



Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead



Richard J. Bruckner
Director

August 20, 2015

TO: Pat Modugno, Chair
Stephanie Pincetl, Vice Chair
Esther L. Valadez, Commissioner
David W. Louie, Commissioner
Curt Pedersen, Commissioner

FROM: Travis Seawards 
Zoning Permits West Section

**Project No. R2013-02633-(3) – Conditional Use Permit No. 201300135 - RPC
Meeting: August 26, 2015 - Agenda Item: 9**

This item was continued from May 13, 2015. Please find enclosed, additional letters in opposition and in support of the project, referenced above, which were received subsequent to the supplemental hearing package that was submitted to the Regional Planning Commission on August 13, 2015. The package contains seven (7) letters in opposition to the project, and three (3) letters of support.

In addition, I have attached an applicant-completed traffic assessment.

If you need further information, please contact Travis Seawards at (213) 974-6435 or TSeawards@planning.lacounty.gov. Department office hours are Monday through Thursday from 7:00 a.m. to 6:00 p.m. The Department is closed on Fridays.

MKK:TSS

Enclosure(s): Letters of Opposition (7) and Support (3); Applicant Traffic Assessment

From: [Catherine McClenahan](#)
To: [Travis Seawards](#)
Subject: Letter of opposition to Canyon View CUP renewal
Date: Thursday, August 20, 2015 8:55:06 AM

Dear CUP panel,

I live next door to this kennel. I am not a developer nor are any of the other neighbors who oppose this CUP renewal despite what the owners of Canyon View are trying to insinuate.

As I mentioned at the last hearing I have been a volunteer with Arson Watch for over 20 years and am an Arson Watch base station operator. I have been the Neighborhood Network co ordinator for about a decade and have lived here for over 21 years.

The only reason Canyon View Ranch exists is because the very charming owners lied to us years ago and we believed these lies. We used to be friends with them for years and supported the original CUP. They seemed like wonderful neighbors- and they used to be. They started to make money and everything changed.

These guys have violated their CUP from day one. They had no intention of ever having a small mom and pop operation as they led us to believe many years ago. In our letters of support we said it could never be sold as a business to which they wholeheartedly agreed.

Of course that has all changed now.

I feel sick that I helped them get this CUP in the first place. My gut told me to not support but they are incredibly charming and convincing. And we loved them.

Please read all the letters of abuse that dogs, owners, employees and neighbors have suffered at the hands of the owners. The owners make excuses and blame everyone else for the nightmare they have created.

None of the neighbors on Will Geer road support this kennel. None. If the county allows this to continue we will have no choice but to sue the county in court.

This is an illegal enterprise with an illegal spot zone change.

Read the employee letters that were sent to you. That is truly what goes on there. They are heartbreaking.

Dogs get sick and die there. I know of several others who have similar stories but are afraid of repercussions from the owners so they remain silent- as I did for many years.

The owners have sent threatening and abusive emails to almost everyone who has opposed this CUP renewal. They have even threatened law suits against people who have complained and told their stories. Even threatening to take to court the sweet 21 year old that was brave enough to write about her abusive experience while working there.

We have offered to pay her legal expenses if Joe and Randy decide to go through with that threat. I have lived in fear of these guys for years at times fearing for my life. We had to warn our daughters years ago about their increasingly erratic and abusive behavior.

I finally stood up to them after the employee wrote her letter. I thought if she could do it, so could I. Speaking at the last hearing was one of the most difficult and traumatic things I have ever done in my life. As you know I was shaking and crying and couldn't speak. It was the first time I have ever spoken out against someone who was abusive to me and I am actually grateful for that. I know the only way to stop a bully is to stand up to them. I am standing up now.

This facility uses MASSIVE amounts of water- hosing down the dog areas several times a day, bathing dogs and doing up to 25 loads of laundry a day. My well was next to theirs and kept running dry during the hot days of summer. My well didn't function because of how much water

they use. I had to put in a new well because of this. This is NOT SUSTAINABLE in this drought or in a neighborhood that relies on well water. Why was the water issue not mentioned in Phil Chung's report about the hearing? Canyon View needs to have it's water use monitored or we have the very real threat of running the aquifer dry like they did one ridge over on Henry ridge. And the bleach. They dumped about 6 gallons of bleach into the aquifer and watershed every week for over a decade. EVERY WEEK! This is thousands of gallons of bleach. A picture was sent to you showing the empty bottles in their recycling. Why weren't they shut down? Why were there no fines?

This doggy Disneyland does not belong in our beautiful residential neighborhood. It was never supposed to be what it is now and those of us that supported them years ago would NEVER have agreed to this and the owners know it. It has torn apart this once peaceful neighborhood.

The first requirement for a CUP consideration is that the business cannot have a negative or adverse impact on the neighbors or the neighborhood. It has been extremely detrimental to the neighborhood adding a ton of cars and polluting our groundwater.

This should be a no brainer but the owners are in bed with the county and the powerful people here in the canyon who support them and their abusive ways.

