070
404	1 SF Residential	DU	177.00	1,752	177.00	1,752	0.00	0
	SUB-TOTAL			1,752		1,752		0
405	1 SF Residential	DU	296.00	2,930	296.00	2,930	0.00	0
	SUB-TOTAL			2,930		2,930		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
406	1 SF Residential	DU	353.00	3,495	353.00	3,495	0.00	0
	SUB-TOTAL			3,495		3,495		0
407	1 SF Residential	DU	47.00	465	47.00	465	0.00	0
	SUB-TOTAL			465		465		0
408	1 SF Residential	DU	648.00	6,415	380.00	3,762	-268.00	-2,653
	SUB-TOTAL			6,415		3,762		-2,653
409	1 SF Residential	DU	154.00	1,525	77.00	762	-77.00	-763
	SUB-TOTAL			1,525		762		-763
410	1 SF Residential	DU	349.00	3,152	249.00	2,162	-100.00	-990
	5 Industrial Park	TSF	44.00	264	44.00	264	0.00	0
	SUB-TOTAL			3,416		2,426		-990
411	1 SF Residential	DU	675.00	6,682	675.00	6,682	0.00	0
	6 Other	--	--	1,160	--	1,088	--	-72
	SUB-TOTAL			7,842		7,770		-72
412	1 SF Residential	DU	120.00	1,188	120.00	1,188	0.00	0
	3 Commercial Retail	TSF	--	--	40.00	2,162	40.00	2,162
	SUB-TOTAL			1,188		3,350		2,162
413	1 SF Residential	DU	106.00	1,049	146.00	1,325	40.00	276
	2 MF Residential	DU	614.00	4,912	514.00	3,547	-100.00	-1,365
	3 Commercial Retail	TSF	44.60	3,794	44.60	3,794	0.00	0
	4 Commercial Office	TSF	36.59	423	36.59	423	0.00	0
	5 Industrial Park	TSF	93.75	522	93.75	522	0.00	0
	SUB-TOTAL			10,700		9,611		-1,089
414	1 SF Residential	DU	290.00	2,121	290.00	2,121	0.00	0
	2 MF Residential	DU	1,358.00	10,864	1,635.00	12,860	277.00	1,996
	3 Commercial Retail	TSF	95.83	3,551	175.00	6,486	79.17	2,935
	4 Commercial Office	TSF	125.00	1,445	--	--	-125.00	-1,445
	SUB-TOTAL			17,981		21,467		3,486
415	1 SF Residential	DU	211.00	2,089	75.00	743	-136.00	-1,346
	3 Commercial Retail	TSF	63.71	3,444	63.71	3,444	0.00	0
	5 Industrial Park	TSF	153.25	895	27.80	142	-125.45	-753
	6 Other	--	--	12,320		--	--	-12,320
	SUB-TOTAL			18,748		4,329		-14,419

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
416	1 SF Residential	DU	579.00	5,732	496.00	4,250	-83.00	-1,482
	2 MF Residential	DU	148.00	1,184	57.00	456	-91.00	-728
	3 Commercial Retail	TSF	15.00	556	15.00	556	0.00	0
	4 Commercial Office	TSF	--	--	100.00	1,156	100.00	1,156
	6 Other	--	--	39	--	225	--	186
	SUB-TOTAL			7,511		6,643		-868
417	1 SF Residential	DU	579.00	5,732	950.00	9,405	371.00	3,673
	2 MF Residential	DU	149.00	1,192	255.00	2,040	106.00	848
	3 Commercial Retail	TSF	--	--	10.00	851	10.00	851
	6 Other	--	--	1,102	--	16,488	--	15,386
	SUB-TOTAL			8,026		28,784		20,758
418	1 SF Residential	DU	90.00	621	90.00	621	0.00	0
	2 MF Residential	DU	706.00	5,393	1,229.00	9,002	523.00	3,609
	3 Commercial Retail	TSF	128.43	6,943	228.00	12,326	99.57	5,383
	SUB-TOTAL			12,957		21,949		8,992
419	1 SF Residential	DU	1,018.00	10,078	--	--	-1,018.00	-10,078
	2 MF Residential	DU	1,834.00	14,672	1,834.00	14,672	0.00	0
	SUB-TOTAL			24,750		14,672		-10,078
420	2 MF Residential	DU	40.00	320	56.00	448	16.00	128
	SUB-TOTAL			320		448		128
421	1 SF Residential	DU	100.00	990	250.00	2,475	150.00	1,485
	2 MF Residential	DU	1,952.00	13,900	1,500.00	12,000	-452.00	-1,900
	3 Commercial Retail	TSF	100.00	5,406	400.00	21,624	300.00	16,218
	4 Commercial Office	TSF	100.00	1,156	600.00	6,936	500.00	5,780
	6 Other	--	--	1,659	--	1,677	--	18
	SUB-TOTAL			23,111		44,712		21,601
422	1 SF Residential	DU	76.00	752	100.00	750	24.00	-2
	2 MF Residential	DU	80.00	640	--	--	-80.00	-640
	3 Commercial Retail	TSF	136.00	7,476	10.00	851	-126.00	-6,625
	6 Other	--	--	1,185	--	1,523	--	338
	SUB-TOTAL			10,053		3,124		-6,929
423	1 SF Residential	DU	374.00	3,703	464.00	4,324	90.00	621
	3 Commercial Retail	TSF	98.01	8,337	98.01	8,337	0.00	0
	4 Commercial Office	TSF	10.89	126	10.89	126	0.00	0
	SUB-TOTAL			12,166		12,787		621
424	1 SF Residential	DU	189.00	1,871	350.00	3,465	161.00	1,594
	2 MF Residential	DU	194.00	1,552	--	--	-194.00	-1,552
	SUB-TOTAL			3,423		3,465		42

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
425	1 SF Residential	DU	241.00	2,386	114.00	1,129	-127.00	-1,257
	2 MF Residential	DU	80.00	640	80.00	640	0.00	0
	6 Other	--	--	81	--	81	--	0
	SUB-TOTAL			3,107		1,850		-1,257
426	1 SF Residential	DU	630.00	6,237	630.00	6,237	0.00	0
	5 Industrial Park	TSF	39.60	202	39.60	202	0.00	0
	SUB-TOTAL			6,439		6,439		0
427	1 SF Residential	DU	249.00	2,465	249.00	2,465	0.00	0
	SUB-TOTAL			2,465		2,465		0
428	1 SF Residential	DU	2,124.00	21,028	1,313.00	12,999	-811.00	-8,029
	3 Commercial Retail	TSF	86.60	5,896	86.60	5,896	0.00	0
	6 Other	--	--	--	--	1,088	--	1,088
	SUB-TOTAL			26,924		19,983		-6,941
429	1 SF Residential	DU	55.00	545	55.00	545	0.00	0
	SUB-TOTAL			545		545		0
430	1 SF Residential	DU	2.00	20	2.00	20	0.00	0
	SUB-TOTAL			20		20		0
431	1 SF Residential	DU	3.00	30	3.00	30	0.00	0
	SUB-TOTAL			30		30		0
433	1 SF Residential	DU	155.00	1,535	155.00	1,535	0.00	0
	SUB-TOTAL			1,535		1,535		0
434	1 SF Residential	DU	25.00	247	25.00	247	0.00	0
	SUB-TOTAL			247		247		0
437	1 SF Residential	DU	250.00	2,475	--	--	-250.00	-2,475
	2 MF Residential	DU	13.00	104	--	--	-13.00	-104
	4 Commercial Office	TSF	--	--	250.00	2,550	250.00	2,550
	6 Other	--	--	1,284	--	1,284	--	0
	SUB-TOTAL			3,863		3,834		-29
438	1 SF Residential	DU	568.00	5,623	10.00	99	-558.00	-5,524
	2 MF Residential	DU	13.00	104	--	--	-13.00	-104
	4 Commercial Office	TSF	--	--	250.00	2,550	250.00	2,550
	SUB-TOTAL			5,727		2,649		-3,078
439	1 SF Residential	DU	1,031.00	10,207	175.00	1,732	-856.00	-8,475
	3 Commercial Retail	TSF	41.65	2,252	41.65	2,252	0.00	0
	SUB-TOTAL			12,459		3,984		-8,475

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
440	1 SF Residential	DU	568.00	5,623	--	--	-568.00	-5,623
	5 Industrial Park	TSF	--	--	50.00	300	50.00	300
	SUB-TOTAL			5,623		300		-5,323
441	1 SF Residential	DU	284.00	2,812	490.00	4,371	206.00	1,559
	3 Commercial Retail	TSF	--	--	30.00	1,112	30.00	1,112
	6 Other	--	--	522	--	1,088	--	566
	SUB-TOTAL			3,334		6,571		3,237
442	1 SF Residential	DU	552.00	5,464	328.00	3,247	-224.00	-2,217
	SUB-TOTAL			5,464		3,247		-2,217
443	1 SF Residential	DU	763.00	7,554	763.00	7,554	0.00	0
	3 Commercial Retail	TSF	--	--	30.00	1,112	30.00	1,112
	4 Commercial Office	TSF	108.90	1,259	--	--	-108.90	-1,259
	6 Other	--	--	1,932	--	1,088	--	-844
	SUB-TOTAL			10,745		9,754		-991
444	1 SF Residential	DU	882.00	8,732	--	--	-882.00	-8,732
	2 MF Residential	DU	19.00	152	440.00	3,520	421.00	3,368
	3 Commercial Retail	TSF	110.00	5,947	200.00	10,812	90.00	4,865
	6 Other	--	--	37	--	37	--	0
	SUB-TOTAL			14,868		14,369		-499
445	1 SF Residential	DU	41.00	406	41.00	406	0.00	0
	SUB-TOTAL			406		406		0
446	1 SF Residential	DU	231.00	2,287	20.00	198	-211.00	-2,089
	SUB-TOTAL			2,287		198		-2,089
447	1 SF Residential	DU	125.00	1,238	300.00	2,970	175.00	1,732
	6 Other	--	--	1,194	--	1,194	--	0
	SUB-TOTAL			2,432		4,164		1,732
448	1 SF Residential	DU	691.00	6,841	691.00	6,841	0.00	0
	SUB-TOTAL			6,841		6,841		0
449	1 SF Residential	DU	20.00	198	20.00	198	0.00	0
	SUB-TOTAL			198		198		0
450	1 SF Residential	DU	27.00	267	27.00	267	0.00	0
	SUB-TOTAL			267		267		0
451	1 SF Residential	DU	67.00	663	140.00	1,386	73.00	723
	5 Industrial Park	TSF	47.00	282	47.00	282	0.00	0
	SUB-TOTAL			945		1,668		723
452	1 SF Residential	DU	38.00	376	38.00	376	0.00	0
	SUB-TOTAL			376		376		0

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
453	1 SF Residential	DU	875.00	8,663	1,020.00	10,098	145.00	1,435
	3 Commercial Retail	TSF	16.00	641	16.00	593	0.00	-48
	6 Other	--	--	711	--	1,088	--	377
	SUB-TOTAL			10,015		11,779		1,764
454	1 SF Residential	DU	625.00	6,188	650.00	6,435	25.00	247
	3 Commercial Retail	TSF	40.28	2,074	40.28	2,074	0.00	0
	6 Other	--	--	5,482	--	5,482	--	0
	SUB-TOTAL			13,744		13,991		247
455	1 SF Residential	DU	80.00	792	100.00	990	20.00	198
	SUB-TOTAL			792		990		198

Land Use and Trip Generation Comparison – Current General Plan and OVOV Buildout								
			Amount	ADT	Amount	ADT	Amount	ADT
1.	SF Residential	DU	89,373.00	877,112	81,395.00	795,563	-7,978.00	-81,549
2.	MF Residential	DU	62,543.00	481,988	67,679.00	514,809	5,136.00	32,821
3.	Commercial Retail	TSF	21,561.65	1,134,793	23,585.06	1,230,042	2,023.41	95,249
4.	Commercial Office	TSF	14,746.77	169,850	17,311.53	205,851	2,564.76	36,001
5.	Industrial Park	TSF	43,144.21	254,465	40,735.96	240,697	-2,408.25	-13,768
6.	Other	--	--	288,885	--	301,424	--	12,539
TOTAL				3,207,093		3,288,386		81,293

Appendix C

OVOV BUILDOUT TRIP GENERATION BY TAZ – AM, PM AND ADT

See Appendix D for Traffic Analysis Zone (TAZ) map and trip generation rates.

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1.	2 Single Family (1-5du/ac)	367.00 DU	70	206	276	235	136	371	3,633
	3 Single Family (6-10du/ac)	200.00 DU	38	112	150	128	74	202	1,980
	30 Industrial Park	275.00 TSF	151	28	179	36	143	179	1,650
	SUB-TOTAL		259	346	605	399	353	752	7,263
2.	2 Single Family (1-5du/ac)	535.00 DU	102	300	402	342	198	540	5,297
	SUB-TOTAL		102	300	402	342	198	540	5,297
3.	2 Single Family (1-5du/ac)	3,313.00 DU	629	1,855	2,484	2,120	1,226	3,346	32,799
	4 Condominium/Townhouse	648.00 DU	65	311	376	305	168	473	5,184
	5 Apartment	640.00 DU	51	275	326	262	134	396	4,416
	11 Commercial Center(10-30a)	320.00 TSF	234	150	384	762	826	1,588	17,299
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	30 Industrial Park	256.80 TSF	141	26	167	33	134	167	1,541
	32 Manufacturing/Warehouse	77.49 TSF	43	13	56	21	36	57	395
	SUB-TOTAL		1,358	2,780	4,138	3,563	2,592	6,155	62,722
5.	2 Single Family (1-5du/ac)	229.00 DU	44	128	172	147	85	232	2,267
	12 Commercial Center (<10ac)	25.00 TSF	27	17	44	83	90	173	2,127
	13 Commercial Shops	2.01 TSF	1	1	2	4	4	8	74
	SUB-TOTAL		72	146	218	234	179	413	4,468
6.	2 Single Family (1-5du/ac)	409.00 DU	78	229	307	262	151	413	4,049
	SUB-TOTAL		78	229	307	262	151	413	4,049
7.	1 Single Family (<1du/ac)	8.00 DU	2	5	7	7	3	10	79
	3 Single Family (6-10du/ac)	714.00 DU	136	400	536	457	264	721	7,069
	SUB-TOTAL		138	405	543	464	267	731	7,148
8.	2 Single Family (1-5du/ac)	97.00 DU	18	54	72	62	36	98	960
	SUB-TOTAL		18	54	72	62	36	98	960
9.	2 Single Family (1-5du/ac)	320.00 DU	61	179	240	205	118	323	3,168
	SUB-TOTAL		61	179	240	205	118	323	3,168
10.	2 Single Family (1-5du/ac)	12.00 DU	2	7	9	8	4	12	119
	4 Condominium/Townhouse	184.00 DU	18	88	106	86	48	134	1,472
	10 Commercial Center (>30ac)	300.00 TSF	141	90	231	492	534	1,026	12,018
	SUB-TOTAL		161	185	346	586	586	1,172	13,609
11.	2 Single Family (1-5du/ac)	24.00 DU	5	13	18	15	9	24	238
	3 Single Family (6-10du/ac)	84.00 DU	16	47	63	54	31	85	832
	4 Condominium/Townhouse	165.00 DU	17	79	96	78	43	121	1,320
	5 Apartment	72.00 DU	6	31	37	30	15	45	497
	12 Commercial Center (<10ac)	52.76 TSF	58	36	94	175	190	365	4,488
	13 Commercial Shops	2.46 TSF	2	1	3	4	4	8	91
	15 Sit-Down Restaurant	7.75 TSF	37	34	71	51	34	85	1,010
	30 Industrial Park	41.82 TSF	23	4	27	5	22	27	251
	40 Commercial Office	1.23 TSF	2	0	2	0	2	2	14
	51 Developed Park	2.00 AC	0	0	0	0	0	0	5
	SUB-TOTAL		166	245	411	412	350	762	8,746
12.	2 Single Family (1-5du/ac)	213.00 DU	40	119	159	136	79	215	2,109
	3 Single Family (6-10du/ac)	39.00 DU	7	22	29	25	14	39	386
	14 Hotel	121.00 ROOM	41	27	68	39	35	74	996
	SUB-TOTAL		88	168	256	200	128	328	3,491

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
13.	2 Single Family (1-5du/ac)	641.00 DU	122	359	481	410	237	647	6,346
	4 Condominium/Townhouse	54.00 DU	5	26	31	25	14	39	432
	12 Commercial Center (<10ac)	25.00 TSF	27	17	44	83	90	173	2,127
	SUB-TOTAL		154	402	556	518	341	859	8,905
14.	2 Single Family (1-5du/ac)	117.00 DU	22	66	88	75	43	118	1,158
	SUB-TOTAL		22	66	88	75	43	118	1,158
15.	2 Single Family (1-5du/ac)	370.00 DU	70	207	277	237	137	374	3,663
	SUB-TOTAL		70	207	277	237	137	374	3,663
16.	2 Single Family (1-5du/ac)	291.00 DU	55	163	218	186	108	294	2,881
	SUB-TOTAL		55	163	218	186	108	294	2,881
17.	2 Single Family (1-5du/ac)	380.00 DU	72	213	285	243	141	384	3,762
	SUB-TOTAL		72	213	285	243	141	384	3,762
18.	2 Single Family (1-5du/ac)	455.00 DU	86	255	341	291	168	459	4,505
	4 Condominium/Townhouse	109.00 DU	11	52	63	51	28	79	872
	6 Mobile Home	113.00 DU	9	36	45	40	24	64	780
	12 Commercial Center (<10ac)	21.00 TSF	23	14	37	70	76	146	1,786
	51 Developed Park	7.00 AC	0	0	0	0	0	0	18
	SUB-TOTAL		129	357	486	452	296	748	7,961
19.	2 Single Family (1-5du/ac)	1,577.00 DU	300	883	1,183	1,009	583	1,592	15,612
	20 Elementary/Middle School	1,950.00 STU	507	390	897	156	176	332	2,828
	50 Golf Course	150.00 AC	23	9	32	15	30	45	1,194
	SUB-TOTAL		830	1,282	2,112	1,180	789	1,969	19,634
20.	2 Single Family (1-5du/ac)	245.00 DU	47	137	184	157	91	248	2,426
	4 Condominium/Townhouse	136.00 DU	14	65	79	64	35	99	1,088
	30 Industrial Park	174.00 TSF	96	17	113	23	90	113	1,044
	SUB-TOTAL		157	219	376	244	216	460	4,558
21.	2 Single Family (1-5du/ac)	620.00 DU	118	347	465	397	229	626	6,138
	3 Single Family (6-10du/ac)	35.00 DU	7	20	27	22	13	35	347
	12 Commercial Center (<10ac)	70.00 TSF	76	48	124	232	252	484	5,954
	SUB-TOTAL		201	415	616	651	494	1,145	12,439
22.	2 Single Family (1-5du/ac)	350.00 DU	67	196	263	224	130	354	3,465
	SUB-TOTAL		67	196	263	224	130	354	3,465
23.	2 Single Family (1-5du/ac)	373.00 DU	71	209	280	239	138	377	3,693
	SUB-TOTAL		71	209	280	239	138	377	3,693
24.	2 Single Family (1-5du/ac)	422.00 DU	80	236	316	270	156	426	4,178
	SUB-TOTAL		80	236	316	270	156	426	4,178
25.	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		195	150	345	60	68	128	1,088
26.	13 Commercial Shops	72.90 TSF	52	35	87	131	131	262	2,702
	SUB-TOTAL		52	35	87	131	131	262	2,702
27.	5 Apartment	256.00 DU	20	110	130	105	54	159	1,766
	SUB-TOTAL		20	110	130	105	54	159	1,766