To me this is corruption. And this dynamic plays out all over the world - wealthy white males that get away with any and everything because they give money to and host parties for government employees.

They violate their CUP and even turn away inspectors and then they throw in distracting arguments about animal care and control inspections. Those are not the inspections we are talking about. We are talking about the county CUP inspectors who seem to be totally incompetent at their jobs. Canyon View has been found to be in violation of their CUP and there are no repercussions whatsoever for the owners. Meanwhile our property values go down not to mention our quality of life.

Speaking of incompetence, at the last hearing a traffic study was supposed to be conducted. There has been no traffic study. I live next door and have been here every day since the hearing and there has been no counting of cars. It seems that Canyon View conducted their own traffic study and sent it to you. Again this is outrageous.

Also what is all the distraction about the construction up here? It has nothing to do with the owners operating illegally and not in compliance with their CUP. These houses are the last to be built on the Mesa. They have been permitted years ago and are legal.

None of the neighbors up here want this kennel here. NONE.

BTW in the package of letters they sent to you with people supporting their business they included an old email of mine. They also had a letter from a neighbor down the road who does not support this kennel. How many other letters of support are from unknowing supporters?

Phil Chung's recent report found many violations- yet still he is recommending renewal. Why? How much are you being paid?

Now the owners have sent you a letter from their lawyer saying they are not adhering to your 30 dog limit which you again imposed after the last hearing, and that they will have 60 dogs every day. This is outrageous! How can they dictate the terms of their CUP? Really how much are you people being paid?

Joe and Randy live most of the time in Tahoe. They hate being here. I have emails from Randy saying how much they hate it here. You won't see them at the stores in Topanga or the restaurants or the farmers market. They do nothing for the community.

This is a massive money making operation with mostly absentee landlords and it must be shut down.

As you know the owners did not come to the last hearing. They sent their team of expensive lawyers instead. They have spent over \$140,000 on legal fees in this fight alone.

They could have used that money to relocate their business to somewhere they are welcomed. This really has been a nightmare. I have suffered from post traumatic stress living next to Canyon View.

They have violated their CUP from the beginning having up to 175 dogs. They pollute the environment, they abuse and even kill the dogs, abuse employees and the neighbors.

The fact that you are considering rewarding this behavior and allowing them to remain open and have even more dogs than what we all agreed to years ago is mind boggling. Do you think they will suddenly start to follow the rules they have ignored for over a decade? Get real. They are going to be dumping bleach into the aquifer if they haven't already (it's the only thing that will get rid of giardia) and will do whatever the hell they please having as many dogs as they can as they have been doing for years.

You are going against the will of all the neighbors up here so these guys can make money? When will you care about what we want? How much money do we have to pay you to shut them down? We bought up here because it was a peaceful residential neighborhood with NO BUSINESSES! I have another unpermitted business on the other side of me- Mesa Ranch. What is the point of having rules if you are unwilling to enforce them? Again I say this is corruption. I try to remain high minded and loving throughout all this. Odd as it may seem I send Joe and Randy love on a daily basis. It is the only way I can remain sane. I know they are in pain as human beings. You can't treat people like they do and not be.

I pray for the highest good of all concerned and an end to this toxic if stunningly beautiful unpermitted kennel.

DO NOT RENEW THIS CUP!!! If you do we will see you in court.

Catherine

cmcclenahan@mac.com

From: [fran](#)
To: [Travis Seawards](#)
Subject: dog kennel Topanga
Date: Wednesday, August 05, 2015 4:37:32 PM

Travis,

I just wanted to let you know, so that it would be included in the official record, that the noise from the dog kennel last weekend was continual and annoying. Especially in the evenings when it would be nice to be able to sit outdoors and enjoy some peace and quiet the dogs have been fighting and howling and crying more than ever. Some of them sound in pain and some of the little ones are just plain crying continuously. This kennel is ruining the enjoyability of the neighborhood and if no one else is complaining then I sure am! Even though they seem to have fewer dogs now and there is less traffic, they seem to be containing or controlling the dogs less. Even the workers are shouting loudly at each other and the dogs more and more.

Have there been any surprise inspections by the county? More and more dog owner customers are complaining in written letters on NextDoor Topanga about the diseases that their dogs have come home with including parasites causing dysentery and also kennel cough that goes into pneumonia. I hope that Catherine McClennehan has sent you copies of these letters and that you are reading reviews on Yelp.

Do we really have to have more violations by the next hearing at the end of August in order to do something about this? Why are they still allowed to operate and rewarded with a new C.U.P. for all of the recorded violations that were never followed up?

Thank you,
Fran Roberts-Stehelin

From: [REDACTED]
To: [Travis Seawards](#)
Subject: letters about Canyon View
Date: Friday, August 07, 2015 5:59:20 PM

Lila Grace from Topanga Canyon

22 Jul

Wow. I have a client who had the exact same experience with one of her dogs at this same location, around the end of June. Sounds like this kennel cough has been going around for a while at this kennel. Apparently, her vet bill came to about \$7500 and also says that she was not contacted by Canyon View Ranch about the dog's illness while she was traveling. Her dog was also near death from pneumonia and had to be carried out when she arrived.

From: [REDACTED]
To: [Travis Seawards](#)
Subject: letters about Canyon View
Date: Friday, August 07, 2015 5:59:47 PM

Okay...I wasn't going to.... but, I also have an experience to share...dating back to 18 years ago. My husband and I just bought a Flat Coated Retriever puppy (Bodhi). We were so impressed with their grounds (Disneyland for puppies!) that we were excited to leave her there for 3 days while we went out of town. I picked her up, brought her home and noticed a rip in her ear...not a scratch a 1" rip -- it was flapping and the blood was dry and scabbing -- which only led me to believe it must have happened within the first day or so and they didn't even notice. I drove back up there and showed them. They apologized, appeared to feel bad but not really too phased and said "well, this type of thing happens when they are playing". She was a 4 month old puppy? Did they have her playing with older, bigger dogs? Again, a 1" rip, not a little scratch and I am not one to exaggerate. I have a daughter ...I've left her in daycare and she has been in school now for the last 16 years, and yes, she has caught many a cold and flu along the way and that happens. I get that kids don't play rough like dogs do at school and things out of our control can happen. I can see both sides. But when we leave our loved ones in somebody else's care and we are paying them a considerable amount of money to stay in a resort-type atmosphere, I would think it's safe to assume more courtesy when things do go wrong...and it shouldn't take a bad post to get their attention to offer to do the right thing. I'm happy to hear you are now communicating and getting some real concern and care. Good luck to you!

From: [REDACTED]
To: [Travis Seawards](#)
Subject: canyon view
Date: Thursday, August 20, 2015 9:10:05 AM

I also have an experience to share...dating back to 17 years ago. My husband and I just bought a Flat Coated Retriever puppy (Bodhi). We were so impressed with their grounds (Disneyland for puppies!) that we were excited to leave her there for 3 days while we went out of town. I picked her up, brought her home and noticed a rip in her ear...not a scratch a 1" rip -- it was flapping and the blood was dry and scabbing -- which only led me to believe it must have happened within the first day or so and they didn't even notice. I drove back up there and showed them. They apologized, appeared to feel bad but not really too phased and said "well, this type of thing happens when they are playing". She was a 4 month old puppy? Did they have her playing with older, bigger dogs? Again, a 1" rip, not a little scratch and I am not one to exaggerate. I have a daughter ...I've left her in daycare and she has been in school now for the last 16 years, and yes, she has caught many a cold and flu along the way and that happens. I get that kids don't play rough like dogs do at school and things out of our control can happen. I can see both sides. But when we leave our loved ones in somebody else's care and we are paying them a considerable amount of money to stay in a resort-type atmosphere, I would think it's safe to assume more courtesy when things do go wrong...and it shouldn't take a bad post to get their attention to offer to do the right thing.

From: [REDACTED]
To: [Travis Seawards](#)
Subject: canyon view opposition
Date: Thursday, August 20, 2015 9:05:45 AM

I left my dog there for 5 days and when I returned she had diarrhea so bad that she had to be put on IV. She was so sick she nearly died. She hasn't been the same since we took her there in May. I had a feeling something funny was going on over there. I know others have dealt with the same thing. Poor pups!

From: [REDACTED]
To: [Travis Seawards](#)
Subject: Canyon view opposition
Date: Thursday, August 20, 2015 9:04:43 AM

Wow! I was unaware just how widespread the damage done by this place. We also had an awful experience with Canyon View Ranch. We brought our young Mastiff to be trained by them and when she came back, she was a mess...afraid of people, a bit aggressive and very shy. We knew she had been abused while she was there, but never pursued it. Now, it looks like we'll have the chance. Would love to join you in the fight.

From: [REDACTED]
To: [Travis Seawards](#)
Subject: Canyon View opposition
Date: Thursday, August 20, 2015 9:02:27 AM

I would ABSOLUTELY like to add my experience with canyon View Ranch into the mix. Sadly, three of my dogs attended the, "training program". One of them came home and began biting adults, children and going as far as chasing bicycle riders and attacking them. He was the sweetest dog before his stay and never had ANY issues EVER before that experience biting or chasing anybody. Because of that, I even had someone file a lawsuit against me. It cost me a couple thousand dollars. Nice. The other dog I sent to be, "trained", came back a completely different dog. She was no longer outgoing. She was a cowering mess. She was depressed. It literally took me years to undo the damage done by Canyon View Ranch. The third dog had the same problem as the second dog but to a lesser degree. Since that time several years ago, I have tried to warn anyone and everyone to STAY AWAY. These people are horrible and should be shut down years ago!!!!

Dinah Englund

From: Michele and Gary Johnson
To: Travis Seawards
Subject: CUP for Canyon View Ranch In Topanga
Date: Monday, August 17, 2015 3:01:09 PM

I wish to speak up in support of Canyon View Ranch in Topanga. They have been good neighbors for years, supplying a very needed service for our community. Those who have used their services, have great things to say about them, and the Canyon would be a poorer place without them. Please approve the extension of their CUP.