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
28.	3 Single Family (6-10du/ac)	1,077.00 DU	205	603	808	689	398	1,087	10,662
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		400	753	1,153	749	466	1,215	11,750
29.	51 Developed Park	20.00 AC	0	0	0	1	1	2	52
	SUB-TOTAL		0	0	0	1	1	2	52
30.	4 Condominium/Townhouse	275.00 DU	28	132	160	129	72	201	2,200
	SUB-TOTAL		28	132	160	129	72	201	2,200
31.	3 Single Family (6-10du/ac)	65.00 DU	12	36	48	42	24	66	644
	4 Condominium/Townhouse	200.00 DU	20	96	116	94	52	146	1,600
	20 Elementary/Middle School	1,200.00 STU	312	240	552	96	108	204	1,740
	SUB-TOTAL		344	372	716	232	184	416	3,984
32.	4 Condominium/Townhouse	94.00 DU	9	45	54	44	24	68	752
	SUB-TOTAL		9	45	54	44	24	68	752
33.	12 Commercial Center (<10ac)	61.00 TSF	66	42	108	203	220	423	5,189
	SUB-TOTAL		66	42	108	203	220	423	5,189
34.	11 Commercial Center(10-30a)	107.10 TSF	78	50	128	255	276	531	5,790
	SUB-TOTAL		78	50	128	255	276	531	5,790
35.	3 Single Family (6-10du/ac)	616.00 DU	117	345	462	394	228	622	6,098
	4 Condominium/Townhouse	60.00 DU	6	29	35	28	16	44	480
	5 Apartment	200.00 DU	16	86	102	82	42	124	1,380
	SUB-TOTAL		139	460	599	504	286	790	7,958
36.	2 Single Family (1-5du/ac)	190.00 DU	36	106	142	122	70	192	1,881
	4 Condominium/Townhouse	268.00 DU	27	129	156	126	70	196	2,144
	SUB-TOTAL		63	235	298	248	140	388	4,025
37.	2 Single Family (1-5du/ac)	212.00 DU	40	119	159	136	78	214	2,099
	4 Condominium/Townhouse	128.00 DU	13	61	74	60	33	93	1,024
	25 Church	20.00 TSF	8	7	15	7	6	13	186
	SUB-TOTAL		61	187	248	203	117	320	3,309
38.	4 Condominium/Townhouse	105.00 DU	11	50	61	49	27	76	840
	5 Apartment	226.00 DU	18	97	115	93	47	140	1,559
	12 Commercial Center (<10ac)	50.00 TSF	55	35	90	166	180	346	4,253
	SUB-TOTAL		84	182	266	308	254	562	6,652
39.	11 Commercial Center(10-30a)	150.40 TSF	110	71	181	358	388	746	8,131
	30 Industrial Park	4,000.00 TSF	2,200	400	2,600	520	2,080	2,600	24,000
	SUB-TOTAL		2,310	471	2,781	878	2,468	3,346	32,131
40.	11 Commercial Center(10-30a)	200.00 TSF	146	94	240	476	516	992	10,812
	31 Business Park	116.70 TSF	140	27	167	35	116	151	1,190
	34 Utilities	10.00 TSF	0	0	0	0	0	0	24
	SUB-TOTAL		286	121	407	511	632	1,143	12,026
41.	30 Industrial Park	685.94 TSF	377	69	446	89	357	446	4,116
	40 Commercial Office	177.60 TSF	275	34	309	37	229	266	2,053
	SUB-TOTAL		652	103	755	126	586	712	6,169

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
42.	40 Commercial Office	696.85 TSF	1,080	132	1,212	146	899	1,045	8,056
	SUB-TOTAL		1,080	132	1,212	146	899	1,045	8,056
43.	13 Commercial Shops	27.00 TSF	19	13	32	49	49	98	1,001
	40 Commercial Office	100.75 TSF	156	19	175	21	130	151	1,165
	SUB-TOTAL		175	32	207	70	179	249	2,166
44.	2 Single Family (1-5du/ac)	445.00 DU	85	249	334	285	165	450	4,406
	12 Commercial Center (<10ac)	25.00 TSF	27	17	44	83	90	173	2,127
	13 Commercial Shops	10.00 TSF	7	5	12	18	18	36	371
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	26 Day Care	80.00 STU	34	30	64	32	37	69	362
	SUB-TOTAL		348	451	799	478	378	856	8,354
45.	30 Industrial Park	1,215.00 TSF	668	122	790	158	632	790	7,290
	40 Commercial Office	464.94 TSF	721	88	809	98	600	698	5,375
	SUB-TOTAL		1,389	210	1,599	256	1,232	1,488	12,665
46.	13 Commercial Shops	77.00 TSF	55	37	92	139	139	278	2,854
	30 Industrial Park	445.80 TSF	245	45	290	58	232	290	2,675
	SUB-TOTAL		300	82	382	197	371	568	5,529
47.	30 Industrial Park	4,254.10 TSF	2,340	425	2,765	553	2,212	2,765	25,525
	SUB-TOTAL		2,340	425	2,765	553	2,212	2,765	25,525
48.	30 Industrial Park	720.00 TSF	396	72	468	94	374	468	4,320
	SUB-TOTAL		396	72	468	94	374	468	4,320
49.	30 Industrial Park	764.30 TSF	420	76	496	99	397	496	4,586
	SUB-TOTAL		420	76	496	99	397	496	4,586
50.	2 Single Family (1-5du/ac)	350.00 DU	67	196	263	224	130	354	3,465
	58 Landfill	20.00 SG	60	40	100	80	120	200	2,000
	SUB-TOTAL		127	236	363	304	250	554	5,465
51.	30 Industrial Park	1,221.36 TSF	672	122	794	159	635	794	7,328
	SUB-TOTAL		672	122	794	159	635	794	7,328
52.	2 Single Family (1-5du/ac)	100.00 DU	19	56	75	64	37	101	990
	SUB-TOTAL		19	56	75	64	37	101	990
53.	1 Single Family (<1du/ac)	35.00 DU	10	23	33	29	13	42	347
	SUB-TOTAL		10	23	33	29	13	42	347
54.	3 Single Family (6-10du/ac)	62.00 DU	12	35	47	40	23	63	614
	4 Condominium/Townhouse	589.00 DU	59	283	342	277	153	430	4,712
	SUB-TOTAL		71	318	389	317	176	493	5,326
55.	3 Single Family (6-10du/ac)	164.00 DU	31	92	123	105	61	166	1,624
	4 Condominium/Townhouse	922.00 DU	92	443	535	433	240	673	7,376
	51 Developed Park	5.80 AC	0	0	0	0	0	0	15
	SUB-TOTAL		123	535	658	538	301	839	9,015

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
56.	2 Single Family (1-5du/ac)	19.00 DU	4	11	15	12	7	19	188
	4 Condominium/Townhouse	23.00 DU	2	11	13	11	6	17	184
	SUB-TOTAL		6	22	28	23	13	36	372
57.	12 Commercial Center (<10ac)	55.40 TSF	60	38	98	184	199	383	4,712
	31 Business Park	1,169.60 TSF	1,404	269	1,673	351	1,158	1,509	11,930
	40 Commercial Office	105.00 TSF	163	20	183	22	135	157	1,214
	SUB-TOTAL		1,627	327	1,954	557	1,492	2,049	17,856
58.	30 Industrial Park	1,123.00 TSF	618	112	730	146	584	730	6,738
	SUB-TOTAL		618	112	730	146	584	730	6,738
59.	35 Regional Post Office	764.00 TSF	153	115	268	115	115	230	3,820
	SUB-TOTAL		153	115	268	115	115	230	3,820
60.	13 Commercial Shops	34.80 TSF	25	17	42	63	63	126	1,290
	30 Industrial Park	160.50 TSF	88	16	104	21	83	104	963
	40 Commercial Office	27.20 TSF	42	5	47	6	35	41	314
	SUB-TOTAL		155	38	193	90	181	271	2,567
61.	30 Industrial Park	825.65 TSF	454	83	537	107	429	536	4,954
	40 Commercial Office	48.80 TSF	76	9	85	10	63	73	564
	SUB-TOTAL		530	92	622	117	492	609	5,518
62.	13 Commercial Shops	19.50 TSF	14	9	23	35	35	70	723
	30 Industrial Park	430.64 TSF	237	43	280	56	224	280	2,584
	SUB-TOTAL		251	52	303	91	259	350	3,307
63.	14 Hotel	297.00 ROOM	101	65	166	95	86	181	2,444
	30 Industrial Park	575.00 TSF	316	58	374	75	299	374	3,450
	SUB-TOTAL		417	123	540	170	385	555	5,894
64.	30 Industrial Park	3,161.48 TSF	1,739	316	2,055	411	1,644	2,055	18,969
	SUB-TOTAL		1,739	316	2,055	411	1,644	2,055	18,969
65.	11 Commercial Center(10-30a)	155.00 TSF	113	73	186	369	400	769	8,379
	30 Industrial Park	329.00 TSF	181	33	214	43	171	214	1,974
	SUB-TOTAL		294	106	400	412	571	983	10,353
66.	11 Commercial Center(10-30a)	170.45 TSF	124	80	204	406	440	846	9,215
	30 Industrial Park	329.00 TSF	181	33	214	43	171	214	1,974
	SUB-TOTAL		305	113	418	449	611	1,060	11,189
67.	3 Single Family (6-10du/ac)	163.00 DU	31	91	122	104	60	164	1,614
	4 Condominium/Townhouse	90.00 DU	9	43	52	42	23	65	720
	SUB-TOTAL		40	134	174	146	83	229	2,334
68.	5 Apartment	208.00 DU	17	89	106	85	44	129	1,435
	SUB-TOTAL		17	89	106	85	44	129	1,435
69.	3 Single Family (6-10du/ac)	76.00 DU	14	43	57	49	28	77	752
	SUB-TOTAL		14	43	57	49	28	77	752

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
70.	11 Commercial Center(10-30a)	147.00 TSF	107	69	176	350	379	729	7,947
	18 Health Club	71.00 TSF	68	45	113	153	102	255	2,840
	26 Day Care	150.00 STU	65	57	122	60	69	129	678
	30 Industrial Park	529.00 TSF	291	53	344	69	275	344	3,174
	32 Manufacturing/Warehouse	75.00 TSF	42	13	55	20	35	55	383
	SUB-TOTAL		573	237	810	652	860	1,512	15,022
71.	21 High School	2,500.00 STU	800	350	1,150	150	225	375	4,475
	SUB-TOTAL		800	350	1,150	150	225	375	4,475
72.	13 Commercial Shops	60.00 TSF	43	29	72	108	108	216	2,224
	20 Elementary/Middle School	350.00 STU	91	70	161	28	32	60	508
	SUB-TOTAL		134	99	233	136	140	276	2,732
74.	3 Single Family (6-10du/ac)	153.00 DU	29	86	115	98	57	155	1,515
	4 Condominium/Townhouse	147.00 DU	15	71	86	69	38	107	1,176
	SUB-TOTAL		44	157	201	167	95	262	2,691
75.	4 Condominium/Townhouse	149.00 DU	15	72	87	70	39	109	1,192
	51 Developed Park	17.50 AC	0	0	0	1	1	2	46
	SUB-TOTAL		15	72	87	71	40	111	1,238
76.	5 Apartment	188.00 DU	15	81	96	77	39	116	1,297
	12 Commercial Center (<10ac)	11.00 TSF	12	8	20	37	40	77	936
	SUB-TOTAL		27	89	116	114	79	193	2,233
78.	30 Industrial Park	1,776.00 TSF	977	178	1,155	231	924	1,155	10,656
	SUB-TOTAL		977	178	1,155	231	924	1,155	10,656
79.	30 Industrial Park	685.00 TSF	377	69	446	89	356	445	4,110
	SUB-TOTAL		377	69	446	89	356	445	4,110
80.	30 Industrial Park	880.00 TSF	484	88	572	114	458	572	5,280
	SUB-TOTAL		484	88	572	114	458	572	5,280
81.	30 Industrial Park	711.00 TSF	391	71	462	92	370	462	4,266
	SUB-TOTAL		391	71	462	92	370	462	4,266
82.	30 Industrial Park	1,007.55 TSF	554	101	655	131	524	655	6,045
	SUB-TOTAL		554	101	655	131	524	655	6,045
83.	30 Industrial Park	876.00 TSF	482	88	570	114	456	570	5,256
	SUB-TOTAL		482	88	570	114	456	570	5,256
84.	30 Industrial Park	333.00 TSF	183	33	216	43	173	216	1,998
	SUB-TOTAL		183	33	216	43	173	216	1,998
86.	12 Commercial Center (<10ac)	15.00 TSF	16	10	26	50	54	104	1,276
	13 Commercial Shops	20.50 TSF	15	10	25	37	37	74	760
	14 Hotel	36.00 ROOM	12	8	20	12	10	22	296
	15 Sit-Down Restaurant	47.26 TSF	228	210	438	308	205	513	6,160
	SUB-TOTAL		271	238	509	407	306	713	8,492
89.	53 Wayside Honor Ranch	30.00 SG	90	60	150	120	180	300	3,000
	SUB-TOTAL		90	60	150	120	180	300	3,000

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
90.	4 Condominium/Townhouse	360.00 DU	36	173	209	169	94	263	2,880
	10 Commercial Center (>30ac)	1,093.35 TSF	514	328	842	1,793	1,946	3,739	43,800
	11 Commercial Center(10-30a)	135.00 TSF	99	63	162	321	348	669	7,298
	12 Commercial Center (<10ac)	77.00 TSF	84	53	137	256	277	533	6,550
	30 Industrial Park	163.88 TSF	90	16	106	21	85	106	983
	SUB-TOTAL		823	633	1,456	2,560	2,750	5,310	61,511
91.	11 Commercial Center(10-30a)	247.38 TSF	181	116	297	589	638	1,227	13,373
	SUB-TOTAL		181	116	297	589	638	1,227	13,373
92.	4 Condominium/Townhouse	1,333.00 DU	133	640	773	627	347	974	10,664
	10 Commercial Center (>30ac)	618.00 TSF	290	185	475	1,014	1,100	2,114	24,757
	14 Hotel	300.00 ROOM	102	66	168	96	87	183	2,469
	40 Commercial Office	629.00 TSF	975	120	1,095	132	811	943	7,271
	SUB-TOTAL		1,500	1,011	2,511	1,869	2,345	4,214	45,161
93.	13 Commercial Shops	20.00 TSF	14	10	24	36	36	72	741
	14 Hotel	169.00 ROOM	57	37	94	54	49	103	1,391
	SUB-TOTAL		71	47	118	90	85	175	2,132
94.	54 Six Flags Magic Mtn	240.00 SG	720	480	1,200	960	1,440	2,400	24,000
	SUB-TOTAL		720	480	1,200	960	1,440	2,400	24,000
96.	2 Single Family (1-5du/ac)	123.00 DU	23	69	92	79	46	125	1,218
	4 Condominium/Townhouse	881.00 DU	88	423	511	414	229	643	7,048
	SUB-TOTAL		111	492	603	493	275	768	8,266
97.	55 Travel Village	26.20 SG	79	52	131	105	157	262	2,620
	SUB-TOTAL		79	52	131	105	157	262	2,620
98.	12 Commercial Center (<10ac)	6.20 TSF	7	4	11	21	22	43	527
	31 Business Park	691.50 TSF	830	159	989	207	685	892	7,053
	SUB-TOTAL		837	163	1,000	228	707	935	7,580
99.	4 Condominium/Townhouse	470.00 DU	47	226	273	221	122	343	3,760
	51 Developed Park	20.20 AC	0	0	0	1	1	2	53
	SUB-TOTAL		47	226	273	222	123	345	3,813
100.	12 Commercial Center (<10ac)	23.00 TSF	25	16	41	76	83	159	1,956
	40 Commercial Office	220.00 TSF	341	42	383	46	284	330	2,543
	SUB-TOTAL		366	58	424	122	367	489	4,499
101.	10 Commercial Center (>30ac)	491.60 TSF	231	147	378	806	875	1,681	19,693
	SUB-TOTAL		231	147	378	806	875	1,681	19,693
102.	3 Single Family (6-10du/ac)	38.00 DU	7	21	28	24	14	38	376
	4 Condominium/Townhouse	305.00 DU	31	146	177	143	79	222	2,440
	5 Apartment	155.00 DU	12	67	79	64	33	97	1,070
	12 Commercial Center (<10ac)	10.50 TSF	11	7	18	35	38	73	893
	40 Commercial Office	9.50 TSF	15	2	17	2	12	14	110
	SUB-TOTAL		76	243	319	268	176	444	4,889

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
103.	3 Single Family (6-10du/ac)	95.00 DU	18	53	71	61	35	96	940
	4 Condominium/Townhouse	169.00 DU	17	81	98	79	44	123	1,352
	12 Commercial Center (<10ac)	38.50 TSF	42	27	69	128	139	267	3,275
	13 Commercial Shops	9.50 TSF	7	5	12	17	17	34	352
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	51 Developed Park	16.10 AC	0	0	0	0	1	1	42
	SUB-TOTAL		279	316	595	345	304	649	7,049
104.	3 Single Family (6-10du/ac)	175.00 DU	33	98	131	112	65	177	1,732
	4 Condominium/Townhouse	211.00 DU	21	101	122	99	55	154	1,688
	5 Apartment	152.00 DU	12	65	77	62	32	94	1,049
	11 Commercial Center(10-30a)	252.00 TSF	184	118	302	600	650	1,250	13,623
	40 Commercial Office	370.00 TSF	574	70	644	78	477	555	4,277
	SUB-TOTAL		824	452	1,276	951	1,279	2,230	22,369
105.	5 Apartment	144.00 DU	12	62	74	59	30	89	994
	12 Commercial Center (<10ac)	27.10 TSF	30	19	49	90	98	188	2,305
	40 Commercial Office	315.90 TSF	490	60	550	66	408	474	3,652
	SUB-TOTAL		532	141	673	215	536	751	6,951
106.	5 Apartment	520.00 DU	42	224	266	213	109	322	3,588
	SUB-TOTAL		42	224	266	213	109	322	3,588
107.	2 Single Family (1-5du/ac)	461.00 DU	88	258	346	295	171	466	4,564
	4 Condominium/Townhouse	326.00 DU	33	156	189	153	85	238	2,608
	20 Elementary/Middle School	1,200.00 STU	312	240	552	96	108	204	1,740
	21 High School	2,500.00 STU	800	350	1,150	150	225	375	4,475
	51 Developed Park	20.50 AC	0	0	0	1	1	2	53
	SUB-TOTAL		1,233	1,004	2,237	695	590	1,285	13,440
108.	4 Condominium/Townhouse	2,189.00 DU	219	1,051	1,270	1,029	569	1,598	17,512
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	51 Developed Park	8.70 AC	0	0	0	0	0	0	23
	SUB-TOTAL		414	1,201	1,615	1,089	637	1,726	18,623
109.	3 Single Family (6-10du/ac)	38.00 DU	7	21	28	24	14	38	376
	SUB-TOTAL		7	21	28	24	14	38	376
110.	2 Single Family (1-5du/ac)	184.00 DU	35	103	138	118	68	186	1,822
	4 Condominium/Townhouse	548.00 DU	55	263	318	258	142	400	4,384
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	51 Developed Park	9.40 AC	0	0	0	0	0	0	24
	SUB-TOTAL		285	516	801	436	278	714	7,318
111.	34 Utilities	100.00 TSF	0	0	0	0	0	0	238
	SUB-TOTAL		0	0	0	0	0	0	238
112.	2 Single Family (1-5du/ac)	90.00 DU	17	50	67	58	33	91	891
	3 Single Family (6-10du/ac)	156.00 DU	30	87	117	100	58	158	1,544
	50 Golf Course	180.00 AC	27	11	38	18	36	54	1,433
	SUB-TOTAL		74	148	222	176	127	303	3,868
113.	4 Condominium/Townhouse	354.00 DU	35	170	205	166	92	258	2,832
	SUB-TOTAL		35	170	205	166	92	258	2,832

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
114.	4 Condominium/Townhouse	560.00 DU	56	269	325	263	146	409	4,480
	SUB-TOTAL		56	269	325	263	146	409	4,480
115.	3 Single Family (6-10du/ac)	603.00 DU	115	338	453	386	223	609	5,970
	SUB-TOTAL		115	338	453	386	223	609	5,970
116.	4 Condominium/Townhouse	1,262.00 DU	126	606	732	593	328	921	10,096
	10 Commercial Center (>30ac)	628.50 TSF	295	189	484	1,031	1,119	2,150	25,178
	SUB-TOTAL		421	795	1,216	1,624	1,447	3,071	35,274
117.	4 Condominium/Townhouse	1,261.00 DU	126	605	731	593	328	921	10,088
	10 Commercial Center (>30ac)	628.50 TSF	295	189	484	1,031	1,119	2,150	25,178
	SUB-TOTAL		421	794	1,215	1,624	1,447	3,071	35,266
118.	4 Condominium/Townhouse	161.00 DU	16	77	93	76	42	118	1,288
	SUB-TOTAL		16	77	93	76	42	118	1,288
119.	5 Apartment	1,679.00 DU	134	722	856	688	353	1,041	11,585
	SUB-TOTAL		134	722	856	688	353	1,041	11,585
120.	4 Condominium/Townhouse	2,425.00 DU	243	1,164	1,407	1,140	631	1,771	19,400
	11 Commercial Center(10-30a)	267.30 TSF	195	126	321	636	690	1,326	14,450
	13 Commercial Shops	16.00 TSF	12	8	20	29	29	58	593
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	40 Commercial Office	75.00 TSF	116	14	130	16	97	113	867
	51 Developed Park	8.40 AC	0	0	0	0	0	0	22
	SUB-TOTAL		761	1,462	2,223	1,881	1,515	3,396	36,420
121.	2 Single Family (1-5du/ac)	168.00 DU	32	94	126	108	62	170	1,663
	4 Condominium/Townhouse	418.00 DU	42	201	243	196	109	305	3,344
	SUB-TOTAL		74	295	369	304	171	475	5,007
122.	4 Condominium/Townhouse	176.00 DU	18	84	102	83	46	129	1,408
	SUB-TOTAL		18	84	102	83	46	129	1,408
123.	2 Single Family (1-5du/ac)	452.00 DU	86	253	339	289	167	456	4,475
	4 Condominium/Townhouse	272.00 DU	27	131	158	128	71	199	2,176
	13 Commercial Shops	17.20 TSF	12	8	20	31	31	62	637
	SUB-TOTAL		125	392	517	448	269	717	7,288
124.	7 Senior (Active)	1,343.00 DU	107	161	268	215	134	349	4,983
	SUB-TOTAL		107	161	268	215	134	349	4,983
125.	20 Elementary/Middle School	1,200.00 STU	312	240	552	96	108	204	1,740
	21 High School	2,500.00 STU	800	350	1,150	150	225	375	4,475
	SUB-TOTAL		1,112	590	1,702	246	333	579	6,215
126.	11 Commercial Center(10-30a)	150.00 TSF	110	71	181	357	387	744	8,109
	40 Commercial Office	336.00 TSF	521	64	585	71	433	504	3,884
	SUB-TOTAL		631	135	766	428	820	1,248	11,993
127.	4 Condominium/Townhouse	888.00 DU	89	426	515	417	231	648	7,104
	SUB-TOTAL		89	426	515	417	231	648	7,104
128.	3 Single Family (6-10du/ac)	450.00 DU	86	252	338	288	167	455	4,455
	SUB-TOTAL		86	252	338	288	167	455	4,455

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
129.	3 Single Family (6-10du/ac)	177.00 DU	34	99	133	113	65	178	1,752
	SUB-TOTAL		34	99	133	113	65	178	1,752
130.	2 Single Family (1-5du/ac)	708.00 DU	135	396	531	453	262	715	7,009
	SUB-TOTAL		135	396	531	453	262	715	7,009
131.	2 Single Family (1-5du/ac)	14.00 DU	3	8	11	9	5	14	139
	4 Condominium/Townhouse	1,273.00 DU	127	611	738	598	331	929	10,184
	25 Church	20.00 TSF	8	7	15	7	6	13	186
	51 Developed Park	24.20 AC	0	0	0	1	1	2	63
	SUB-TOTAL		138	626	764	615	343	958	10,572
132.	2 Single Family (1-5du/ac)	436.00 DU	83	244	327	279	161	440	4,316
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	51 Developed Park	16.00 AC	0	0	0	0	1	1	42
	SUB-TOTAL		278	394	672	339	230	569	5,446
133.	11 Commercial Center(10-30a)	27.00 TSF	20	13	33	64	70	134	1,460
	SUB-TOTAL		20	13	33	64	70	134	1,460
134.	2 Single Family (1-5du/ac)	482.00 DU	92	270	362	308	178	486	4,772
	SUB-TOTAL		92	270	362	308	178	486	4,772
135.	2 Single Family (1-5du/ac)	174.00 DU	33	97	130	111	64	175	1,723
	4 Condominium/Townhouse	172.00 DU	17	83	100	81	45	126	1,376
	50 Golf Course	208.00 AC	31	12	43	21	42	63	1,656
	SUB-TOTAL		81	192	273	213	151	364	4,755
137.	40 Commercial Office	72.00 TSF	112	14	126	15	93	108	832
	SUB-TOTAL		112	14	126	15	93	108	832
138.	11 Commercial Center(10-30a)	120.00 TSF	88	56	144	286	310	596	6,487
	SUB-TOTAL		88	56	144	286	310	596	6,487
139.	5 Apartment	474.00 DU	38	204	242	194	100	294	3,271
	SUB-TOTAL		38	204	242	194	100	294	3,271
140.	3 Single Family (6-10du/ac)	428.00 DU	81	240	321	274	158	432	4,237
	4 Condominium/Townhouse	1,266.00 DU	127	608	735	595	329	924	10,128
	12 Commercial Center (<10ac)	20.00 TSF	22	14	36	66	72	138	1,701
	20 Elementary/Middle School	400.00 STU	104	80	184	32	36	68	580
	40 Commercial Office	31.00 TSF	48	6	54	7	40	47	358
	51 Developed Park	5.00 AC	0	0	0	0	0	0	13
	SUB-TOTAL		382	948	1,330	974	635	1,609	17,017
141.	15 Sit-Down Restaurant	20.30 TSF	98	90	188	132	88	220	2,646
	16 Fast Food Restaurant	10.10 TSF	257	247	504	176	162	338	5,011
	40 Commercial Office	50.00 TSF	78	10	88	11	65	76	578
	SUB-TOTAL		433	347	780	319	315	634	8,235
142.	4 Condominium/Townhouse	670.00 DU	67	322	389	315	174	489	5,360
	SUB-TOTAL		67	322	389	315	174	489	5,360

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
143.	2 Single Family (1-5du/ac)	96.00 DU	18	54	72	61	36	97	950
	3 Single Family (6-10du/ac)	482.00 DU	92	270	362	308	178	486	4,772
	4 Condominium/Townhouse	160.00 DU	16	77	93	75	42	117	1,280
	20 Elementary/Middle School	1,950.00 STU	507	390	897	156	176	332	2,828
	51 Developed Park	7.00 AC	0	0	0	0	0	0	18
	SUB-TOTAL		633	791	1,424	600	432	1,032	9,848
144.	2 Single Family (1-5du/ac)	6.00 DU	1	3	4	4	2	6	59
	SUB-TOTAL		1	3	4	4	2	6	59
145.	10 Commercial Center (>30ac)	778.00 TSF	366	233	599	1,276	1,385	2,661	31,167
	12 Commercial Center (<10ac)	36.00 TSF	39	25	64	120	130	250	3,062
	13 Commercial Shops	45.74 TSF	33	22	55	82	82	164	1,695
	15 Sit-Down Restaurant	7.80 TSF	38	35	73	51	34	85	1,017
	16 Fast Food Restaurant	6.68 TSF	170	163	333	116	107	223	3,314
	32 Manufacturing/Warehouse	74.50 TSF	42	13	55	20	35	55	380
	SUB-TOTAL		688	491	1,179	1,665	1,773	3,438	40,635
146.	2 Single Family (1-5du/ac)	314.00 DU	60	176	236	201	116	317	3,109
	4 Condominium/Townhouse	296.00 DU	30	142	172	139	77	216	2,368
	SUB-TOTAL		90	318	408	340	193	533	5,477
147.	3 Single Family (6-10du/ac)	140.00 DU	27	78	105	90	52	142	1,386
	4 Condominium/Townhouse	100.00 DU	10	48	58	47	26	73	800
	5 Apartment	567.00 DU	45	244	289	232	119	351	3,912
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	51 Developed Park	5.00 AC	0	0	0	0	0	0	13
	SUB-TOTAL		277	520	797	429	265	694	7,199
148.	11 Commercial Center(10-30a)	183.88 TSF	134	86	220	438	474	912	9,941
	15 Sit-Down Restaurant	7.70 TSF	37	34	71	50	33	83	1,004
	16 Fast Food Restaurant	5.00 TSF	127	122	249	87	80	167	2,481
	SUB-TOTAL		298	242	540	575	587	1,162	13,426
149.	2 Single Family (1-5du/ac)	535.00 DU	102	300	402	342	198	540	5,297
	4 Condominium/Townhouse	500.00 DU	50	240	290	235	130	365	4,000
	12 Commercial Center (<10ac)	34.85 TSF	38	24	62	116	125	241	2,964
	SUB-TOTAL		190	564	754	693	453	1,146	12,261
150.	2 Single Family (1-5du/ac)	114.00 DU	22	64	86	73	42	115	1,129
	SUB-TOTAL		22	64	86	73	42	115	1,129
151.	1 Single Family (<1du/ac)	71.00 DU	21	48	69	60	26	86	703
	SUB-TOTAL		21	48	69	60	26	86	703
152.	2 Single Family (1-5du/ac)	892.00 DU	169	500	669	571	330	901	8,831
	51 Developed Park	18.00 AC	0	0	0	1	1	2	47
	SUB-TOTAL		169	500	669	572	331	903	8,878
153.	3 Single Family (6-10du/ac)	424.00 DU	81	237	318	271	157	428	4,198
	SUB-TOTAL		81	237	318	271	157	428	4,198
159.	2 Single Family (1-5du/ac)	4.00 DU	1	2	3	3	1	4	40
	25 Church	25.00 TSF	10	8	18	9	8	17	233
	35 Regional Post Office	16.00 TSF	3	2	5	2	2	4	80
	SUB-TOTAL		14	12	26	14	11	25	353

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
160.	3 Single Family (6-10du/ac)	95.00 DU	18	53	71	61	35	96	940
	7 Senior (Active)	95.00 DU	8	11	19	15	10	25	352
	SUB-TOTAL		26	64	90	76	45	121	1,292
161.	1 Single Family (<1du/ac)	60.00 DU	17	40	57	50	22	72	594
	2 Single Family (1-5du/ac)	580.00 DU	110	325	435	371	215	586	5,742
	4 Condominium/Townhouse	650.00 DU	65	312	377	306	169	475	5,200
	11 Commercial Center(10-30a)	48.00 TSF	35	23	58	114	124	238	2,595
	12 Commercial Center (<10ac)	54.22 TSF	59	37	96	180	195	375	4,612
	13 Commercial Shops	12.50 TSF	9	6	15	23	23	46	463
	14 Hotel	283.00 ROOM	96	62	158	91	82	173	2,329
	15 Sit-Down Restaurant	21.10 TSF	102	94	196	138	92	230	2,750
	16 Fast Food Restaurant	16.00 TSF	407	391	798	279	257	536	7,938
	40 Commercial Office	282.41 TSF	438	54	492	59	364	423	3,265
	SUB-TOTAL		1,338	1,344	2,682	1,611	1,543	3,154	35,488
162.	2 Single Family (1-5du/ac)	248.00 DU	47	139	186	159	92	251	2,455
	6 Mobile Home	87.00 DU	7	28	35	30	18	48	600
	11 Commercial Center(10-30a)	102.42 TSF	75	48	123	244	264	508	5,537
	30 Industrial Park	240.00 TSF	132	24	156	31	125	156	1,440
	SUB-TOTAL		261	239	500	464	499	963	10,032
163.	30 Industrial Park	1,000.00 TSF	550	100	650	130	520	650	6,000
	SUB-TOTAL		550	100	650	130	520	650	6,000
164.	2 Single Family (1-5du/ac)	204.00 DU	39	114	153	131	75	206	2,020
	7 Senior (Active)	86.00 DU	7	10	17	14	9	23	319
	30 Industrial Park	30.00 TSF	17	3	20	4	16	20	180
	52 Undeveloped Park	145.00 AC	0	0	0	0	0	0	73
	SUB-TOTAL		63	127	190	149	100	249	2,592
165.	2 Single Family (1-5du/ac)	86.00 DU	16	48	64	55	32	87	851
	4 Condominium/Townhouse	287.00 DU	29	138	167	135	75	210	2,296
	12 Commercial Center (<10ac)	30.23 TSF	33	21	54	100	109	209	2,571
	13 Commercial Shops	97.60 TSF	70	47	117	176	176	352	3,617
	23 Hospital	24.66 TSF	18	6	24	5	17	22	414
	30 Industrial Park	3,400.00 TSF	1,870	340	2,210	442	1,768	2,210	20,400
	32 Manufacturing/Warehouse	2.47 TSF	1	0	1	1	1	2	13
	40 Commercial Office	13.81 TSF	21	3	24	3	18	21	160
	SUB-TOTAL		2,058	603	2,661	917	2,196	3,113	30,322
166.	2 Single Family (1-5du/ac)	431.00 DU	82	241	323	276	159	435	4,267
	4 Condominium/Townhouse	462.00 DU	46	222	268	217	120	337	3,696
	12 Commercial Center (<10ac)	48.64 TSF	53	34	87	161	175	336	4,137
	13 Commercial Shops	21.38 TSF	15	10	25	38	38	76	792
	16 Fast Food Restaurant	4.34 TSF	110	106	216	76	70	146	2,153
	25 Church	26.00 TSF	10	9	19	9	8	17	242
	32 Manufacturing/Warehouse	11.00 TSF	6	2	8	3	5	8	56
	40 Commercial Office	30.10 TSF	47	6	53	6	39	45	348
	SUB-TOTAL		369	630	999	786	614	1,400	15,691
167.	2 Single Family (1-5du/ac)	196.00 DU	37	110	147	125	73	198	1,940
	SUB-TOTAL		37	110	147	125	73	198	1,940

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
168.	2 Single Family (1-5du/ac)	247.00 DU	47	138	185	158	91	249	2,445
	SUB-TOTAL		47	138	185	158	91	249	2,445
169.	2 Single Family (1-5du/ac)	127.00 DU	24	71	95	81	47	128	1,257
	4 Condominium/Townhouse	94.00 DU	9	45	54	44	24	68	752
	10 Commercial Center (>30ac)	300.00 TSF	141	90	231	492	534	1,026	12,018
	20 Elementary/Middle School	60.00 STU	16	12	28	5	5	10	87
	25 Church	7.00 TSF	3	2	5	3	2	5	65
	42 Medical Office	20.00 TSF	39	10	49	20	53	73	684
	SUB-TOTAL		232	230	462	645	665	1,310	14,863
170.	2 Single Family (1-5du/ac)	60.00 DU	11	34	45	38	22	60	594
	SUB-TOTAL		11	34	45	38	22	60	594
171.	2 Single Family (1-5du/ac)	60.00 DU	11	34	45	38	22	60	594
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		206	184	390	98	90	188	1,682
172.	2 Single Family (1-5du/ac)	185.00 DU	35	104	139	118	68	186	1,831
	SUB-TOTAL		35	104	139	118	68	186	1,831
173.	2 Single Family (1-5du/ac)	386.00 DU	73	216	289	247	143	390	3,821
	SUB-TOTAL		73	216	289	247	143	390	3,821
174.	4 Condominium/Townhouse	200.00 DU	20	96	116	94	52	146	1,600
	7 Senior (Active)	200.00 DU	16	24	40	32	20	52	742
	10 Commercial Center (>30ac)	300.00 TSF	141	90	231	492	534	1,026	12,018
	14 Hotel	300.00 ROOM	M 102	66	168	96	87	183	2,469
	15 Sit-Down Restaurant	50.00 TSF	241	222	463	326	217	543	6,517
	40 Commercial Office	350.00 TSF	543	67	610	74	452	526	4,046
	SUB-TOTAL		1,063	565	1,628	1,114	1,362	2,476	27,392
175.	2 Single Family (1-5du/ac)	162.00 DU	31	91	122	104	60	164	1,604
	4 Condominium/Townhouse	160.00 DU	16	77	93	75	42	117	1,280
	5 Apartment	50.00 DU	4	22	26	21	11	32	345
	6 Mobile Home	218.00 DU	17	70	87	76	46	122	1,504
	11 Commercial Center(10-30a)	98.01 TSF	72	46	118	233	253	486	5,298
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	34 Utilities	87.12 TSF	0	0	0	0	0	0	207
	SUB-TOTAL		335	456	791	569	480	1,049	11,326
176.	2 Single Family (1-5du/ac)	762.00 DU	145	427	572	488	282	770	7,544
	4 Condominium/Townhouse	135.00 DU	14	65	79	63	35	98	1,080
	5 Apartment	135.00 DU	11	58	69	55	28	83	932
	10 Commercial Center (>30ac)	196.02 TSF	92	59	151	321	349	670	7,853
	13 Commercial Shops	141.57 TSF	102	68	170	255	255	510	5,247
	25 Church	35.00 TSF	14	12	26	13	11	24	326
	SUB-TOTAL		378	689	1,067	1,195	960	2,155	22,982
177.	2 Single Family (1-5du/ac)	477.00 DU	91	267	358	305	176	481	4,722
	4 Condominium/Townhouse	264.00 DU	26	127	153	124	69	193	2,112
	11 Commercial Center(10-30a)	97.57 TSF	71	46	117	232	252	484	5,275
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	25 Church	17.00 TSF	7	6	13	6	5	11	158
	51 Developed Park	7.00 AC	0	0	0	0	0	0	18
	SUB-TOTAL		390	596	986	727	570	1,297	13,373

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
178.	2 Single Family (1-5du/ac)	333.00 DU	63	186	249	213	123	336	3,297
	11 Commercial Center(10-30a)	21.78 TSF	16	10	26	52	56	108	1,177
	13 Commercial Shops	6.53 TSF	5	3	8	12	12	24	242
	25 Church	11.00 TSF	4	4	8	4	3	7	102
	40 Commercial Office	50.81 TSF	79	10	89	11	66	77	587
	SUB-TOTAL		167	213	380	292	260	552	5,405
179.	2 Single Family (1-5du/ac)	167.00 DU	32	94	126	107	62	169	1,653
	7 Senior (Active)	209.00 DU	17	25	42	33	21	54	775
	13 Commercial Shops	21.78 TSF	16	10	26	39	39	78	807
	16 Fast Food Restaurant	7.00 TSF	178	171	349	122	112	234	3,473
	34 Utilities	87.12 TSF	0	0	0	0	0	0	207
	42 Medical Office	52.00 TSF	101	25	126	51	139	190	1,778
	SUB-TOTAL		344	325	669	352	373	725	8,693
180.	2 Single Family (1-5du/ac)	428.00 DU	81	240	321	274	158	432	4,237
	20 Elementary/Middle School	450.00 STU	117	90	207	36	41	77	653
	SUB-TOTAL		198	330	528	310	199	509	4,890
181.	3 Single Family (6-10du/ac)	282.00 DU	54	158	212	180	104	284	2,792
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		249	308	557	240	172	412	3,880
182.	3 Single Family (6-10du/ac)	276.00 DU	52	155	207	177	102	279	2,732
	4 Condominium/Townhouse	238.00 DU	24	114	138	112	62	174	1,904
	11 Commercial Center(10-30a)	96.23 TSF	70	45	115	229	248	477	5,202
	20 Elementary/Middle School	83.00 STU	22	17	39	7	7	14	120
	25 Church	17.25 TSF	7	6	13	6	5	11	160
	SUB-TOTAL		175	337	512	531	424	955	10,118
183.	4 Condominium/Townhouse	634.00 DU	63	304	367	298	165	463	5,072
	12 Commercial Center (<10ac)	3.50 TSF	4	2	6	12	13	25	298
	22 College	4,000.00 STU	520	40	560	280	560	840	6,160
	50 Golf Course	100.00 AC	15	6	21	10	20	30	796
	SUB-TOTAL		602	352	954	600	758	1,358	12,326
184.	17 Movie Theater	300.00 SEA	0	0	0	15	6	21	528
	40 Commercial Office	100.00 TSF	155	19	174	21	129	150	1,156
	SUB-TOTAL		155	19	174	36	135	171	1,684
185.	2 Single Family (1-5du/ac)	133.00 DU	25	74	99	85	49	134	1,317
	3 Single Family (6-10du/ac)	211.00 DU	40	118	158	135	78	213	2,089
	SUB-TOTAL		65	192	257	220	127	347	3,406
186.	3 Single Family (6-10du/ac)	150.00 DU	29	84	113	96	56	152	1,485
	23 Hospital	340.50 TSF	242	89	331	75	238	313	5,720
	42 Medical Office	402.00 TSF	780	197	977	398	1,073	1,471	13,748
	SUB-TOTAL		1,051	370	1,421	569	1,367	1,936	20,953
187.	2 Single Family (1-5du/ac)	111.00 DU	21	62	83	71	41	112	1,099
	4 Condominium/Townhouse	307.00 DU	31	147	178	144	80	224	2,456
	7 Senior (Active)	119.00 DU	10	14	24	19	12	31	441
	51 Developed Park	14.00 AC	0	0	0	0	1	1	36
	SUB-TOTAL		62	223	285	234	134	368	4,032