Michele Johnson
310-455-1319

From: Eileen & Dan
To: Travis Seawards
Subject: CUP No. 201300135
Date: Tuesday, August 18, 2015 7:59:07 PM

Mr. Seawards,

I am in favor of Conditional Use Permit 2013-00135. There's no better place than Topanga to have a dog kennel. Although I live closer to the other dog kennel in Topanga, Topanga Pet Resort, it is a benefit for the neighborhood. Neighbors are able to board their dogs close to home when needed. They get the benefit of a professional dog trainer close to home.

Increasing the number of dogs by 15 on certain holiday weekends is a small thing compared to the benefit afforded by the Kennel to both those living in the area and others.

Additionally, the owners of the kennel are upstanding citizens of the community. They are involved with our community. They deserve to be permitted to increase their dog population by 30% on certain holidays. It's good for the neighborhood, and their business.

Eileen Haworth
2619 Topanga Skyline Dr

Department of Regional Planning
320 W. Temple Street
Los Angeles, CA 90012

To: Regional Planning Commissioners
Re: Canyon View Ranch – CUP No. R2013-02633

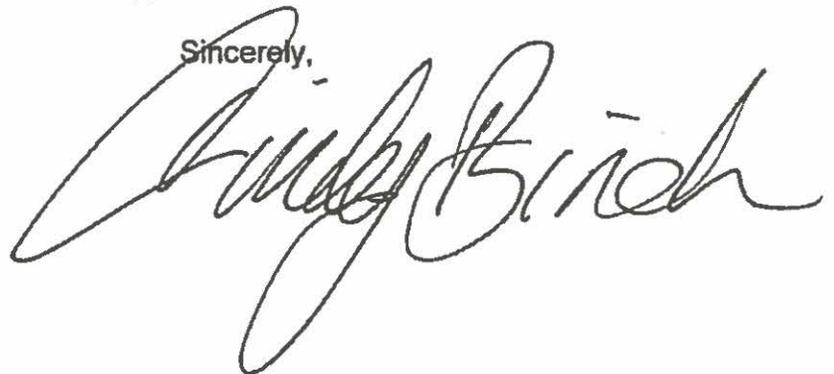
Dear Commissioners:

I write this note to express my support for Canyon View Ranch and the renewal of their Conditional Use Permit.

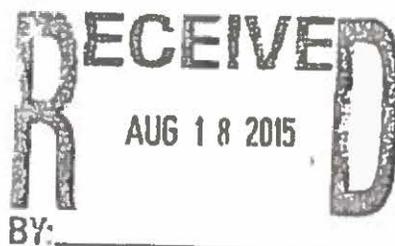
Canyon View Ranch has been an important asset to me and to my dog. The tranquility of the Ranch and its location in the Santa Monica Mountains makes Canyon View one of the most unique boarding and training facilities in Southern California, and the socialization that the dogs get from interacting together is invaluable.

I wholeheartedly ask that you continue to support Canyon View Ranch.

Sincerely,

A large, stylized handwritten signature in black ink that reads "Andy Birch". The signature is written in a cursive, flowing style with large loops.

cc: Travis Seawards





Cox, Castle & Nicholson LLP
2029 Century Park East, Suite 2100
Los Angeles, California 90067-3284
P: 310.284.2200 F: 310.284.2100

Charles J. Moore
310.284.2286
cmoore@coxcastle.com

File No. 36009

August 19, 2015

BY HAND DELIVERY

Regional Planning Commission
County of Los Angeles
320 West Temple Street, Room 150
Los Angeles, CA 90012

Re: **Canyon View Boarding and Training Ranch for Dogs,
1558 Will Geer Road, Topanga; Renewal of Conditional Use Permit; Case
Number R2013-02633-(3); Hearing Date: August 26, 2015**

Dear Commissioners:

We represent Randall Neece and Joseph Timko, the applicants for the above-referenced request to renew a conditional use permit for their existing dog training and boarding facility (dog ranch) in Topanga.

This is the fourth letter we have delivered to the planning commission in support of our client's exceptional dog training and boarding facility. Three previous letters are already on file for the commission's convenience, after the three month continuance of the public hearing.

The dog ranch has operated successfully for fifteen years on five acres in rural Topanga and this proceeding involves a request to renew the prior conditional use permit and continue operating the dog ranch.

The planning department is recommending that you renew the conditional use permit authorizing the dog ranch. The department recommends a maximum boarding capacity of sixty dogs, but only during peak periods. During off-season times, the department recommends that you limit the capacity to forty five dogs.

We believe that these limits have no relationship to either meaningful operating standards or necessary mitigation.

We are asking to maintain an annual average of sixty dogs daily, with seasonal fluctuations, as previously explained in our letter of August 13, 2015.

The purpose of this letter is to submit the traffic assessment recently prepared by Linscott, Law & Greenspan Engineers in order to demonstrate effective traffic control at the dog ranch, while boarding sixty dogs daily this summer.