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
188.	2 Single Family (1-5du/ac)	72.00 DU	14	40	54	46	27	73	713
	4 Condominium/Townhouse	216.00 DU	22	104	126	102	56	158	1,728
	SUB-TOTAL		36	144	180	148	83	231	2,441
189.	12 Commercial Center (<10ac)	3.00 TSF	3	2	5	10	11	21	255
	22 College	20,000.00 STU	2,600	200	2,800	1,400	2,800	4,200	30,800
	SUB-TOTAL		2,603	202	2,805	1,410	2,811	4,221	31,055
190.	2 Single Family (1-5du/ac)	171.00 DU	32	96	128	109	63	172	1,693
	SUB-TOTAL		32	96	128	109	63	172	1,693
191.	42 Medical Office	78.56 TSF	152	38	190	78	210	288	2,687
	SUB-TOTAL		152	38	190	78	210	288	2,687
192.	2 Single Family (1-5du/ac)	164.00 DU	31	92	123	105	61	166	1,624
	4 Condominium/Townhouse	660.00 DU	66	317	383	310	172	482	5,280
	18 Health Club	13.00 TSF	12	8	20	28	19	47	520
	SUB-TOTAL		109	417	526	443	252	695	7,424
193.	31 Business Park	250.00 TSF	300	58	358	75	248	323	2,550
	SUB-TOTAL		300	58	358	75	248	323	2,550
194.	50 Golf Course	100.00 AC	15	6	21	10	20	30	796
	SUB-TOTAL		15	6	21	10	20	30	796
195.	4 Condominium/Townhouse	76.00 DU	8	36	44	36	20	56	608
	SUB-TOTAL		8	36	44	36	20	56	608
196.	4 Condominium/Townhouse	10.00 DU	1	5	6	5	3	8	80
	13 Commercial Shops	2.50 TSF	2	1	3	5	5	10	93
	14 Hotel	200.00 ROOM	68	44	112	64	58	122	1,646
	40 Commercial Office	34.55 TSF	54	7	61	7	45	52	399
	SUB-TOTAL		125	57	182	81	111	192	2,218
197.	12 Commercial Center (<10ac)	13.00 TSF	14	9	23	43	47	90	1,106
	31 Business Park	400.00 TSF	480	92	572	120	396	516	4,080
	SUB-TOTAL		494	101	595	163	443	606	5,186
198.	2 Single Family (1-5du/ac)	179.00 DU	34	100	134	115	66	181	1,772
	3 Single Family (6-10du/ac)	152.00 DU	29	85	114	97	56	153	1,505
	SUB-TOTAL		63	185	248	212	122	334	3,277
199.	14 Hotel	237.00 ROOM	81	52	133	76	69	145	1,951
	15 Sit-Down Restaurant	5.00 TSF	24	22	46	33	22	55	652
	SUB-TOTAL		105	74	179	109	91	200	2,603
200.	31 Business Park	578.00 TSF	694	133	827	173	572	745	5,896
	SUB-TOTAL		694	133	827	173	572	745	5,896
201.	31 Business Park	160.00 TSF	192	37	229	48	158	206	1,632
	SUB-TOTAL		192	37	229	48	158	206	1,632

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
202.	5 Apartment	560.00 DU	45	241	286	230	118	348	3,864
	13 Commercial Shops	22.00 TSF	16	11	27	40	40	80	815
	14 Hotel	250.00 ROOM	85	55	140	80	73	153	2,058
	18 Health Club	54.00 TSF	52	35	87	117	78	195	2,160
	40 Commercial Office	13.00 TSF	20	2	22	3	17	20	150
	SUB-TOTAL		218	344	562	470	326	796	9,047
203.	5 Apartment	450.00 DU	36	194	230	185	95	280	3,105
	10 Commercial Center (>30ac)	2,000.00 TSF	940	600	1,540	3,280	3,560	6,840	80,120
	40 Commercial Office	125.00 TSF	194	24	218	26	161	187	1,445
	SUB-TOTAL		1,170	818	1,988	3,491	3,816	7,307	84,670
204.	13 Commercial Shops	62.00 TSF	45	30	75	112	112	224	2,298
	17 Movie Theater	3,300.00 SEA	0	0	0	165	66	231	5,808
	40 Commercial Office	400.00 TSF	620	76	696	84	516	600	4,624
	SUB-TOTAL		665	106	771	361	694	1,055	12,730
205.	11 Commercial Center(10-30a)	100.00 TSF	73	47	120	238	258	496	5,406
	24 Library	40.00 TSF	30	12	42	136	148	284	3,399
	40 Commercial Office	850.00 TSF	1,318	162	1,480	179	1,097	1,276	9,826
	SUB-TOTAL		1,421	221	1,642	553	1,503	2,056	18,631
206.	11 Commercial Center(10-30a)	166.11 TSF	121	78	199	395	429	824	8,980
	15 Sit-Down Restaurant	21.50 TSF	104	96	200	140	93	233	2,802
	SUB-TOTAL		225	174	399	535	522	1,057	11,782
207.	15 Sit-Down Restaurant	6.00 TSF	29	27	56	39	26	65	782
	40 Commercial Office	350.00 TSF	543	67	610	74	452	526	4,046
	SUB-TOTAL		572	94	666	113	478	591	4,828
208.	4 Condominium/Townhouse	234.00 DU	23	112	135	110	61	171	1,872
	SUB-TOTAL		23	112	135	110	61	171	1,872
209.	2 Single Family (1-5du/ac)	414.00 DU	79	232	311	265	153	418	4,099
	4 Condominium/Townhouse	352.00 DU	35	169	204	165	92	257	2,816
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		309	551	860	490	313	803	8,003
210.	2 Single Family (1-5du/ac)	205.00 DU	39	115	154	131	76	207	2,029
	4 Condominium/Townhouse	208.00 DU	21	100	121	98	54	152	1,664
	11 Commercial Center(10-30a)	148.10 TSF	108	70	178	352	382	734	8,006
	SUB-TOTAL		168	285	453	581	512	1,093	11,699
211.	2 Single Family (1-5du/ac)	167.00 DU	32	94	126	107	62	169	1,653
	SUB-TOTAL		32	94	126	107	62	169	1,653
212.	2 Single Family (1-5du/ac)	252.00 DU	48	141	189	161	93	254	2,495
	4 Condominium/Townhouse	272.00 DU	27	131	158	128	71	199	2,176
	25 Church	18.03 TSF	7	6	13	6	5	11	168
	51 Developed Park	4.20 AC	0	0	0	0	0	0	11
	SUB-TOTAL		82	278	360	295	169	464	4,850
213.	2 Single Family (1-5du/ac)	275.00 DU	52	154	206	176	102	278	2,723
	25 Church	25.09 TSF	10	8	18	9	8	17	233
	SUB-TOTAL		62	162	224	185	110	295	2,956

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
214.	3 Single Family (6-10du/ac)	49.00 DU	9	27	36	31	18	49	485
	4 Condominium/Townhouse	74.00 DU	7	36	43	35	19	54	592
	5 Apartment	107.00 DU	9	46	55	44	22	66	738
	25 Church	8.00 TSF	3	3	6	3	2	5	74
	SUB-TOTAL		28	112	140	113	61	174	1,889
215.	2 Single Family (1-5du/ac)	80.00 DU	15	45	60	51	30	81	792
	4 Condominium/Townhouse	52.00 DU	5	25	30	24	14	38	416
	11 Commercial Center(10-30a)	100.00 TSF	73	47	120	238	258	496	5,406
	13 Commercial Shops	43.56 TSF	31	21	52	78	78	156	1,614
	20 Elementary/Middle School	350.00 STU	91	70	161	28	32	60	508
	21 High School	2,500.00 STU	800	350	1,150	150	225	375	4,475
	25 Church	100.00 TSF	39	33	72	36	30	66	930
	34 Utilities	47.92 TSF	0	0	0	0	0	0	114
	SUB-TOTAL		1,054	591	1,645	605	667	1,272	14,255
216.	3 Single Family (6-10du/ac)	22.00 DU	4	12	16	14	8	22	218
	4 Condominium/Townhouse	378.00 DU	38	181	219	178	98	276	3,024
	5 Apartment	70.00 DU	6	30	36	29	15	44	483
	11 Commercial Center(10-30a)	204.96 TSF	150	96	246	488	529	1,017	11,080
	40 Commercial Office	65.45 TSF	101	12	113	14	84	98	757
	SUB-TOTAL		299	331	630	723	734	1,457	15,562
217.	2 Single Family (1-5du/ac)	202.00 DU	38	113	151	129	75	204	2,000
	4 Condominium/Townhouse	316.00 DU	32	152	184	149	82	231	2,528
	5 Apartment	70.00 DU	6	30	36	29	15	44	483
	11 Commercial Center(10-30a)	65.75 TSF	48	31	79	156	170	326	3,554
	13 Commercial Shops	45.00 TSF	32	22	54	81	81	162	1,668
	30 Industrial Park	22.44 TSF	12	2	14	3	12	15	135
	40 Commercial Office	22.44 TSF	35	4	39	5	29	34	259
	SUB-TOTAL		203	354	557	552	464	1,016	10,627
218.	2 Single Family (1-5du/ac)	360.00 DU	68	202	270	230	133	363	3,564
	4 Condominium/Townhouse	750.00 DU	75	360	435	353	195	548	6,000
	5 Apartment	60.00 DU	5	26	31	25	13	38	414
	6 Mobile Home	151.00 DU	12	48	60	53	32	85	1,042
	10 Commercial Center (>30ac)	327.00 TSF	154	98	252	536	582	1,118	13,100
	11 Commercial Center(10-30a)	166.62 TSF	122	78	200	397	430	827	9,007
	13 Commercial Shops	64.25 TSF	46	31	77	116	116	232	2,381
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	25 Church	9.41 TSF	4	3	7	3	3	6	88
	SUB-TOTAL		681	996	1,677	1,773	1,572	3,345	36,684
219.	2 Single Family (1-5du/ac)	20.00 DU	4	11	15	13	7	20	198
	4 Condominium/Townhouse	250.00 DU	25	120	145	118	65	183	2,000
	31 Business Park	100.00 TSF	120	23	143	30	99	129	1,020
	SUB-TOTAL		149	154	303	161	171	332	3,218
220.	2 Single Family (1-5du/ac)	8.00 DU	2	4	6	5	3	8	79
	31 Business Park	100.00 TSF	120	23	143	30	99	129	1,020
	34 Utilities	566.28 TSF	0	0	0	0	0	0	1,348
	SUB-TOTAL		122	27	149	35	102	137	2,447

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
221.	2 Single Family (1-5du/ac)	350.00 DU	67	196	263	224	130	354	3,465
	4 Condominium/Townhouse	6.00 DU	1	3	4	3	2	5	48
	6 Mobile Home	30.00 DU	2	10	12	11	6	17	207
	22 College	362.00 STU	47	4	51	25	51	76	557
	25 Church	92.52 TSF	36	31	67	33	28	61	860
	30 Industrial Park	144.40 TSF	79	14	93	19	75	94	866
	31 Business Park	50.00 TSF	60	12	72	15	50	65	510
	SUB-TOTAL		292	270	562	330	342	672	6,513
222.	2 Single Family (1-5du/ac)	55.00 DU	10	31	41	35	20	55	545
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	22 College	1,700.00 STU	221	17	238	119	238	357	2,618
	25 Church	16.70 TSF	7	6	13	6	5	11	155
	SUB-TOTAL		433	204	637	220	331	551	4,406
223.	11 Commercial Center(10-30a)	110.00 TSF	80	52	132	262	284	546	5,947
	14 Hotel	100.00 ROOM	34	22	56	32	29	61	823
	30 Industrial Park	242.00 TSF	133	24	157	31	126	157	1,452
	40 Commercial Office	248.00 TSF	384	47	431	52	320	372	2,867
	SUB-TOTAL		631	145	776	377	759	1,136	11,089
224.	2 Single Family (1-5du/ac)	250.00 DU	48	140	188	160	93	253	2,475
	4 Condominium/Townhouse	550.00 DU	55	264	319	259	143	402	4,400
	6 Mobile Home	30.00 DU	2	10	12	11	6	17	207
	13 Commercial Shops	116.68 TSF	84	56	140	210	210	420	4,324
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	24 Library	34.40 TSF	26	10	36	117	127	244	2,923
	SUB-TOTAL		410	630	1,040	817	647	1,464	15,417
225.	2 Single Family (1-5du/ac)	156.00 DU	30	87	117	100	58	158	1,544
	20 Elementary/Middle School	1,200.00 STU	312	240	552	96	108	204	1,740
	51 Developed Park	14.00 AC	0	0	0	0	1	1	36
	SUB-TOTAL		342	327	669	196	167	363	3,320
226.	2 Single Family (1-5du/ac)	300.00 DU	57	168	225	192	111	303	2,970
	4 Condominium/Townhouse	292.00 DU	29	140	169	137	76	213	2,336
	12 Commercial Center (<10ac)	15.68 TSF	17	11	28	52	56	108	1,334
	13 Commercial Shops	69.70 TSF	50	33	83	125	125	250	2,583
	14 Hotel	34.00 ROOM	12	7	19	11	10	21	280
	25 Church	8.00 TSF	3	3	6	3	2	5	74
	SUB-TOTAL		168	362	530	520	380	900	9,577
227.	2 Single Family (1-5du/ac)	118.00 DU	22	66	88	76	44	120	1,168
	4 Condominium/Townhouse	786.00 DU	79	377	456	369	204	573	6,288
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		296	593	889	505	316	821	8,544
228.	2 Single Family (1-5du/ac)	385.00 DU	73	216	289	246	142	388	3,811
	SUB-TOTAL		73	216	289	246	142	388	3,811
229.	1 Single Family (<1du/ac)	74.00 DU	21	50	71	62	27	89	733
	2 Single Family (1-5du/ac)	104.00 DU	20	58	78	67	38	105	1,030
	SUB-TOTAL		41	108	149	129	65	194	1,763
230.	1 Single Family (<1du/ac)	10.00 DU	3	7	10	8	4	12	99
	SUB-TOTAL		3	7	10	8	4	12	99

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
231.	2 Single Family (1-5du/ac)	5.00 DU	1	3	4	3	2	5	50
	4 Condominium/Townhouse	51.00 DU	5	24	29	24	13	37	408
	34 Utilities	29.00 TSF	0	0	0	0	0	0	69
	SUB-TOTAL		6	27	33	27	15	42	527
232.	1 Single Family (<1du/ac)	10.00 DU	3	7	10	8	4	12	99
	5 Apartment	850.00 DU	68	366	434	349	179	528	5,865
	SUB-TOTAL		71	373	444	357	183	540	5,964
234.	11 Commercial Center(10-30a)	100.00 TSF	73	47	120	238	258	496	5,406
	31 Business Park	470.24 TSF	564	108	672	141	466	607	4,796
	SUB-TOTAL		637	155	792	379	724	1,103	10,202
235.	11 Commercial Center(10-30a)	240.00 TSF	175	113	288	571	619	1,190	12,974
	31 Business Park	80.00 TSF	96	18	114	24	79	103	816
	SUB-TOTAL		271	131	402	595	698	1,293	13,790
236.	2 Single Family (1-5du/ac)	204.00 DU	39	114	153	131	75	206	2,020
	3 Single Family (6-10du/ac)	604.00 DU	115	338	453	387	223	610	5,980
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	51 Developed Park	5.00 AC	0	0	0	0	0	0	13
	SUB-TOTAL		349	602	951	578	366	944	9,101
237.	2 Single Family (1-5du/ac)	225.00 DU	43	126	169	144	83	227	2,228
	5 Apartment	570.00 DU	46	245	291	234	120	354	3,933
	40 Commercial Office	99.00 TSF	153	19	172	21	128	149	1,144
	51 Developed Park	24.40 AC	0	0	0	1	1	2	63
	SUB-TOTAL		242	390	632	400	332	732	7,368
238.	2 Single Family (1-5du/ac)	163.00 DU	31	91	122	104	60	164	1,614
	3 Single Family (6-10du/ac)	236.00 DU	45	132	177	151	87	238	2,336
	4 Condominium/Townhouse	123.00 DU	12	59	71	58	32	90	984
	11 Commercial Center(10-30a)	82.00 TSF	60	39	99	195	212	407	4,433
	12 Commercial Center (<10ac)	50.00 TSF	55	35	90	166	180	346	4,253
	13 Commercial Shops	32.00 TSF	23	15	38	58	58	116	1,186
	15 Sit-Down Restaurant	20.00 TSF	96	89	185	130	87	217	2,607
	30 Industrial Park	944.00 TSF	519	94	613	123	491	614	5,664
	31 Business Park	227.00 TSF	272	52	324	68	225	293	2,315
	40 Commercial Office	113.00 TSF	175	21	196	24	146	170	1,306
	51 Developed Park	25.90 AC	0	0	0	1	1	2	67
	SUB-TOTAL		1,288	627	1,915	1,078	1,579	2,657	26,765
239.	13 Commercial Shops	337.29 TSF	243	162	405	607	607	1,214	12,500
	21 High School	500.00 STU	160	70	230	30	45	75	895
	30 Industrial Park	387.07 TSF	213	39	252	50	201	251	2,322
	40 Commercial Office	262.87 TSF	407	50	457	55	339	394	3,039
	SUB-TOTAL		1,023	321	1,344	742	1,192	1,934	18,756
240.	11 Commercial Center(10-30a)	126.00 TSF	92	59	151	300	325	625	6,812
	12 Commercial Center (<10ac)	40.00 TSF	44	28	72	133	144	277	3,402
	15 Sit-Down Restaurant	9.50 TSF	46	42	88	62	41	103	1,238
	16 Fast Food Restaurant	5.50 TSF	140	134	274	96	88	184	2,729
	SUB-TOTAL		322	263	585	591	598	1,189	14,181

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
241.	21 High School	500.00 STU	160	70	230	30	45	75	895
	25 Church	25.00 TSF	10	8	18	9	8	17	233
	31 Business Park	1,200.00 TSF	1,440	276	1,716	360	1,188	1,548	12,240
	42 Medical Office	28.00 TSF	54	14	68	28	75	103	958
	SUB-TOTAL		1,664	368	2,032	427	1,316	1,743	14,326
242.	31 Business Park	253.00 TSF	304	58	362	76	250	326	2,581
	40 Commercial Office	115.00 TSF	178	22	200	24	148	172	1,329
	SUB-TOTAL		482	80	562	100	398	498	3,910
243.	2 Single Family (1-5du/ac)	211.00 DU	40	118	158	135	78	213	2,089
	4 Condominium/Townhouse	426.00 DU	43	204	247	200	111	311	3,408
	5 Apartment	390.00 DU	31	168	199	160	82	242	2,691
	11 Commercial Center(10-30a)	75.00 TSF	55	35	90	179	194	373	4,055
	12 Commercial Center (<10ac)	20.00 TSF	22	14	36	66	72	138	1,701
	15 Sit-Down Restaurant	34.00 TSF	164	151	315	222	148	370	4,432
	40 Commercial Office	164.00 TSF	254	31	285	34	212	246	1,896
	SUB-TOTAL		609	721	1,330	996	897	1,893	20,272
244.	2 Single Family (1-5du/ac)	322.00 DU	61	180	241	206	119	325	3,188
	SUB-TOTAL		61	180	241	206	119	325	3,188
245.	2 Single Family (1-5du/ac)	20.00 DU	4	11	15	13	7	20	198
	51 Developed Park	13.00 AC	0	0	0	0	1	1	34
	SUB-TOTAL		4	11	15	13	8	21	232
246.	32 Manufacturing/Warehouse	120.00 TSF	67	20	87	32	56	88	612
	SUB-TOTAL		67	20	87	32	56	88	612
247.	10 Commercial Center (>30ac)	500.00 TSF	235	150	385	820	890	1,710	20,030
	SUB-TOTAL		235	150	385	820	890	1,710	20,030
248.	2 Single Family (1-5du/ac)	2.00 DU	0	1	1	1	1	2	20
	4 Condominium/Townhouse	4.00 DU	0	2	2	2	1	3	32
	4 Condominium/Townhouse	156.00 DU	16	75	91	73	41	114	1,248
	5 Apartment	148.00 DU	12	64	76	61	31	92	1,021
	30 Industrial Park	1,200.00 TSF	660	120	780	156	624	780	7,200
	SUB-TOTAL		688	262	950	293	698	991	9,521
249.	32 Manufacturing/Warehouse	291.68 TSF	163	50	213	79	137	216	1,488
	40 Commercial Office	250.00 TSF	388	48	436	53	323	376	2,890
	SUB-TOTAL		551	98	649	132	460	592	4,378
250.	4 Condominium/Townhouse	300.00 DU	30	144	174	141	78	219	2,400
	5 Apartment	150.00 DU	12	65	77	62	31	93	1,035
	10 Commercial Center (>30ac)	390.66 TSF	184	117	301	641	695	1,336	15,650
	13 Commercial Shops	58.00 TSF	42	28	70	104	104	208	2,149
	41 High-Rise Office	300.00 TSF	411	57	468	75	372	447	3,264
	SUB-TOTAL		679	411	1,090	1,023	1,280	2,303	24,498
251.	30 Industrial Park	400.00 TSF	220	40	260	52	208	260	2,400
	SUB-TOTAL		220	40	260	52	208	260	2,400
252.	31 Business Park	858.00 TSF	1,030	197	1,227	257	849	1,106	8,752
	SUB-TOTAL		1,030	197	1,227	257	849	1,106	8,752
253.	1 Single Family (<1du/ac)	32.00 DU	9	21	30	27	12	39	317
	SUB-TOTAL		9	21	30	27	12	39	317

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
254.	11 Commercial Center(10-30a)	107.50 TSF	78	51	129	256	277	533	5,811
	13 Commercial Shops	8.71 TSF	6	4	10	16	16	32	323
	SUB-TOTAL		84	55	139	272	293	565	6,134
255.	1 Single Family (<1du/ac)	20.00 DU	6	13	19	17	7	24	198
	SUB-TOTAL		6	13	19	17	7	24	198
256.	2 Single Family (1-5du/ac)	20.00 DU	4	11	15	13	7	20	198
	SUB-TOTAL		4	11	15	13	7	20	198
257.	2 Single Family (1-5du/ac)	170.00 DU	32	95	127	109	63	172	1,683
	SUB-TOTAL		32	95	127	109	63	172	1,683
258.	2 Single Family (1-5du/ac)	130.00 DU	25	73	98	83	48	131	1,287
	25 Church	15.00 TSF	6	5	11	5	5	10	140
	32 Manufacturing/Warehouse	125.00 TSF	70	21	91	34	59	93	638
	50 Golf Course	400.00 AC	60	24	84	40	80	120	3,184
	SUB-TOTAL		161	123	284	162	192	354	5,249
259.	3 Single Family (6-10du/ac)	10.00 DU	2	6	8	6	4	10	99
	SUB-TOTAL		2	6	8	6	4	10	99
260.	2 Single Family (1-5du/ac)	402.00 DU	76	225	301	257	149	406	3,980
	SUB-TOTAL		76	225	301	257	149	406	3,980
261.	2 Single Family (1-5du/ac)	25.00 DU	5	14	19	16	9	25	247
	SUB-TOTAL		5	14	19	16	9	25	247
262.	2 Single Family (1-5du/ac)	596.00 DU	113	334	447	381	221	602	5,900
	3 Single Family (6-10du/ac)	194.00 DU	37	109	146	124	72	196	1,921
	4 Condominium/Townhouse	100.00 DU	10	48	58	47	26	73	800
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		355	641	996	612	387	999	9,709
263.	4 Condominium/Townhouse	200.00 DU	20	96	116	94	52	146	1,600
	SUB-TOTAL		20	96	116	94	52	146	1,600
264.	3 Single Family (6-10du/ac)	63.00 DU	12	35	47	40	23	63	624
	4 Condominium/Townhouse	186.00 DU	19	89	108	87	48	135	1,488
	5 Apartment	78.00 DU	6	34	40	32	16	48	538
	SUB-TOTAL		37	158	195	159	87	246	2,650
265.	4 Condominium/Townhouse	320.00 DU	32	154	186	150	83	233	2,560
	5 Apartment	350.00 DU	28	151	179	144	74	218	2,415
	SUB-TOTAL		60	305	365	294	157	451	4,975
266.	7 Senior (Active)	200.00 DU	16	24	40	32	20	52	742
	11 Commercial Center(10-30a)	120.00 TSF	88	56	144	286	310	596	6,487
	32 Manufacturing/Warehouse	75.00 TSF	42	13	55	20	35	55	383
	SUB-TOTAL		146	93	239	338	365	703	7,612
267.	11 Commercial Center(10-30a)	200.00 TSF	146	94	240	476	516	992	10,812
	SUB-TOTAL		146	94	240	476	516	992	10,812

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
268.	4 Condominium/Townhouse	180.00 DU	18	86	104	85	47	132	1,440
	11 Commercial Center(10-30a)	182.33 TSF	133	86	219	434	470	904	9,857
	32 Manufacturing/Warehouse	112.00 TSF	63	19	82	30	53	83	571
	SUB-TOTAL		214	191	405	549	570	1,119	11,868
269.	2 Single Family (1-5du/ac)	250.00 DU	48	140	188	160	93	253	2,475
	3 Single Family (6-10du/ac)	16.00 DU	3	9	12	10	6	16	158
	7 Senior (Active)	25.00 DU	2	3	5	4	3	7	93
	20 Elementary/Middle School	500.00 STU	130	100	230	40	45	85	725
	51 Developed Park	4.50 AC	0	0	0	0	0	0	12
	SUB-TOTAL		183	252	435	214	147	361	3,463
270.	1 Single Family (<1du/ac)	8.00 DU	2	5	7	7	3	10	79
	3 Single Family (6-10du/ac)	300.00 DU	57	168	225	192	111	303	2,970
	7 Senior (Active)	75.00 DU	6	9	15	12	8	20	278
	SUB-TOTAL		65	182	247	211	122	333	3,327
271.	5 Apartment	171.00 DU	14	74	88	70	36	106	1,180
	10 Commercial Center (>30ac)	630.00 TSF	296	189	485	1,033	1,121	2,154	25,238
	SUB-TOTAL		310	263	573	1,103	1,157	2,260	26,418
272.	2 Single Family (1-5du/ac)	665.00 DU	126	372	498	426	246	672	6,583
	3 Single Family (6-10du/ac)	302.00 DU	57	169	226	193	112	305	2,990
	4 Condominium/Townhouse	180.00 DU	18	86	104	85	47	132	1,440
	12 Commercial Center (<10ac)	8.12 TSF	9	6	15	27	29	56	691
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		405	783	1,188	791	502	1,293	12,792
273.	2 Single Family (1-5du/ac)	101.00 DU	19	57	76	65	37	102	1,000
	SUB-TOTAL		19	57	76	65	37	102	1,000
274.	2 Single Family (1-5du/ac)	80.00 DU	15	45	60	51	30	81	792
	31 Business Park	110.06 TSF	132	25	157	33	109	142	1,123
	SUB-TOTAL		147	70	217	84	139	223	1,915
275.	2 Single Family (1-5du/ac)	225.00 DU	43	126	169	144	83	227	2,228
	SUB-TOTAL		43	126	169	144	83	227	2,228
276.	3 Single Family (6-10du/ac)	75.00 DU	14	42	56	48	28	76	743
	4 Condominium/Townhouse	539.00 DU	54	259	313	253	140	393	4,312
	12 Commercial Center (<10ac)	98.01 TSF	107	68	175	325	353	678	8,337
	25 Church	7.84 TSF	3	3	6	3	2	5	73
	SUB-TOTAL		178	372	550	629	523	1,152	13,465
277.	11 Commercial Center(10-30a)	70.00 TSF	51	33	84	167	181	348	3,784
	15 Sit-Down Restaurant	3.00 TSF	14	13	27	20	13	33	391
	32 Manufacturing/Warehouse	150.00 TSF	84	26	110	41	71	112	765
	40 Commercial Office	10.00 TSF	16	2	18	2	13	15	116
	42 Medical Office	100.00 TSF	194	49	243	99	267	366	3,420
	SUB-TOTAL		359	123	482	329	545	874	8,476
278.	4 Condominium/Townhouse	757.00 DU	76	363	439	356	197	553	6,056
	12 Commercial Center (<10ac)	81.89 TSF	89	57	146	272	295	567	6,966
	50 Golf Course	50.00 AC	8	3	11	5	10	15	398
	SUB-TOTAL		173	423	596	633	502	1,135	13,420

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
279.	6 Mobile Home	313.00 DU	25	100	125	110	66	176	2,160
	12 Commercial Center (<10ac)	26.33 TSF	29	18	47	87	95	182	2,240
	30 Industrial Park	58.00 TSF	32	6	38	8	30	38	348
	40 Commercial Office	0.20 TSF	0	0	0	0	0	0	2
	SUB-TOTAL		86	124	210	205	191	396	4,750
280.	31 Business Park	38.18 TSF	46	9	55	11	38	49	389
	SUB-TOTAL		46	9	55	11	38	49	389
281.	4 Condominium/Townhouse	150.00 DU	15	72	87	71	39	110	1,200
	SUB-TOTAL		15	72	87	71	39	110	1,200
282.	4 Condominium/Townhouse	700.00 DU	70	336	406	329	182	511	5,600
	11 Commercial Center(10-30a)	17.90 TSF	13	8	21	43	46	89	968
	SUB-TOTAL		83	344	427	372	228	600	6,568
283.	2 Single Family (1-5du/ac)	175.00 DU	33	98	131	112	65	177	1,732
	4 Condominium/Townhouse	667.00 DU	67	320	387	313	173	486	5,336
	20 Elementary/Middle School	1,200.00 STU	312	240	552	96	108	204	1,740
	SUB-TOTAL		412	658	1,070	521	346	867	8,808
284.	2 Single Family (1-5du/ac)	2.00 DU	0	1	1	1	1	2	20
	4 Condominium/Townhouse	254.00 DU	25	122	147	119	66	185	2,032
	SUB-TOTAL		25	123	148	120	67	187	2,052
285.	2 Single Family (1-5du/ac)	80.00 DU	15	45	60	51	30	81	792
	10 Commercial Center (>30ac)	246.99 TSF	116	74	190	405	440	845	9,894
	31 Business Park	150.00 TSF	180	35	215	45	149	194	1,530
	SUB-TOTAL		311	154	465	501	619	1,120	12,216
286.	2 Single Family (1-5du/ac)	182.00 DU	35	102	137	116	67	183	1,802
	SUB-TOTAL		35	102	137	116	67	183	1,802
287.	2 Single Family (1-5du/ac)	35.00 DU	7	20	27	22	13	35	347
	4 Condominium/Townhouse	120.00 DU	12	58	70	56	31	87	960
	SUB-TOTAL		19	78	97	78	44	122	1,307
288.	3 Single Family (6-10du/ac)	167.00 DU	32	94	126	107	62	169	1,653
	21 High School	2,500.00 STU	800	350	1,150	150	225	375	4,475
	SUB-TOTAL		832	444	1,276	257	287	544	6,128
289.	2 Single Family (1-5du/ac)	166.00 DU	32	93	125	106	61	167	1,643
	5 Apartment	350.00 DU	28	151	179	144	74	218	2,415
	31 Business Park	57.17 TSF	69	13	82	17	57	74	583
	SUB-TOTAL		129	257	386	267	192	459	4,641
290.	2 Single Family (1-5du/ac)	104.00 DU	20	58	78	67	38	105	1,030
	4 Condominium/Townhouse	93.00 DU	9	45	54	44	24	68	744
	SUB-TOTAL		29	103	132	111	62	173	1,774
291.	2 Single Family (1-5du/ac)	74.00 DU	14	41	55	47	27	74	733
	5 Apartment	350.00 DU	28	151	179	144	74	218	2,415
	31 Business Park	181.63 TSF	218	42	260	54	180	234	1,853
	SUB-TOTAL		260	234	494	245	281	526	5,001

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
292.	2 Single Family (1-5du/ac)	140.00 DU	27	78	105	90	52	142	1,386
	SUB-TOTAL		27	78	105	90	52	142	1,386
293.	2 Single Family (1-5du/ac)	180.00 DU	34	101	135	115	67	182	1,782
	4 Condominium/Townhouse	452.00 DU	45	217	262	212	118	330	3,616
	5 Apartment	232.00 DU	19	100	119	95	49	144	1,601
	SUB-TOTAL		98	418	516	422	234	656	6,999
294.	5 Apartment	276.00 DU	22	119	141	113	58	171	1,904
	11 Commercial Center(10-30a)	155.00 TSF	113	73	186	369	400	769	8,379
	30 Industrial Park	300.00 TSF	165	30	195	39	156	195	1,800
	SUB-TOTAL		300	222	522	521	614	1,135	12,083
295.	32 Manufacturing/Warehouse	1,020.58 TSF	572	173	745	276	480	756	5,205
	40 Commercial Office	56.00 TSF	87	11	98	12	72	84	647
	51 Developed Park	60.00 AC	0	0	0	2	2	4	156
	SUB-TOTAL		659	184	843	290	554	844	6,008
296.	12 Commercial Center (<10ac)	20.00 TSF	22	14	36	66	72	138	1,701
	SUB-TOTAL		22	14	36	66	72	138	1,701
297.	12 Commercial Center (<10ac)	20.00 TSF	22	14	36	66	72	138	1,701
	SUB-TOTAL		22	14	36	66	72	138	1,701
298.	5 Apartment	830.00 DU	66	357	423	340	174	514	5,727
	12 Commercial Center (<10ac)	20.00 TSF	22	14	36	66	72	138	1,701
	SUB-TOTAL		88	371	459	406	246	652	7,428
299.	11 Commercial Center(10-30a)	184.00 TSF	134	86	220	438	475	913	9,947
	SUB-TOTAL		134	86	220	438	475	913	9,947
300.	10 Commercial Center (>30ac)	300.00 TSF	141	90	231	492	534	1,026	12,018
	SUB-TOTAL		141	90	231	492	534	1,026	12,018
301.	13 Commercial Shops	49.24 TSF	35	24	59	89	89	178	1,825
	19 Car Dealership	86.00 TSF	138	52	190	96	144	240	3,225
	43 Post Office	50.00 TSF	209	193	402	275	265	540	5,410
	SUB-TOTAL		382	269	651	460	498	958	10,460
302.	12 Commercial Center (<10ac)	30.00 TSF	33	21	54	100	108	208	2,552
	19 Car Dealership	100.00 TSF	161	60	221	112	168	280	3,750
	SUB-TOTAL		194	81	275	212	276	488	6,302
303.	19 Car Dealership	150.00 TSF	242	90	332	168	252	420	5,625
	SUB-TOTAL		242	90	332	168	252	420	5,625
304.	11 Commercial Center(10-30a)	33.00 TSF	24	16	40	79	85	164	1,784
	15 Sit-Down Restaurant	15.00 TSF	72	67	139	98	65	163	1,955
	19 Car Dealership	83.00 TSF	134	50	184	93	139	232	3,113
	SUB-TOTAL		230	133	363	270	289	559	6,852
305.	5 Apartment	76.00 DU	6	33	39	31	16	47	524
	11 Commercial Center(10-30a)	197.29 TSF	144	93	237	470	509	979	10,665
	15 Sit-Down Restaurant	5.36 TSF	26	24	50	35	23	58	699
	32 Manufacturing/Warehouse	100.00 TSF	56	17	73	27	47	74	510
	SUB-TOTAL		232	167	399	563	595	1,158	12,398

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
306.	4 Condominium/Townhouse	125.00 DU	13	60	73	59	33	92	1,000
	5 Apartment	125.00 DU	10	54	64	51	26	77	863
	11 Commercial Center(10-30a)	143.90 TSF	105	68	173	342	371	713	7,779
	25 Church	36.10 TSF	14	12	26	13	11	24	336
	42 Medical Office	50.00 TSF	97	25	122	50	134	184	1,710
	SUB-TOTAL		239	219	458	515	575	1,090	11,688
307.	11 Commercial Center(10-30a)	128.00 TSF	93	60	153	305	330	635	6,920
	16 Fast Food Restaurant	4.80 TSF	122	117	239	84	77	161	2,381
	SUB-TOTAL		215	177	392	389	407	796	9,301
308.	5 Apartment	200.00 DU	16	86	102	82	42	124	1,380
	12 Commercial Center (<10ac)	175.11 TSF	191	121	312	581	630	1,211	14,895
	32 Manufacturing/Warehouse	45.00 TSF	25	8	33	12	21	33	230
	SUB-TOTAL		232	215	447	675	693	1,368	16,505
309.	13 Commercial Shops	3.00 TSF	2	1	3	5	5	10	111
	SUB-TOTAL		2	1	3	5	5	10	111
310.	19 Car Dealership	111.00 TSF	179	67	246	124	186	310	4,163
	51 Developed Park	17.20 AC	0	0	0	1	1	2	45
	SUB-TOTAL		179	67	246	125	187	312	4,208
311.	3 Single Family (6-10du/ac)	132.00 DU	25	74	99	84	49	133	1,307
	4 Condominium/Townhouse	63.00 DU	6	30	36	30	16	46	504
	SUB-TOTAL		31	104	135	114	65	179	1,811
312.	11 Commercial Center(10-30a)	180.00 TSF	131	85	216	428	464	892	9,731
	34 Utilities	84.00 TSF	0	0	0	0	0	0	200
	SUB-TOTAL		131	85	216	428	464	892	9,931
313.	4 Condominium/Townhouse	264.00 DU	26	127	153	124	69	193	2,112
	SUB-TOTAL		26	127	153	124	69	193	2,112
314.	11 Commercial Center(10-30a)	178.00 TSF	130	84	214	424	459	883	9,623
	SUB-TOTAL		130	84	214	424	459	883	9,623
315.	3 Single Family (6-10du/ac)	56.00 DU	11	31	42	36	21	57	554
	4 Condominium/Townhouse	168.00 DU	17	81	98	79	44	123	1,344
	SUB-TOTAL		28	112	140	115	65	180	1,898
316.	2 Single Family (1-5du/ac)	121.00 DU	23	68	91	77	45	122	1,198
	SUB-TOTAL		23	68	91	77	45	122	1,198
317.	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	51 Developed Park	18.00 AC	0	0	0	1	1	2	47
	SUB-TOTAL		195	150	345	61	69	130	1,135
318.	2 Single Family (1-5du/ac)	21.00 DU	4	12	16	13	8	21	208
	4 Condominium/Townhouse	252.00 DU	25	121	146	118	66	184	2,016
	SUB-TOTAL		29	133	162	131	74	205	2,224