Additionally, we are pleased to submit support from the Resource Conservation District of the Santa Monica Mountains.

TRAFFIC COMPLAINTS ABOUT THE DOG RANCH HAVE NO MERIT

We are enclosing a recent traffic assessment just completed by our expert traffic engineers. See Tab 1. The assessment was also filed with the Traffic and Lighting Division of County Department of Public Works.

It was always impossible to present accurate data on the range of dog capacities, client trips, and shuttle services, if the dog ranch was not allowed to demonstrate the effects by operating at those numbers. It is a Catch 22, and has been since the inception of the business.

This is often the case when something that has never been tried before starts to become a reality, and the business model begins to take shape. But success for any business can only be achieved if there is some efficient method of adjusting the conditions to satisfy the public's need for its services.

The assessment explains in great detail that the dog ranch, while boarding sixty dogs, contributes an insignificant level of overall traffic on Hillside Drive. Furthermore, the overall amount of traffic using Hillside Drive for all properties is low, generally averaging one car per minute during the peak hours. (Hillside Drive is the exclusive vehicular access route to the dog ranch, nearby residences and other agricultural property on the private road.)

Note also that the recent traffic assessment reveals that construction-related vehicles are included in the traffic count data, so that current traffic amounts likely overstate the typical condition on Hillside Drive.

We described previously the successful shuttle van program at the dog ranch for pickup and delivery of dogs. This service effectively keeps most clients from driving to the dog ranch or contributing to traffic on Hillside Drive.

The latest traffic assessment now confirms our own prior reports and discloses the inaccuracies of interested persons attempting to justify their opposition to the dog ranch.

THE RESOURCE CONSERVATION DISTRICT OF THE SANTA MONICA MOUNTAINS SUPPORTS THE DOG RANCH

The Resource Conservation District of the Santa Monica Mountains (RCDSMM) is governed by a board of directors that is appointed by the Los Angeles County Board of Supervisors, and it has provided leadership to the community on conservation issues in Topanga for fifty years. RCDSMM works closely with federal, state, regional and local

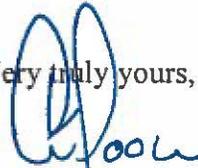
Regional Planning Commission
August 19, 2015
Page 3

agencies. Attached is a recent letter signed by its executive officer supporting the renewal of the conditional use permit authorizing our important facility for dogs. See Tab 2.

CONCLUSION

We hope that the preceding points, and the accompanying information, will be helpful in your discussion of this important facility. We look forward to appearing at the upcoming hearing to answer any questions that you may have.

Very truly yours,



Charles J. Moore

CJM/klp

36009/7101665v1

cc: Each Commissioner
Sorin Alexanian
Mi Kim
Travis Seawards

MEMORANDUM

To: L.A. County Department of Public Works Traffic and Lighting Division Date: August 14, 2015

From: David S. Shender, P.E. LLG Ref: 5-15-0190-1
Tin T. Nguyen
Linscott, Law & Greenspan, Engineers

Subject: Canyon View Ranch – Traffic Assessment

Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law &
Greenspan, Engineers
20931 Burbank Boulevard
Suite C
Woodland Hills, CA 91367
818.835.8648 T
818.835.8649 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to summarize a traffic assessment prepared for the Canyon View Ranch dog training and boarding facility (“the Ranch”) located at 1558 Will Geer Road in the Topanga area of unincorporated Los Angeles County. Primary vehicular access to the Ranch is provided via Hillside Drive, west of Topanga Canyon Boulevard. The assessment has been prepared in response to questions and issues raised at a recent Regional Planning Commission hearing conducted for the Ranch, as well as follow-up discussions with the Los Angeles County Department of Public Works Traffic and Lighting Division.

This memorandum has been prepared for the Ranch to provide the following information:

- Determination of the relative contribution of existing traffic generated by the Ranch onto Hillside Drive;
- Evaluation of overall traffic operations on Hillside Drive; and
- Evaluation of current operations at the Topanga Canyon Blvd/Hillside Drive intersection during peak hours.

Based on the traffic assessment contained herein, the conclusions are as follows:

- The Ranch currently contributes to a relatively low percentage of overall traffic on Hillside Drive during the weekday AM and PM peak hours, as well as throughout a typical weekday.
- Existing traffic volumes on Hillside Drive are within acceptable ranges for a two-lane roadway based on County guidelines.
- The intersection of Topanga Canyon Boulevard and Hillside Drive operates acceptably during commuter peak hours.

Based on the above, no traffic mitigation measures are recommended related to the continued operation of the Canyon View Ranch dog training and boarding facility.

Existing Setting

The Canyon View Ranch entails the operation of a dog training and boarding facility. Vehicle trips generated by the Ranch are primarily related to Clients utilizing services at the site, as well as employees traveling to and from the Ranch. Clients generally arrive at scheduled appointments during the day. Employee trips consist of shuttle vans operated by the Ranch to transport dogs to and from the Ranch, in addition to the property owners and working staff. The site location and general vicinity are shown in *Figure 1*.