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
319.	11 Commercial Center(10-30a)	130.00 TSF	95	61	156	309	335	644	7,028
	25 Church	30.00 TSF	12	10	22	11	9	20	279
	51 Developed Park	5.00 AC	0	0	0	0	0	0	13
	SUB-TOTAL		107	71	178	320	344	664	7,320
320.	2 Single Family (1-5du/ac)	125.00 DU	24	70	94	80	46	126	1,238
	SUB-TOTAL		24	70	94	80	46	126	1,238
321.	3 Single Family (6-10du/ac)	155.00 DU	29	87	116	99	57	156	1,535
	4 Condominium/Townhouse	66.00 DU	7	32	39	31	17	48	528
	SUB-TOTAL		36	119	155	130	74	204	2,063
322.	3 Single Family (6-10du/ac)	87.00 DU	17	49	66	56	32	88	861
	SUB-TOTAL		17	49	66	56	32	88	861
323.	3 Single Family (6-10du/ac)	161.00 DU	31	90	121	103	60	163	1,594
	4 Condominium/Townhouse	132.00 DU	13	63	76	62	34	96	1,056
	SUB-TOTAL		44	153	197	165	94	259	2,650
325.	3 Single Family (6-10du/ac)	205.00 DU	39	115	154	131	76	207	2,029
	SUB-TOTAL		39	115	154	131	76	207	2,029
326.	2 Single Family (1-5du/ac)	101.00 DU	19	57	76	65	37	102	1,000
	SUB-TOTAL		19	57	76	65	37	102	1,000
327.	2 Single Family (1-5du/ac)	105.00 DU	20	59	79	67	39	106	1,040
	SUB-TOTAL		20	59	79	67	39	106	1,040
328.	2 Single Family (1-5du/ac)	110.00 DU	21	62	83	70	41	111	1,089
	SUB-TOTAL		21	62	83	70	41	111	1,089
329.	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		195	150	345	60	68	128	1,088
330.	2 Single Family (1-5du/ac)	143.00 DU	27	80	107	92	53	145	1,416
	SUB-TOTAL		27	80	107	92	53	145	1,416
331.	2 Single Family (1-5du/ac)	167.00 DU	32	94	126	107	62	169	1,653
	SUB-TOTAL		32	94	126	107	62	169	1,653
332.	2 Single Family (1-5du/ac)	114.00 DU	22	64	86	73	42	115	1,129
	4 Condominium/Townhouse	102.00 DU	10	49	59	48	27	75	816
	SUB-TOTAL		32	113	145	121	69	190	1,945
333.	2 Single Family (1-5du/ac)	803.00 DU	153	450	603	514	297	811	7,950
	4 Condominium/Townhouse	360.00 DU	36	173	209	169	94	263	2,880
	13 Commercial Shops	25.05 TSF	18	12	30	45	45	90	928
	20 Elementary/Middle School	1,200.00 STU	312	240	552	96	108	204	1,740
	SUB-TOTAL		519	875	1,394	824	544	1,368	13,498
334.	2 Single Family (1-5du/ac)	164.00 DU	31	92	123	105	61	166	1,624
	SUB-TOTAL		31	92	123	105	61	166	1,624
335.	2 Single Family (1-5du/ac)	194.00 DU	37	109	146	124	72	196	1,921
	SUB-TOTAL		37	109	146	124	72	196	1,921

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
336.	2 Single Family (1-5du/ac)	589.00 DU	112	330	442	377	218	595	5,831
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	51 Developed Park	7.30 AC	0	0	0	0	0	0	19
	SUB-TOTAL		307	480	787	437	286	723	6,938
337.	2 Single Family (1-5du/ac)	390.00 DU	74	218	292	250	144	394	3,861
	SUB-TOTAL		74	218	292	250	144	394	3,861
338.	11 Commercial Center(10-30a)	92.00 TSF	67	43	110	219	237	456	4,974
	SUB-TOTAL		67	43	110	219	237	456	4,974
339.	2 Single Family (1-5du/ac)	128.00 DU	24	72	96	82	47	129	1,267
	3 Single Family (6-10du/ac)	161.00 DU	31	90	121	103	60	163	1,594
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	51 Developed Park	7.00 AC	0	0	0	0	0	0	18
	SUB-TOTAL		250	312	562	245	175	420	3,967
340.	2 Single Family (1-5du/ac)	270.00 DU	51	151	202	173	100	273	2,673
	3 Single Family (6-10du/ac)	124.00 DU	24	69	93	79	46	125	1,228
	4 Condominium/Townhouse	264.00 DU	26	127	153	124	69	193	2,112
	SUB-TOTAL		101	347	448	376	215	591	6,013
341.	5 Apartment	325.00 DU	26	140	166	133	68	201	2,243
	26 Day Care	260.00 STU	112	99	211	104	120	224	1,175
	SUB-TOTAL		138	239	377	237	188	425	3,418
342.	4 Condominium/Townhouse	168.00 DU	17	81	98	79	44	123	1,344
	SUB-TOTAL		17	81	98	79	44	123	1,344
343.	2 Single Family (1-5du/ac)	90.00 DU	17	50	67	58	33	91	891
	3 Single Family (6-10du/ac)	89.00 DU	17	50	67	57	33	90	881
	4 Condominium/Townhouse	132.00 DU	13	63	76	62	34	96	1,056
	SUB-TOTAL		47	163	210	177	100	277	2,828
344.	2 Single Family (1-5du/ac)	415.00 DU	79	232	311	266	154	420	4,109
	11 Commercial Center(10-30a)	40.00 TSF	29	19	48	95	103	198	2,162
	SUB-TOTAL		108	251	359	361	257	618	6,271
345.	2 Single Family (1-5du/ac)	81.00 DU	15	45	60	52	30	82	802
	SUB-TOTAL		15	45	60	52	30	82	802
346.	2 Single Family (1-5du/ac)	10.00 DU	2	6	8	6	4	10	99
	SUB-TOTAL		2	6	8	6	4	10	99
347.	2 Single Family (1-5du/ac)	313.00 DU	59	175	234	200	116	316	3,099
	SUB-TOTAL		59	175	234	200	116	316	3,099
348.	2 Single Family (1-5du/ac)	517.00 DU	98	290	388	331	191	522	5,118
	SUB-TOTAL		98	290	388	331	191	522	5,118
349.	4 Condominium/Townhouse	388.00 DU	39	186	225	182	101	283	3,104
	12 Commercial Center (<10ac)	8.00 TSF	9	6	15	27	29	56	680
	26 Day Care	50.00 STU	22	19	41	20	23	43	226
	SUB-TOTAL		70	211	281	229	153	382	4,010

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
350.	25 Church	200.00 TSF	78	66	144	72	60	132	1,860
	SUB-TOTAL		78	66	144	72	60	132	1,860
352.	2 Single Family (1-5du/ac)	592.00 DU	112	332	444	379	219	598	5,861
	20 Elementary/Middle School	924.00 STU	240	185	425	74	83	157	1,340
	51 Developed Park	9.00 AC	0	0	0	0	0	0	23
	SUB-TOTAL		352	517	869	453	302	755	7,224
353.	2 Single Family (1-5du/ac)	259.00 DU	49	145	194	166	96	262	2,564
	51 Developed Park	10.00 AC	0	0	0	0	0	0	26
	SUB-TOTAL		49	145	194	166	96	262	2,590
355.	2 Single Family (1-5du/ac)	500.00 DU	95	280	375	320	185	505	4,950
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	51 Developed Park	5.00 AC	0	0	0	0	0	0	13
	SUB-TOTAL		290	430	720	380	253	633	6,051
356.	2 Single Family (1-5du/ac)	385.00 DU	73	216	289	246	142	388	3,811
	12 Commercial Center (<10ac)	60.00 TSF	65	41	106	199	216	415	5,104
	SUB-TOTAL		138	257	395	445	358	803	8,915
357.	2 Single Family (1-5du/ac)	90.00 DU	17	50	67	58	33	91	891
	SUB-TOTAL		17	50	67	58	33	91	891
358.	2 Single Family (1-5du/ac)	275.00 DU	52	154	206	176	102	278	2,723
	4 Condominium/Townhouse	121.00 DU	12	58	70	57	31	88	968
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	51 Developed Park	19.20 AC	0	0	0	1	1	2	50
	SUB-TOTAL		259	362	621	294	202	496	4,829
359.	2 Single Family (1-5du/ac)	570.00 DU	108	319	427	365	211	576	5,643
	4 Condominium/Townhouse	192.00 DU	19	92	111	90	50	140	1,536
	SUB-TOTAL		127	411	538	455	261	716	7,179
360.	2 Single Family (1-5du/ac)	538.00 DU	102	301	403	344	199	543	5,326
	4 Condominium/Townhouse	248.00 DU	25	119	144	117	64	181	1,984
	12 Commercial Center (<10ac)	135.00 TSF	147	93	240	448	486	934	11,483
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		469	663	1,132	969	817	1,786	19,881
361.	2 Single Family (1-5du/ac)	420.00 DU	80	235	315	269	155	424	4,158
	6 Mobile Home	181.00 DU	14	58	72	63	38	101	1,249
	25 Church	3.00 TSF	1	1	2	1	1	2	28
	SUB-TOTAL		95	294	389	333	194	527	5,435
362.	2 Single Family (1-5du/ac)	173.00 DU	33	97	130	111	64	175	1,713
	SUB-TOTAL		33	97	130	111	64	175	1,713
363.	2 Single Family (1-5du/ac)	44.00 DU	8	25	33	28	16	44	436
	SUB-TOTAL		8	25	33	28	16	44	436
364.	3 Single Family (6-10du/ac)	199.00 DU	38	111	149	127	74	201	1,970
	SUB-TOTAL		38	111	149	127	74	201	1,970

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
365.	2 Single Family (1-5du/ac)	201.00 DU	38	113	151	129	74	203	1,990
	4 Condominium/Townhouse	102.00 DU	10	49	59	48	27	75	816
	12 Commercial Center (<10ac)	11.00 TSF	12	8	20	37	40	77	936
	SUB-TOTAL		60	170	230	214	141	355	3,742
366.	2 Single Family (1-5du/ac)	600.00 DU	114	336	450	384	222	606	5,940
	SUB-TOTAL		114	336	450	384	222	606	5,940
367.	3 Single Family (6-10du/ac)	437.00 DU	83	245	328	280	162	442	4,326
	SUB-TOTAL		83	245	328	280	162	442	4,326
368.	2 Single Family (1-5du/ac)	1,070.00 DU	203	599	802	685	396	1,081	10,593
	12 Commercial Center (<10ac)	35.00 TSF	38	24	62	116	126	242	2,977
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	25 Church	56.00 TSF	22	18	40	20	17	37	521
	51 Developed Park	7.50 AC	0	0	0	0	0	0	20
	SUB-TOTAL		458	791	1,249	881	607	1,488	15,199
369.	2 Single Family (1-5du/ac)	202.00 DU	38	113	151	129	75	204	2,000
	SUB-TOTAL		38	113	151	129	75	204	2,000
370.	2 Single Family (1-5du/ac)	1,080.00 DU	205	605	810	691	400	1,091	10,692
	21 High School	2,500.00 STU	800	350	1,150	150	225	375	4,475
	SUB-TOTAL		1,005	955	1,960	841	625	1,466	15,167
371.	2 Single Family (1-5du/ac)	673.00 DU	128	377	505	431	249	680	6,663
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		323	527	850	491	317	808	7,751
372.	2 Single Family (1-5du/ac)	287.00 DU	55	161	216	184	106	290	2,841
	4 Condominium/Townhouse	230.00 DU	23	110	133	108	60	168	1,840
	11 Commercial Center(10-30a)	80.00 TSF	58	38	96	190	206	396	4,325
	SUB-TOTAL		136	309	445	482	372	854	9,006
373.	2 Single Family (1-5du/ac)	236.00 DU	45	132	177	151	87	238	2,336
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	25 Church	23.52 TSF	9	8	17	8	7	15	219
	SUB-TOTAL		249	290	539	219	162	381	3,643
374.	2 Single Family (1-5du/ac)	300.00 DU	57	168	225	192	111	303	2,970
	5 Apartment	304.00 DU	24	131	155	125	64	189	2,098
	11 Commercial Center(10-30a)	150.00 TSF	110	71	181	357	387	744	8,109
	51 Developed Park	30.00 AC	0	0	0	1	1	2	78
	SUB-TOTAL		191	370	561	675	563	1,238	13,255
375.	12 Commercial Center (<10ac)	40.00 TSF	44	28	72	133	144	277	3,402
	16 Fast Food Restaurant	5.00 TSF	127	122	249	87	80	167	2,481
	SUB-TOTAL		171	150	321	220	224	444	5,883
377.	13 Commercial Shops	57.50 TSF	41	28	69	104	104	208	2,131
	SUB-TOTAL		41	28	69	104	104	208	2,131

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
378.	4 Condominium/Townhouse	407.00 DU	41	195	236	191	106	297	3,256
	6 Mobile Home	332.00 DU	27	106	133	116	70	186	2,291
	13 Commercial Shops	51.00 TSF	37	24	61	92	92	184	1,890
	30 Industrial Park	110.00 TSF	61	11	72	14	57	71	660
	31 Business Park	56.00 TSF	67	13	80	17	55	72	571
	SUB-TOTAL		233	349	582	430	380	810	8,668
380.	2 Single Family (1-5du/ac)	125.00 DU	24	70	94	80	46	126	1,238
	5 Apartment	400.00 DU	32	172	204	164	84	248	2,760
	SUB-TOTAL		56	242	298	244	130	374	3,998
381.	25 Church	10.00 TSF	4	3	7	4	3	7	93
	51 Developed Park	50.00 AC	0	0	0	2	2	4	130
	SUB-TOTAL		4	3	7	6	5	11	223
382.	34 Utilities	21.00 TSF	0	0	0	0	0	0	50
	51 Developed Park	50.00 AC	0	0	0	2	2	4	130
	SUB-TOTAL		0	0	0	2	2	4	180
383.	2 Single Family (1-5du/ac)	266.00 DU	51	149	200	170	98	268	2,633
	13 Commercial Shops	8.71 TSF	6	4	10	16	16	32	323
	SUB-TOTAL		57	153	210	186	114	300	2,956
384.	2 Single Family (1-5du/ac)	354.00 DU	67	198	265	227	131	358	3,505
	SUB-TOTAL		67	198	265	227	131	358	3,505
385.	2 Single Family (1-5du/ac)	75.00 DU	14	42	56	48	28	76	743
	SUB-TOTAL		14	42	56	48	28	76	743
387.	2 Single Family (1-5du/ac)	800.00 DU	152	448	600	512	296	808	7,920
	4 Condominium/Townhouse	700.00 DU	70	336	406	329	182	511	5,600
	SUB-TOTAL		222	784	1,006	841	478	1,319	13,520
388.	2 Single Family (1-5du/ac)	99.00 DU	19	55	74	63	37	100	980
	4 Condominium/Townhouse	400.00 DU	40	192	232	188	104	292	3,200
	20 Elementary/Middle School	1,600.00 STU	416	320	736	128	144	272	2,320
	SUB-TOTAL		475	567	1,042	379	285	664	6,500
389.	2 Single Family (1-5du/ac)	1,110.00 DU	211	622	833	710	411	1,121	10,989
	3 Single Family (6-10du/ac)	126.00 DU	24	71	95	81	47	128	1,247
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		430	843	1,273	851	526	1,377	13,324
390.	2 Single Family (1-5du/ac)	150.00 DU	29	84	113	96	56	152	1,485
	SUB-TOTAL		29	84	113	96	56	152	1,485
391.	13 Commercial Shops	16.33 TSF	12	8	20	29	29	58	605
	30 Industrial Park	70.00 TSF	39	7	46	9	36	45	420
	32 Manufacturing/Warehouse	376.36 TSF	211	64	275	102	177	279	1,919
	SUB-TOTAL		262	79	341	140	242	382	2,944

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
392.	2 Single Family (1-5du/ac)	323.00 DU	61	181	242	207	120	327	3,198
	6 Mobile Home	434.00 DU	35	139	174	152	91	243	2,995
	11 Commercial Center(10-30a)	81.68 TSF	60	38	98	194	211	405	4,416
	13 Commercial Shops	20.80 TSF	15	10	25	37	37	74	771
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	32 Manufacturing/Warehouse	500.00 TSF	280	85	365	135	235	370	2,550
	SUB-TOTAL		646	603	1,249	785	762	1,547	15,018
393.	3 Single Family (6-10du/ac)	162.00 DU	31	91	122	104	60	164	1,604
	4 Condominium/Townhouse	100.00 DU	10	48	58	47	26	73	800
	12 Commercial Center (<10ac)	52.27 TSF	57	36	93	174	188	362	4,446
	25 Church	73.00 TSF	28	24	52	26	22	48	679
	SUB-TOTAL		126	199	325	351	296	647	7,529
394.	2 Single Family (1-5du/ac)	325.00 DU	62	182	244	208	120	328	3,217
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	21 High School	2,500.00 STU	800	350	1,150	150	225	375	4,475
	51 Developed Park	3.20 AC	0	0	0	0	0	0	8
	SUB-TOTAL		1,057	682	1,739	418	413	831	8,788
395.	5 Apartment	185.00 DU	15	80	95	76	39	115	1,277
	11 Commercial Center(10-30a)	165.53 TSF	121	78	199	394	427	821	8,949
	20 Elementary/Middle School	1,200.00 STU	312	240	552	96	108	204	1,740
	SUB-TOTAL		448	398	846	566	574	1,140	11,966
396.	12 Commercial Center (<10ac)	110.00 TSF	120	76	196	365	396	761	9,357
	SUB-TOTAL		120	76	196	365	396	761	9,357
397.	3 Single Family (6-10du/ac)	49.00 DU	9	27	36	31	18	49	485
	4 Condominium/Townhouse	512.00 DU	51	246	297	241	133	374	4,096
	5 Apartment	67.00 DU	5	29	34	27	14	41	462
	6 Mobile Home	500.00 DU	40	160	200	175	105	280	3,450
	11 Commercial Center(10-30a)	310.98 TSF	227	146	373	740	802	1,542	16,812
	12 Commercial Center (<10ac)	74.00 TSF	81	51	132	246	266	512	6,294
	20 Elementary/Middle School	600.00 STU	156	120	276	48	54	102	870
	25 Church	23.00 TSF	9	8	17	8	7	15	214
	SUB-TOTAL		578	787	1,365	1,516	1,399	2,915	32,683
398.	2 Single Family (1-5du/ac)	1,120.00 DU	213	627	840	717	414	1,131	11,088
	4 Condominium/Townhouse	120.00 DU	12	58	70	56	31	87	960
	12 Commercial Center (<10ac)	250.00 TSF	273	173	446	830	900	1,730	21,265
	13 Commercial Shops	2.68 TSF	2	1	3	5	5	10	99
	15 Sit-Down Restaurant	8.45 TSF	41	38	79	55	37	92	1,101
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	24 Library	17.00 TSF	13	5	18	58	63	121	1,445
	SUB-TOTAL		749	1,052	1,801	1,781	1,518	3,299	37,046
399.	2 Single Family (1-5du/ac)	800.00 DU	152	448	600	512	296	808	7,920
	3 Single Family (6-10du/ac)	80.00 DU	15	45	60	51	30	81	792
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	25 Church	15.00 TSF	6	5	11	5	5	10	140
	SUB-TOTAL		368	648	1,016	628	399	1,027	9,940
400.	2 Single Family (1-5du/ac)	12.00 DU	2	7	9	8	4	12	119
	SUB-TOTAL		2	7	9	8	4	12	119

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
401.	2 Single Family (1-5du/ac)	835.00 DU	159	468	627	534	309	843	8,267
	4 Condominium/Townhouse	482.00 DU	48	231	279	227	125	352	3,856
	SUB-TOTAL		207	699	906	761	434	1,195	12,123
402.	2 Single Family (1-5du/ac)	1,129.00 DU	215	632	847	723	418	1,141	11,177
	11 Commercial Center(10-30a)	150.00 TSF	110	71	181	357	387	744	8,109
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	51 Developed Park	361.00 AC	0	0	0	11	14	25	939
	SUB-TOTAL		520	853	1,373	1,151	887	2,038	21,313
403.	2 Single Family (1-5du/ac)	111.00 DU	21	62	83	71	41	112	1,099
	5 Apartment	300.00 DU	24	129	153	123	63	186	2,070
	12 Commercial Center (<10ac)	46.00 TSF	50	32	82	153	166	319	3,913
	SUB-TOTAL		95	223	318	347	270	617	7,082
404.	2 Single Family (1-5du/ac)	177.00 DU	34	99	133	113	65	178	1,752
	SUB-TOTAL		34	99	133	113	65	178	1,752
405.	2 Single Family (1-5du/ac)	296.00 DU	56	166	222	189	110	299	2,930
	SUB-TOTAL		56	166	222	189	110	299	2,930
406.	2 Single Family (1-5du/ac)	353.00 DU	67	198	265	226	131	357	3,495
	SUB-TOTAL		67	198	265	226	131	357	3,495
407.	2 Single Family (1-5du/ac)	47.00 DU	9	26	35	30	17	47	465
	SUB-TOTAL		9	26	35	30	17	47	465
408.	2 Single Family (1-5du/ac)	380.00 DU	72	213	285	243	141	384	3,762
	SUB-TOTAL		72	213	285	243	141	384	3,762
409.	2 Single Family (1-5du/ac)	77.00 DU	15	43	58	49	28	77	762
	SUB-TOTAL		15	43	58	49	28	77	762
410.	2 Single Family (1-5du/ac)	148.00 DU	28	83	111	95	55	150	1,465
	6 Mobile Home	101.00 DU	8	32	40	35	21	56	697
	30 Industrial Park	44.00 TSF	24	4	28	6	23	29	264
	SUB-TOTAL		60	119	179	136	99	235	2,426
411.	2 Single Family (1-5du/ac)	675.00 DU	128	378	506	432	250	682	6,682
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		323	528	851	492	318	810	7,770
412.	1 Single Family (<1du/ac)	120.00 DU	35	80	115	101	43	144	1,188
	11 Commercial Center(10-30a)	40.00 TSF	29	19	48	95	103	198	2,162
	SUB-TOTAL		64	99	163	196	146	342	3,350
413.	2 Single Family (1-5du/ac)	106.00 DU	20	59	79	68	39	107	1,049
	5 Apartment	514.00 DU	41	221	262	211	108	319	3,547
	6 Mobile Home	40.00 DU	3	13	16	14	8	22	276
	12 Commercial Center (<10ac)	44.60 TSF	49	31	80	148	161	309	3,794
	30 Industrial Park	48.54 TSF	27	5	32	6	25	31	291
	32 Manufacturing/Warehouse	45.21 TSF	25	8	33	12	21	33	231
	40 Commercial Office	36.59 TSF	57	7	64	8	47	55	423
	SUB-TOTAL		222	344	566	467	409	876	9,611

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
414.	2 Single Family (1-5du/ac)	40.00 DU	8	22	30	26	15	41	396
	4 Condominium/Townhouse	1,435.00 DU	144	689	833	674	373	1,047	11,480
	5 Apartment	200.00 DU	16	86	102	82	42	124	1,380
	6 Mobile Home	250.00 DU	20	80	100	88	53	141	1,725
	13 Commercial Shops	175.00 TSF	126	84	210	315	315	630	6,486
	SUB-TOTAL		314	961	1,275	1,185	798	1,983	21,467
415.	2 Single Family (1-5du/ac)	75.00 DU	14	42	56	48	28	76	743
	11 Commercial Center(10-30a)	63.71 TSF	47	30	77	152	164	316	3,444
	32 Manufacturing/Warehouse	27.80 TSF	16	5	21	8	13	21	142
	SUB-TOTAL		77	77	154	208	205	413	4,329
416.	2 Single Family (1-5du/ac)	276.00 DU	52	155	207	177	102	279	2,732
	4 Condominium/Townhouse	57.00 DU	6	27	33	27	15	42	456
	6 Mobile Home	220.00 DU	18	70	88	77	46	123	1,518
	13 Commercial Shops	15.00 TSF	11	7	18	27	27	54	556
	25 Church	20.00 TSF	8	7	15	7	6	13	186
	40 Commercial Office	100.00 TSF	155	19	174	21	129	150	1,156
	51 Developed Park	15.00 AC	0	0	0	0	1	1	39
	SUB-TOTAL		250	285	535	336	326	662	6,643
417.	2 Single Family (1-5du/ac)	950.00 DU	181	532	713	608	352	960	9,405
	4 Condominium/Townhouse	255.00 DU	26	122	148	120	66	186	2,040
	12 Commercial Center (<10ac)	10.00 TSF	11	7	18	33	36	69	851
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	22 College	10,000.00 STU	1,300	100	1,400	700	1,400	2,100	15,400
	SUB-TOTAL		1,713	911	2,624	1,521	1,922	3,443	28,784
418.	4 Condominium/Townhouse	474.00 DU	47	228	275	223	123	346	3,792
	5 Apartment	755.00 DU	60	325	385	310	159	469	5,210
	6 Mobile Home	90.00 DU	7	29	36	32	19	51	621
	11 Commercial Center(10-30a)	228.00 TSF	166	107	273	543	588	1,131	12,326
	SUB-TOTAL		280	689	969	1,108	889	1,997	21,949
419.	4 Condominium/Townhouse	1,834.00 DU	183	880	1,063	862	477	1,339	14,672
	SUB-TOTAL		183	880	1,063	862	477	1,339	14,672
420.	4 Condominium/Townhouse	56.00 DU	6	27	33	26	15	41	448
	SUB-TOTAL		6	27	33	26	15	41	448
421.	3 Single Family (6-10du/ac)	250.00 DU	48	140	188	160	93	253	2,475
	4 Condominium/Townhouse	1,500.00 DU	150	720	870	705	390	1,095	12,000
	11 Commercial Center(10-30a)	400.00 TSF	292	188	480	952	1,032	1,984	21,624
	14 Hotel	200.00 ROOM	68	44	112	64	58	122	1,646
	40 Commercial Office	600.00 TSF	930	114	1,044	126	774	900	6,936
	51 Developed Park	12.00 AC	0	0	0	0	0	0	31
	SUB-TOTAL		1,488	1,206	2,694	2,007	2,347	4,354	44,712
422.	2 Single Family (1-5du/ac)	20.00 DU	4	11	15	13	7	20	198
	6 Mobile Home	80.00 DU	6	26	32	28	17	45	552
	12 Commercial Center (<10ac)	10.00 TSF	11	7	18	33	36	69	851
	20 Elementary/Middle School	1,050.00 STU	273	210	483	84	95	179	1,523
	SUB-TOTAL		294	254	548	158	155	313	3,124

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
423.	2 Single Family (1-5du/ac)	353.00 DU	67	198	265	226	131	357	3,495
	3 Single Family (6-10du/ac)	21.00 DU	4	12	16	13	8	21	208
	6 Mobile Home	90.00 DU	7	29	36	32	19	51	621
	12 Commercial Center (<10ac)	98.01 TSF	107	68	175	325	353	678	8,337
	40 Commercial Office	10.89 TSF	17	2	19	2	14	16	126
	SUB-TOTAL		202	309	511	598	525	1,123	12,787
424.	2 Single Family (1-5du/ac)	350.00 DU	67	196	263	224	130	354	3,465
	SUB-TOTAL		67	196	263	224	130	354	3,465
425.	2 Single Family (1-5du/ac)	114.00 DU	22	64	86	73	42	115	1,129
	4 Condominium/Townhouse	80.00 DU	8	38	46	38	21	59	640
	51 Developed Park	31.00 AC	0	0	0	1	1	2	81
	SUB-TOTAL		30	102	132	112	64	176	1,850
426.	2 Single Family (1-5du/ac)	560.00 DU	106	314	420	358	207	565	5,544
	3 Single Family (6-10du/ac)	70.00 DU	13	39	52	45	26	71	693
	32 Manufacturing/Warehouse	39.60 TSF	22	7	29	11	19	30	202
	SUB-TOTAL		141	360	501	414	252	666	6,439
427.	2 Single Family (1-5du/ac)	249.00 DU	47	139	186	159	92	251	2,465
	SUB-TOTAL		47	139	186	159	92	251	2,465
428.	2 Single Family (1-5du/ac)	1,313.00 DU	249	735	984	840	486	1,326	12,999
	11 Commercial Center(10-30a)	47.40 TSF	35	22	57	113	122	235	2,562
	12 Commercial Center (<10ac)	39.20 TSF	43	27	70	130	141	271	3,334
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		522	934	1,456	1,143	817	1,960	19,983
429.	2 Single Family (1-5du/ac)	55.00 DU	10	31	41	35	20	55	545
	SUB-TOTAL		10	31	41	35	20	55	545
430.	2 Single Family (1-5du/ac)	2.00 DU	0	1	1	1	1	2	20
	SUB-TOTAL		0	1	1	1	1	2	20
431.	2 Single Family (1-5du/ac)	3.00 DU	1	2	3	2	1	3	30
	SUB-TOTAL		1	2	3	2	1	3	30
433.	2 Single Family (1-5du/ac)	155.00 DU	29	87	116	99	57	156	1,535
	SUB-TOTAL		29	87	116	99	57	156	1,535
434.	2 Single Family (1-5du/ac)	25.00 DU	5	14	19	16	9	25	247
	SUB-TOTAL		5	14	19	16	9	25	247
437.	31 Business Park	250.00 TSF	300	58	358	75	248	323	2,550
	59 Cemex	12.84 SG	46	48	94	26	29	55	1,284
	SUB-TOTAL		346	106	452	101	277	378	3,834
438.	2 Single Family (1-5du/ac)	10.00 DU	2	6	8	6	4	10	99
	31 Business Park	250.00 TSF	300	58	358	75	248	323	2,550
	SUB-TOTAL		302	64	366	81	252	333	2,649
439.	2 Single Family (1-5du/ac)	175.00 DU	33	98	131	112	65	177	1,732
	11 Commercial Center(10-30a)	41.65 TSF	30	20	50	99	107	206	2,252
	SUB-TOTAL		63	118	181	211	172	383	3,984

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
440.	30 Industrial Park	50.00 TSF	28	5	33	7	26	33	300
	SUB-TOTAL		28	5	33	7	26	33	300
441.	2 Single Family (1-5du/ac)	330.00 DU	63	185	248	211	122	333	3,267
	6 Mobile Home	160.00 DU	13	51	64	56	34	90	1,104
	13 Commercial Shops	30.00 TSF	22	14	36	54	54	108	1,112
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		293	400	693	381	278	659	6,571
442.	2 Single Family (1-5du/ac)	112.00 DU	21	63	84	72	41	113	1,109
	3 Single Family (6-10du/ac)	216.00 DU	41	121	162	138	80	218	2,138
	SUB-TOTAL		62	184	246	210	121	331	3,247
443.	2 Single Family (1-5du/ac)	763.00 DU	145	427	572	488	282	770	7,554
	13 Commercial Shops	30.00 TSF	22	14	36	54	54	108	1,112
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		362	591	953	602	404	1,006	9,754
444.	4 Condominium/Townhouse	440.00 DU	44	211	255	207	114	321	3,520
	11 Commercial Center(10-30a)	200.00 TSF	146	94	240	476	516	992	10,812
	25 Church	4.00 TSF	2	1	3	1	1	2	37
	SUB-TOTAL		192	306	498	684	631	1,315	14,369
445.	2 Single Family (1-5du/ac)	41.00 DU	8	23	31	26	15	41	406
	SUB-TOTAL		8	23	31	26	15	41	406
446.	2 Single Family (1-5du/ac)	20.00 DU	4	11	15	13	7	20	198
	SUB-TOTAL		4	11	15	13	7	20	198
447.	2 Single Family (1-5du/ac)	300.00 DU	57	168	225	192	111	303	2,970
	50 Golf Course	150.00 AC	23	9	32	15	30	45	1,194
	SUB-TOTAL		80	177	257	207	141	348	4,164
448.	2 Single Family (1-5du/ac)	691.00 DU	131	387	518	442	256	698	6,841
	SUB-TOTAL		131	387	518	442	256	698	6,841
449.	2 Single Family (1-5du/ac)	20.00 DU	4	11	15	13	7	20	198
	SUB-TOTAL		4	11	15	13	7	20	198
450.	2 Single Family (1-5du/ac)	27.00 DU	5	15	20	17	10	27	267
	SUB-TOTAL		5	15	20	17	10	27	267
451.	2 Single Family (1-5du/ac)	140.00 DU	27	78	105	90	52	142	1,386
	30 Industrial Park	47.00 TSF	26	5	31	6	24	30	282
	SUB-TOTAL		53	83	136	96	76	172	1,668
452.	2 Single Family (1-5du/ac)	38.00 DU	7	21	28	24	14	38	376
	SUB-TOTAL		7	21	28	24	14	38	376
453.	2 Single Family (1-5du/ac)	1,020.00 DU	194	571	765	653	377	1,030	10,098
	13 Commercial Shops	16.00 TSF	12	8	20	29	29	58	593
	20 Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1,088
	SUB-TOTAL		401	729	1,130	742	474	1,216	11,779

OVOV Buildout Land Use and Trip Generation by TAZ									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
454.	2 Single Family (1-5du/ac)	650.00 DU	124	364	488	416	241	657	6,435
	11 Commercial Center(10-30a)	34.14 TSF	25	16	41	81	88	169	1,846
	13 Commercial Shops	6.14 TSF	4	3	7	11	11	22	228
	52 Undeveloped Park	745.00 AC	0	0	0	0	0	0	373
	57 Agua Dulce Airport	51.09 SG	153	102	255	204	307	511	5,109
	SUB-TOTAL		306	485	791	712	647	1,359	13,991
455.	2 Single Family (1-5du/ac)	100.00 DU	19	56	75	64	37	101	990
	SUB-TOTAL		19	56	75	64	37	101	990

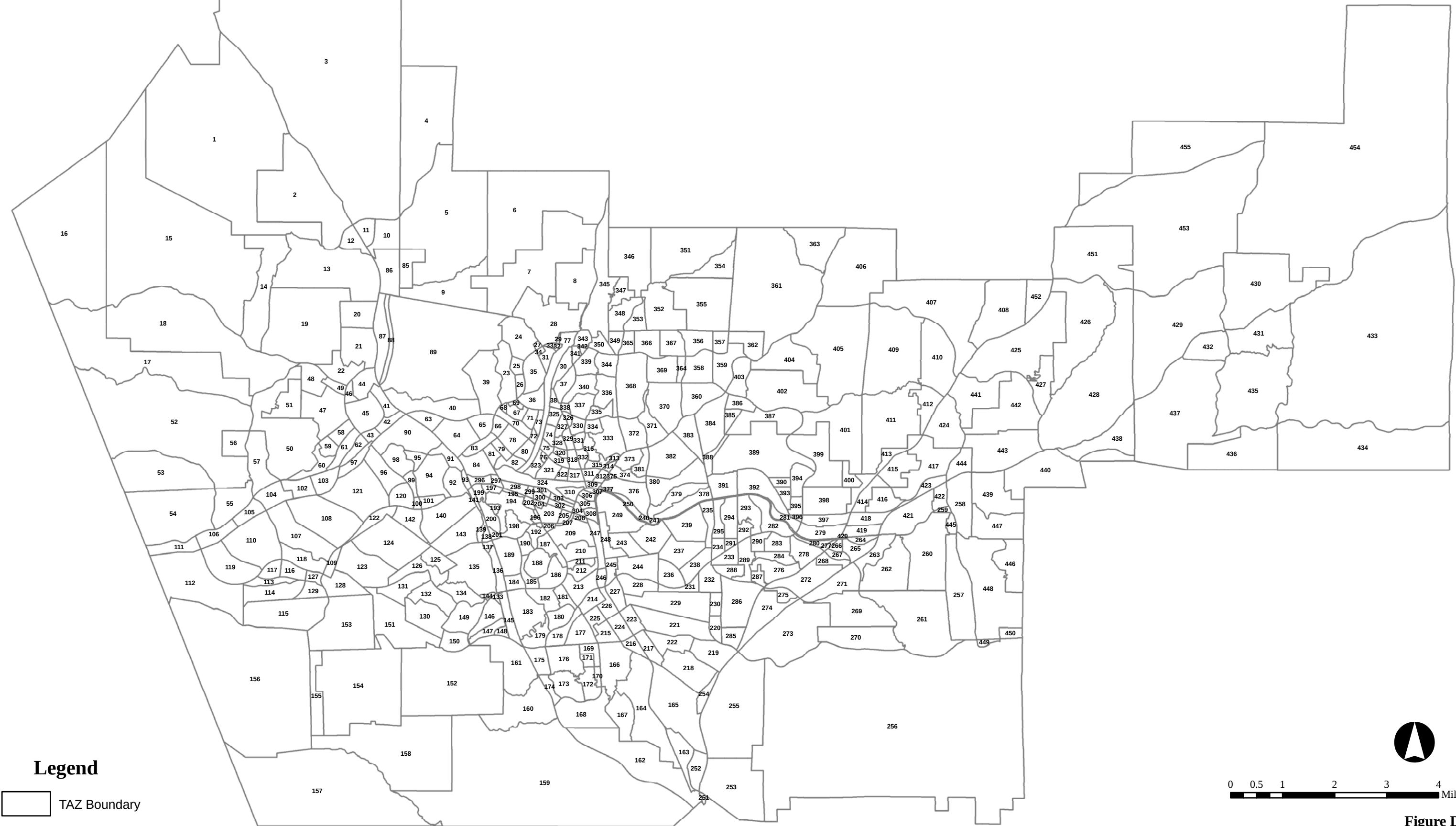
OVOV Buildout - Land Use and Trip Generation Summary									
			AM Peak Hour			PM Peak Hour			ADT
Land Use Type	Units		In	Out	Total	In	Out	Total	
1. Single Family (<1du/ac)	448.00	DU	129	299	428	376	164	540	4,436
2. Single Family (1-5du/ac)	64,889.00	DU	12,331	36,339	48,670	41,526	24,005	65,531	642,412
3. Single Family (6-10du/ac)	12,638.00	DU	2,405	7,077	9,482	8,085	4,678	12,763	125,116
4. Condominium/Townhouse	50,296.00	DU	5,033	24,142	29,175	23,638	13,082	36,720	402,368
5. Apartment	15,031.00	DU	1,203	6,471	7,674	6,166	3,160	9,326	103,716
6. Mobile Home	3,420.00	DU	272	1,095	1,367	1,199	719	1,918	23,599
7. Senior (Active)	2,352.00	DU	189	281	470	376	237	613	8,725
10. Commercial Center (>30ac)	9,728.62	TSF	4,572	2,918	7,490	15,955	17,317	33,272	389,730
11. Commercial Center(10-30a)	8,933.07	TSF	6,522	4,200	10,722	21,263	23,045	44,308	482,923
12. Commercial Center (<10ac)	2,465.12	TSF	2,690	1,705	4,395	8,184	8,877	17,061	209,685
13. Commercial Shops	2,104.11	TSF	1,513	1,010	2,523	3,790	3,790	7,580	77,980
14. Hotel	2,527.00	ROOM	859	555	1,414	810	733	1,543	20,798
15. Sit-Down Restaurant	289.72	TSF	1,397	1,288	2,685	1,890	1,258	3,148	37,763
16. Fast Food Restaurant	64.42	TSF	1,638	1,573	3,211	1,123	1,033	2,156	31,961
17. Movie Theater	3,600.00	SEAT	0	0	0	180	72	252	6,336
18. Health Club	138.00	TSF	132	88	220	298	199	497	5,520
19. Car Dealership	530.00	TSF	854	319	1,173	593	889	1,482	19,876
20. Elementary/Middle School	51,667.00	STU	13,434	10,334	23,768	4,134	4,674	8,808	74,942
21. High School	18,500.00	STU	5,920	2,590	8,510	1,110	1,665	2,775	33,115
22. College	36,062.00	STU	4,688	361	5,049	2,524	5,049	7,573	55,535
23. Hospital	365.16	TSF	260	95	355	80	255	335	6,134
24. Library	91.40	TSF	69	27	96	311	338	649	7,767
25. Church	997.46	TSF	392	333	725	356	301	657	9,278
26. Day Care	540.00	STU	233	205	438	216	249	465	2,441
30. Industrial Park	36,687.27	TSF	20,179	3,670	23,849	4,769	19,077	23,846	220,124
31. Business Park	7,797.08	TSF	9,358	1,795	11,153	2,337	7,722	10,059	79,530
32. Manufacturing/Warehouse	3,268.69	TSF	1,830	557	2,387	884	1,536	2,420	16,673
34. Utilities	1,032.44	TSF	0	0	0	0	0	0	2,457
35. Regional Post Office	780.00	TSF	156	117	273	117	117	234	3,900
40. Commercial Office	8,483.89	TSF	13,154	1,615	14,769	1,784	10,947	12,731	98,072
41. High-Rise Office	300.00	TSF	411	57	468	75	372	447	3,264
42. Medical Office	730.56	TSF	1,417	358	1,775	724	1,951	2,675	24,985
43. Post Office	50.00	TSF	209	193	402	275	265	540	5,410
50. Golf Course	1,338.00	AC	202	80	282	134	268	402	10,651
51. Developed Park	1,040.20	AC	0	0	0	30	39	69	2,705
52. Undeveloped Park	890.00	AC	0	0	0	0	0	0	446
53. Wayside Honor Ranch	30.00	SG	90	60	150	120	180	300	3,000
54. Six Flags Magic Mtn	240.00	SG	720	480	1,200	960	1,440	2,400	24,000
55. Travel Village	26.20	SG	79	52	131	105	157	262	2,620
57. Agua Dulce Airport	51.09	SG	153	102	255	204	307	511	5,109
58. Landfill	20.00	SG	60	40	100	80	120	200	2,000
59. Cemex	12.84	SG	46	48	94	26	29	55	1,284
TOTAL			114,799	112,529	227,328	156,807	160,316	317,123	3,288,386