The main vehicular access to the Ranch is provided via the Topanga Canyon Boulevard/Hillside Drive intersection, which is about 1.25 miles from the site. The T-intersection of Topanga Canyon Boulevard and Hillside Drive is stop-controlled on Hillside Drive. Topanga Canyon Boulevard is a two lane highway providing access through the Santa Monica Mountains between the San Fernando Valley to the north and Pacific Coast Highway to the south. Hillside Drive is a two-way roadway primarily providing access to properties located west of Topanga Canyon Boulevard.

Existing Traffic Counts

At the recent Regional Planning Commission hearing conducted for the Ranch, it was requested that additional information be provided regarding current traffic utilizing Hillside Drive west of Topanga Canyon Boulevard, as well as the relative contribution of vehicle traffic generated by the Ranch that utilizes Hillside Drive. Accordingly, two days of 24-hour traffic counts were conducted in July 2015 (Thursday July 16 and Friday, July 17) on Hillside Drive west of Topanga Canyon Boulevard, and at the Ranch site driveway.

In addition, manual traffic counts of vehicular turning movements were conducted during the Thursday survey day at the intersection of Hillside Drive at Topanga Canyon Boulevard. The intersection counts were conducted during the weekday morning and afternoon commuter periods to determine the peak hour traffic volumes. The manual traffic counts at the study intersections were conducted from 7:00 AM to 9:00 AM to determine the AM peak hour and from 4:00 PM to 6:00 PM to determine the PM peak hour.

The summary data worksheets of the traffic counts at the study intersection and segment are provided in *Appendix A* attached to this memorandum.

Traffic Assessment

Traffic Volumes

A summary of the traffic count data for Hillside Drive (measured immediately west of Topanga Canyon Boulevard) and the Canyon View Ranch is provided in *Table 1* below.

Table 1 TRAFFIC COUNT SUMMARY [1]						
Count Period	Hillside Drive Traffic Volumes		Canyon View Ranch Generated Traffic		% Contribution of Canyon View Ranch Traffic to Hillside Dr	
	Thur	Fri	Thur	Fri	Thur	Fri
24-Hour Total	592	616	22	26	3.7%	4.2%
AM Peak Hour (9:00 to 10:00 AM)	56	50	0	5	0.0%	10.0%
PM Peak Hour (3:00 to 4:00 PM)	60	54	2	1	3.3%	1.9%

[1] Counts by National Data & Surveying Services.

As shown in *Table 1*, during the Thursday survey day, the Ranch contributed approximately 3.7% of the total vehicle traffic counted on Hillside Drive over a 24-hour period. During the AM peak hour (9:00 to 10:00 AM), the Ranch did not add any traffic to Hillside Drive. During the PM peak hour (3:00 to 4:00 PM), the Ranch contributed approximately 3.3% (i.e., two vehicles) of the total traffic on Hillside Drive.

During the Friday survey day, *Table 1* shows that the Ranch contributed approximately 4.2% of the total traffic counted on Hillside Drive. During the AM peak hour, the Ranch contributed approximately 10.0% (i.e., 5 vehicles) of total traffic on Hillside Drive. During the PM peak hour, the Ranch contributed approximately 1.9% (i.e., one vehicle) of the total traffic on Hillside Drive.

The Canyon View Ranch operator estimates that during the Thursday survey day, approximately eight (8) of the 22 total vehicle trips were generated by Clients (i.e., four Clients arriving and departing). During the Friday survey day, approximately 14 of the 26 total vehicles trips were generated by Clients (i.e., seven Clients arriving and departing). Other trips generated during the day were related to staff arriving and departing the Ranch, shuttle trips, and vehicle trips generated by residents of the Ranch.

Overall, the Ranch currently contributes to a relatively low percentage of overall vehicle traffic on Hillside Drive during the AM and PM peak hours, as well as over a 24-hour period during typical weekdays. Further, the overall amount of traffic using Hillside Drive is relatively low, generally averaging one vehicle per minute during the peak hours.

It is noted that during the two survey days, construction-related vehicles were observed to utilize Hillside Drive related to residences in the area undergoing construction/remodel, including the delivery of a water tank to one of the properties. The construction-related vehicles are included within the traffic count data reported in *Table 1*. Therefore, the amount of traffic shown for Hillside Drive on *Table 1* (both on a 24-hour basis, as well as during the AM and PM peak hours) likely overstates the "typical" condition.

Roadway Levels of Service

An assessment was prepared to determine the current operations of Hillside Drive west of Topanga Canyon Boulevard. The County of Los Angeles' *Traffic Impact Analysis Report Guidelines*, January 1, 1997 sets forth traffic volume design guidelines for two-lane roadways. *Table 2* provides the assumed capacity of two-lane roadway segments based on the County guidelines.

Directional Traffic Volume Split (%)	Total Capacity (Passenger Cars Per Hour)
50/50	2,800
60/40	2,650
70/30	2,500
80/20	2,300
90/10	2,100
100/0	2,000

As shown in *Table 1*, Hillside Drive currently accommodates approximately 50 to 60 vehicles per hour during the peak AM and PM peak hours. Even using the lowest capacity in *Table 2* above (2,000 vehicles per hour), the amount of traffic on Hillside Drive is approximately 3% of its theoretical capacity. As previously noted, the overall amount of traffic using Hillside Drive generally averages about one vehicle (in either direction) per minute during the peak hours. As it is recognized that Hillside Drive is narrow in portions whereas two on-coming vehicles must slow considerably to safely pass each other, the volume of counted traffic indicates that such instances are highly infrequent.

Intersection Levels of Service

The final element of this assessment consists of the evaluation of current traffic operations at the Topanga Canyon Boulevard/Hillside Drive intersection. As previously noted, the intersection is controlled by a stop sign facing eastbound Hillside Drive traffic.

The intersection was evaluated using the Highway Capacity Manual (HCM) methodology which estimates the average control delay for each of the subject movements and determines the Level of Service (LOS) for each constrained movement. The HCM worksheet for the study intersection is contained in *Appendix B* attached to this memorandum. *Table 3* provides a summary of the LOS calculations for the Topanga Canyon Boulevard/Hillside Drive intersection during the weekday AM and PM peak hours.

Scenario	LOS	Approach Delay (s/veh)
Weekday AM Peak Hour	C	22.1
Weekday PM Peak Hour	C	21.0

As shown in *Table 3*, the Topanga Canyon Boulevard/Hillside Drive intersection is calculated to operate at an acceptable LOS C in both the AM and PM peak hours. LOS C is generally considered an acceptable service level, including in rural areas. Therefore motorists turning to and from Hillside Drive at its intersection with Topanga Canyon Boulevard do not experience a substantial level of delay.

Table 3 indicates that the average approach delay (which relates to motorists on eastbound Hillside Drive waiting at the Topanga Canyon Boulevard intersection) is approximately 21-22 seconds during the AM and PM peak hours. As previously noted, the amount of traffic on Hillside Drive generally averages less than one car per minute during the peak hours. Thus, it is likely that the maximum queue of vehicles waiting on Hillside Drive to turn onto Topanga Canyon Boulevard is no more than one to two cars during the peak hours. This assessment is reaffirmed by the calculation of the 95th percentile vehicle queue calculations provided on the HCM data sheets contained in *Appendix B*, which indicated that the maximum queue is less than one vehicle.