Appendix D

TRAFFIC MODEL DATA

SCVCTM 5.0 Traffic Analysis Zones

DRAFT



0 0.5 1 2 3 4 Miles

Figure D-1

Peak Hour and ADT Trip Rates									
Zone	Land Use Type	Units	AM Peak Hour			PM Peak Hour			ADT
			Inbound	Outbound	Total	Inbound	Outbound	Total	
1.	Single Family (<1du/ac)	DU	.29	.67	.96	.84	.36	1.20	9.90
2.	Single Family (1-5du/ac)	DU	.19	.56	.75	.64	.37	1.01	9.90
3.	Single Family (6-10du/ac)	DU	.19	.56	.75	.64	.37	1.01	9.90
4.	Condominium/Townhouse	DU	.10	.48	.58	.47	.26	.73	8.00
5.	Apartment	DU	.08	.43	.51	.41	.21	.62	6.90
6.	Mobile Home	DU	.08	.32	.40	.35	.21	.56	6.90
7.	Senior (Active)	DU	.08	.12	.20	.16	.10	.26	3.71
10.	Commercial Center (>30ac)	TSF	.47	.30	.77	1.64	1.78	3.42	40.06
11.	Commercial Center(10-30a)	TSF	.73	.47	1.20	2.38	2.58	4.96	54.06
12.	Commercial Center (<10ac)	TSF	1.09	.69	1.78	3.32	3.60	6.92	85.06
13.	Commercial Shops	TSF	.72	.48	1.20	1.80	1.80	3.60	37.06
14.	Hotel	ROOM	.34	.22	.56	.32	.29	.61	8.23
15.	Sit-Down Restaurant	TSF	4.82	4.45	9.27	6.52	4.34	10.86	130.34
16.	Fast Food Restaurant	TSF	25.43	24.43	49.86	17.41	16.07	33.48	496.12
17.	Movie Theater	SEAT	.00	.00	.00	.05	.02	.07	1.76
18.	Health Club	TSF	.96	.64	1.60	2.16	1.44	3.60	40.00
19.	Car Dealership	TSF	1.61	.60	2.21	1.12	1.68	2.80	37.50
20.	Elementary/Middle School	STU	.26	.20	.46	.08	.09	.17	1.45
21.	High School	STU	.32	.14	.46	.06	.09	.15	1.79
22.	College	STU	.13	.01	.14	.07	.14	.21	1.54
23.	Hospital	TSF	.71	.26	.97	.22	.70	.92	16.80
24.	Library	TSF	.76	.30	1.06	3.40	3.69	7.09	84.98
25.	Church	TSF	.39	.33	.72	.36	.30	.66	9.30
26.	Day Care	STU	.43	.38	.81	.40	.46	.86	4.52
30.	Industrial Park	TSF	.55	.10	.65	.13	.52	.65	6.00
31.	Business Park	TSF	1.20	.23	1.43	.30	.99	1.29	10.20
32.	Manufacturing/Warehouse	TSF	.56	.17	.73	.27	.47	.74	5.10
33.	Science/Research	TSF	1.03	.21	1.24	.16	.92	1.08	10.20
34.	Utilities	TSF	.00	.00	.00	.00	.00	.00	2.38
35.	Regional Post Office	TSF	.20	.15	.35	.15	.15	.30	5.00
40.	Commercial Office	TSF	1.55	.19	1.74	.21	1.29	1.50	11.56
41.	High-Rise Office	TSF	1.37	.19	1.56	.25	1.24	1.49	10.88
42.	Medical Office	TSF	1.94	.49	2.43	.99	2.67	3.66	34.20
43.	Post Office	TSF	4.17	3.85	8.02	5.50	5.29	10.79	108.19
50.	Golf Course	AC	.15	.06	.21	.10	.20	.30	7.96
51.	Developed Park	AC	.00	.00	.00	.03	.04	.07	2.60
52.	Undeveloped Park	AC	.00	.00	.00	.00	.00	.00	.50
53.	Wayside Honor Ranch	SG	3.00	2.00	5.00	4.00	6.00	10.00	100.00
54.	Six Flags Magic Mtn	SG	3.00	2.00	5.00	4.00	6.00	10.00	100.00
55.	Travel Village	SG	3.00	2.00	5.00	4.00	6.00	10.00	100.00
56.	CHP Office	SG	3.00	2.00	5.00	4.00	6.00	10.00	100.00
57.	Agua Dulce Airport	SG	3.00	2.00	5.00	4.00	6.00	10.00	100.00
58.	Landfill	SG	3.00	2.00	5.00	4.00	6.00	10.00	100.00
59.	Cemex	SG	3.60	3.75	7.35	2.00	2.25	4.25	100.00
Peak Hour Reduction Factors			12.0%	12.9%	--	12.5%	12.2%	--	--
Peak Period to Peak Hour Factors			.60			.35			--
DU = Dwelling Unit TSF = Thousand Square Feet STU = Student AC = Acre SG = Special Generator									

ADT Trip Rates and P&A Splitting Factors															
Land Use Type	Units	ADT	Productions						Attractions						
			H-W	H-S	H-O	O-W	O-O	Total	H-W	H-S	H-O	O-W	O-O	Total	
1. Single Family (<1du/ac)	DU	9.90	.220	.100	.320	.020	.110	.770	.000	.000	.100	.020	.110	.230	
2. Single Family (1-5du/ac)	DU	9.90	.220	.100	.320	.020	.110	.770	.000	.000	.100	.020	.110	.230	
3. Single Family (6-10du/ac)	DU	9.90	.220	.100	.320	.020	.110	.770	.000	.000	.100	.020	.110	.230	
4. Condominium/Townhouse	DU	8.00	.200	.140	.370	.020	.090	.820	.000	.000	.070	.020	.090	.180	
5. Apartment	DU	6.90	.200	.140	.370	.020	.090	.820	.000	.000	.070	.020	.090	.180	
6. Mobile Home	DU	6.90	.200	.140	.370	.020	.090	.820	.000	.000	.070	.020	.090	.180	
7. Senior (Active)	DU	3.71	.050	.220	.410	.020	.100	.800	.000	.000	.080	.020	.100	.200	
10. Commercial Center (>30ac)	TSF	40.06	.000	.000	.000	.030	.300	.330	.090	.140	.110	.030	.300	.670	
11. Commercial Center(10-30a)	TSF	54.06	.000	.000	.000	.030	.300	.330	.090	.140	.110	.030	.300	.670	
12. Commercial Center (<10ac)	TSF	85.06	.000	.000	.000	.030	.340	.370	.060	.110	.090	.030	.340	.630	
13. Commercial Shops	TSF	37.06	.000	.000	.000	.030	.340	.370	.060	.110	.090	.030	.340	.630	
14. Hotel	ROOM	8.23	.000	.000	.000	.060	.180	.240	.120	.000	.400	.060	.180	.760	
15. Sit-Down Restaurant	TSF	130.34	.000	.000	.000	.060	.240	.300	.040	.000	.360	.060	.240	.700	
16. Fast Food Restaurant	TSF	496.12	.000	.000	.000	.070	.310	.380	.010	.000	.230	.070	.310	.620	
17. Movie Theater	SEAT	1.76	.000	.000	.000	.000	.310	.310	.080	.000	.300	.000	.310	.690	
18. Health Club	TSF	40.00	.000	.000	.000	.010	.250	.260	.060	.000	.420	.010	.250	.740	
19. Car Dealership	TSF	37.50	.000	.000	.000	.030	.250	.280	.080	.210	.150	.030	.250	.720	
20. Elementary/Middle School	STU	1.45	.000	.000	.000	.000	.030	.030	.100	.000	.840	.000	.030	.970	
21. High School	STU	1.79	.000	.000	.000	.000	.030	.030	.100	.000	.840	.000	.030	.970	
22. College	STU	1.54	.000	.000	.000	.000	.230	.230	.060	.000	.480	.000	.230	.770	
23. Hospital	TSF	16.80	.000	.000	.000	.000	.050	.050	.320	.000	.580	.000	.050	.950	
24. Library	TSF	84.98	.000	.000	.000	.090	.170	.260	.160	.000	.320	.090	.170	.740	
25. Church	TSF	9.30	.000	.000	.000	.050	.100	.150	.350	.000	.350	.050	.100	.850	
26. Day Care	STU	4.52	.000	.000	.000	.000	.030	.030	.100	.000	.840	.000	.030	.970	
30. Industrial Park	TSF	6.00	.000	.000	.000	.070	.210	.280	.390	.000	.050	.070	.210	.720	
31. Business Park	TSF	10.20	.000	.000	.000	.070	.210	.280	.390	.000	.050	.070	.210	.720	
32. Manufacturing/Warehouse	TSF	5.10	.000	.000	.000	.070	.210	.280	.390	.000	.050	.070	.210	.720	
33. Science/Research	TSF	10.20	.000	.000	.000	.070	.210	.280	.390	.000	.050	.070	.210	.720	
34. Utilities	TSF	2.38	.000	.000	.000	.090	.170	.260	.190	.000	.290	.090	.170	.740	
35. Regional Post Office	TSF	5.00	.000	.000	.000	.070	.210	.280	.390	.000	.050	.070	.210	.720	
40. Commercial Office	TSF	11.56	.000	.000	.000	.110	.180	.290	.270	.000	.150	.110	.180	.710	
41. High-Rise Office	TSF	10.88	.000	.000	.000	.110	.180	.290	.270	.000	.150	.110	.180	.710	
42. Medical Office	TSF	34.20	.000	.000	.000	.030	.260	.290	.140	.000	.280	.030	.260	.710	
43. Post Office	TSF	108.19	.000	.000	.000	.090	.220	.310	.150	.000	.230	.090	.220	.690	
50. Golf Course	AC	7.96	.000	.000	.000	.000	.270	.270	.080	.000	.380	.000	.270	.730	
51. Developed Park	AC	2.60	.000	.000	.000	.000	.120	.120	.010	.000	.750	.000	.120	.880	
52. Undeveloped Park	AC	.50	.000	.000	.000	.000	.120	.120	.010	.000	.750	.000	.120	.880	
53. Wayside Honor Ranch	SG	100.00	.000	.000	.000	.000	.170	.170	.330	.000	.330	.000	.170	.830	
54. Six Flags Magic Mtn	SG	100.00	.000	.000	.000	.010	.180	.190	.150	.000	.470	.010	.180	.810	
55. Travel Village	SG	100.00	.000	.000	.000	.010	.250	.260	.060	.000	.420	.010	.250	.740	
56. CHP Office	SG	100.00	.000	.000	.000	.110	.180	.290	.270	.000	.150	.110	.180	.710	
57. Agua Dulce Airport	SG	100.00	.000	.000	.000	.040	.180	.220	.160	.000	.400	.040	.180	.780	
58. Landfill	SG	100.00	.000	.000	.000	.110	.180	.290	.270	.000	.150	.110	.180	.710	
59. Cemex	SG	100.00	.000	.000	.000	.110	.180	.290	.270	.000	.150	.110	.180	.710	
Peak Period to Peak Hour Factors	AM	.60	PM	.35											
DU = Dwelling Unit TSF = Thousand Square Feet STU = Student AC = Acre SG = Special Generator															

Network Speed and Capacity Table							
Facility Type	Speed by Link Classification					One Hour Capacity	Off Peak Capacity
	1	2	3	4	5		
1 - Freeway	65	60	55	50	65	2,200	22,500
2 - Major Hwy (6+ Lanes)	40	35	30	45	50	1,000	9,000
3 - Secondary Hwy (4 Lanes)	35	30	25	40	45	850	8,000
4 - Limited Secondary Hwy (2 Lanes)	30	25	20	35	40	750	7,000
5 - Local/Industrial Collector (2-4 Lanes)	25	20	15	30	35	750	7,000
6 - Centroid Connector	15	15	15	15	15	unrestricted	unrestricted
7 - Expressway	45	40	35	50	55	1,400	14,000
8 - Freeway Ramp	30	30	30	30	30	1,500	12,000
Note: Capacities are per lane and are for one direction.							

Appendix E

FREEWAY D/C CALCULATIONS

Table E-1: Freeway D/C Calculations - Existing Lanes

Segment	Lanes	Capacity	Existing Conditions				Current GP Buildout				Proposed OVOV Buildout			
			AM		PM		AM		PM		AM		PM	
			Vol	D/C	Vol	D/C	Vol	D/C	Vol	D/C	Vol	D/C	Vol	D/C
Northbound														
I-5 s/o Parker	4M	8,000	1,860	0.23	3,570	0.45	5,140	0.64	8,760	1.10	4,090	0.51	8,770	1.10
I-5 s/o Valencia	4M	8,000	5,430	0.68	6,050	0.76	8,540	1.07	9,730	1.22	7,860	0.98	9,190	1.15
I-5 s/o Calgrove	4M	8,000	5,600	0.70	6,970	0.87	8,710	1.09	10,530	1.32	7,540	0.94	8,700	1.09
SR-14 s/o Aqua Dulce	3M+1H	8,000	1,970	0.25	5,130	0.64	4,260	0.53	11,300	1.41	2,700	0.34	10,590	1.32
SR-14 s/o Sierra Hwy	4M+1H	10,000	2,510	0.25	7,500	0.75	5,020	0.50	15,430	1.54	3,900	0.39	13,580	1.36
SR-14 n/o I-5	5M+1H	12,000	2,950	0.25	8,430	0.70	6,320	0.53	16,250	1.35	5,100	0.43	13,390	1.12
Southbound														
I-5 s/o Parker	4M	8,000	2,190	0.27	3,070	0.38	6,950	0.87	7,980	1.00	6,770	0.85	7,640	0.96
I-5 s/o Valencia	4M	8,000	5,310	0.66	6,420	0.80	9,970	1.25	10,320	1.29	8,200	1.03	10,300	1.29
I-5 s/o Calgrove	4M	6,400	6,610	1.03	6,410	1.00	10,430	1.63	10,800	1.69	7,380	1.15	10,480	1.64
SR-14 s/o Aqua Dulce	3M+1H	8,000	5,580	0.70	2,810	0.35	11,970	1.50	5,190	0.65	11,780	1.47	3,350	0.42
SR-14 s/o Sierra Hwy	4M+1H	10,000	7,090	0.71	3,380	0.34	15,330	1.53	7,100	0.71	14,350	1.44	5,150	0.52
SR-14 n/o I-5	5M+1H	12,000	8,350	0.70	4,100	0.34	16,170	1.35	8,490	0.71	13,920	1.16	6,820	0.57
Capacities: Mix-Flow Lane (M) 2,000 vphpl (1,600 vphpl for extended uphill grades) HOV Lane (H) 2,000 vphpl Truck Lane (T) 1,200 vphpl Auxiliary Lane (A) 1,000 vphpl														
Abbreviations: Vol = Volume D/C = Demand/Capacity Ratio HOV = High Occupancy Vehicle														

Table E-2: Freeway D/C Calculations - Future Lanes

Segment	Lanes	Capacity	Existing Conditions				Current GP Buildout				Proposed OVOV Buildout			
			AM		PM		AM		PM		AM		PM	
			Vol	D/C	Vol	D/C	Vol	D/C	Vol	D/C	Vol	D/C	Vol	D/C
Northbound														
I-5 s/o Parker	4M+1H	10,000	1,860	0.19	3,570	0.36	5,140	0.51	8,760	0.88	4,090	0.41	8,770	0.88
I-5 s/o Valencia	4M+1H	10,000	5,430	0.54	6,050	0.61	8,540	0.85	9,730	0.97	7,860	0.79	9,190	0.92
I-5 s/o Calgrove	4M+1H+1T	11,200	5,600	0.50	6,970	0.62	8,710	0.78	10,530	0.94	7,540	0.67	8,700	0.78
SR-14 s/o Aqua Dulce	3M+2H	10,000	1,970	0.20	5,130	0.51	4,260	0.43	11,300	1.13	2,700	0.27	10,590	1.06
SR-14 s/o Sierra Hwy	4M+2H	12,000	2,510	0.21	7,500	0.63	5,020	0.42	15,430	1.29	3,900	0.33	13,580	1.13
SR-14 n/o I-5	5M+2H	14,000	2,950	0.21	8,430	0.60	6,320	0.45	16,250	1.16	5,100	0.36	13,390	0.96
Southbound														
I-5 s/o Parker	4M+1H	10,000	2,190	0.22	3,070	0.31	6,950	0.70	7,980	0.80	6,770	0.68	7,640	0.76
I-5 s/o Valencia	4M+1H	11,000	5,310	0.48	6,420	0.58	9,970	0.91	10,320	0.94	8,200	0.75	10,300	0.94
I-5 s/o Calgrove	4M+1H+2T	12,400	6,610	0.53	6,410	0.52	10,430	0.84	10,800	0.87	7,380	0.60	10,480	0.85
SR-14 s/o Aqua Dulce	3M+2H	10,000	5,580	0.56	2,810	0.28	11,970	1.20	5,190	0.52	11,780	1.18	3,350	0.34
SR-14 s/o Sierra Hwy	4M+2H	12,000	7,090	0.59	3,380	0.28	15,330	1.28	7,100	0.59	14,350	1.20	5,150	0.43
SR-14 n/o I-5	5M+2H	14,000	8,350	0.60	4,100	0.29	16,170	1.16	8,490	0.61	13,920	0.99	6,820	0.49
Capacities: Mix-Flow Lane (M) 2,000 vphpl (1,600 vphpl for extended uphill grades) HOV Lane (H) 2,000 vphpl Truck Lane (T) 1,200 vphpl Auxiliary Lane (A) 1,000 vphpl														
Abbreviations: Vol = Volume D/C = Demand/Capacity Ratio HOV = High Occupancy Vehicle														