cc: File

APPENDIX A
TRAFFIC COUNT DATA

ITM Peak Hour Summary

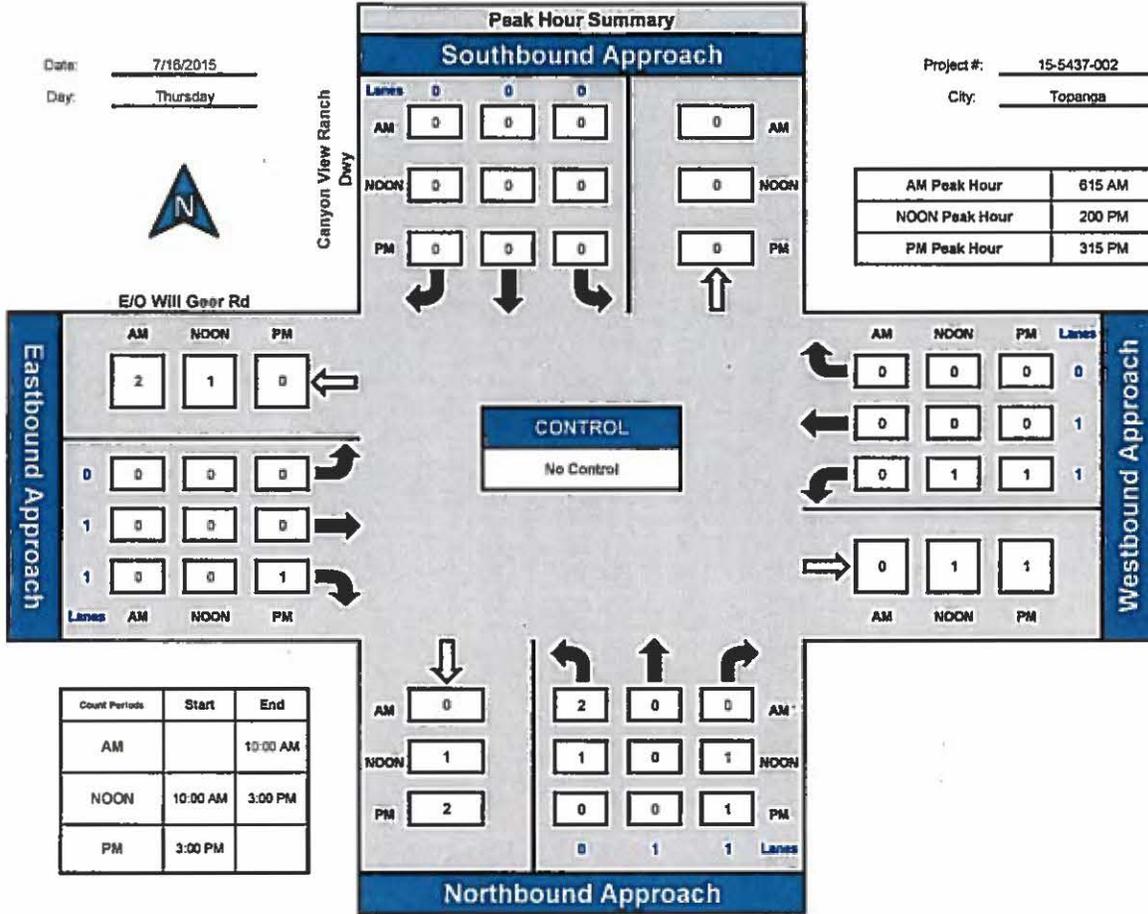
Prepared by:
NDS

National Data & Surveying Services

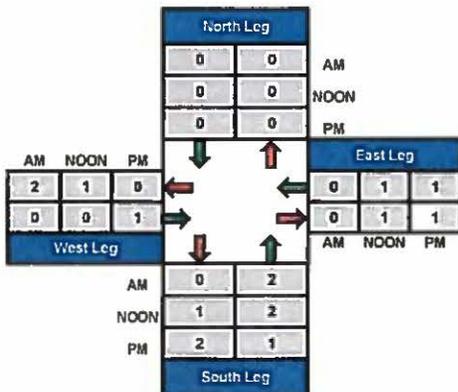
Canyon View Ranch Dwy and E/O Will Geer Rd, Topanga

Date: 7/18/2015
Day: Thursday

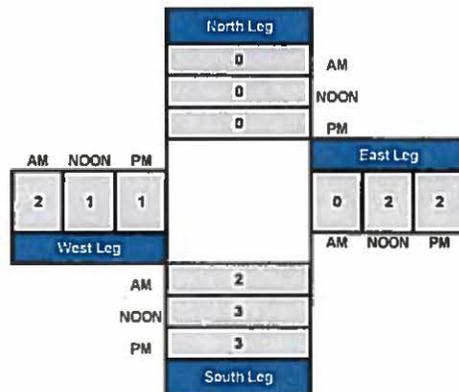
Project #: 15-5437-002
City: Topanga



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:
National Data & Surveying Services

Project ID: 15-5437-002

Day: Thursday

City: Topanga

Date: 7/16/2015

AM

NS/EW Street:	Canyon View Ranch Dwy			Canyon View Ranch Dwy			E/O Will Geer Rd			E/O Will Geer Rd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 1	SL 0	ST 0	SR 0	EL 0	ET 1	ER 1	WL 1	WT 1	WR 0	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	2	0	0	0	0	0	0	0	0	0	0	0	2
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

UTURNS			
NB	SB	EB	WB

TOTAL VOLUMES :	NL 3	NT 0	NR 0	SL 0	ST 0	SR 0	EL 0	ET 0	ER 0	WL 0	WT 0	WR 0	TOTAL 3
APPROACH %'s :	100.00%	0.00%	0.00%	#DIV/0!									
PEAK HR START TIME :	5:15 AM												
PEAK HR VOL :	2	0	0	0	0	0	0	0	0	0	0	0	TOTAL 2
PEAK HR FACTOR :	0.250		0.000			0.000			0.000			0.250	

NB	SB	EB	WB
0	0	0	0

CONTROL : No Control

Intersection Turning Movement

Prepared by:
National Data & Surveying Services

Project ID: 15-5437-002

Day: Thursday

City: Topanga

Date: 7/16/2015

PM

NS/EW Streets:	Canyon View Ranch Dwy			Canyon View Ranch Dwy			E/O Will Geer Rd			E/O Will Geer Rd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	1	0	0	0	0	0	0	1	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	1	0	0	0	0	0	0	0	1	0	0	0	1
11:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	1

UTURNS			
NB	SB	EB	WB

TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %s :	1	0	2	0	0	0	0	0	4	2	0	0	9
	33.33%	0.00%	66.67%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	3:15 PM												TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	1	1	0	0	3
PEAK HR FACTOR :	0.250			0.000			0.250			0.250			0.375

CONTROL : No Control

Intersection Turning Movement

Prepared by:
National Data & Surveying Services

Project ID: 15-5437-002

Day: Thursday

City: Topanga

NOON

Date: 7/16/2015

NS/EW Streets:	Canyon View Ranch Dwy			Canyon View Ranch Dwy			E/O Will Geer Rd			E/O Will Geer Rd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
10:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	1	0	0	0	0	0	1	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1

UTURNS			
NB	SB	EB	WB

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	0	2	0	0	0	0	0	1	2	0	0	7
APPROACH % :	50.00%	0.00%	50.00%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	2:00 PM												TOTAL
PEAK HR VOL :	1	0	1	0	0	0	0	0	0	1	0	0	3
PEAK HR FACTOR :	0.500			0.000			0.000			0.250			0.250

CONTROL 1 No Control

ITM Peak Hour Summary

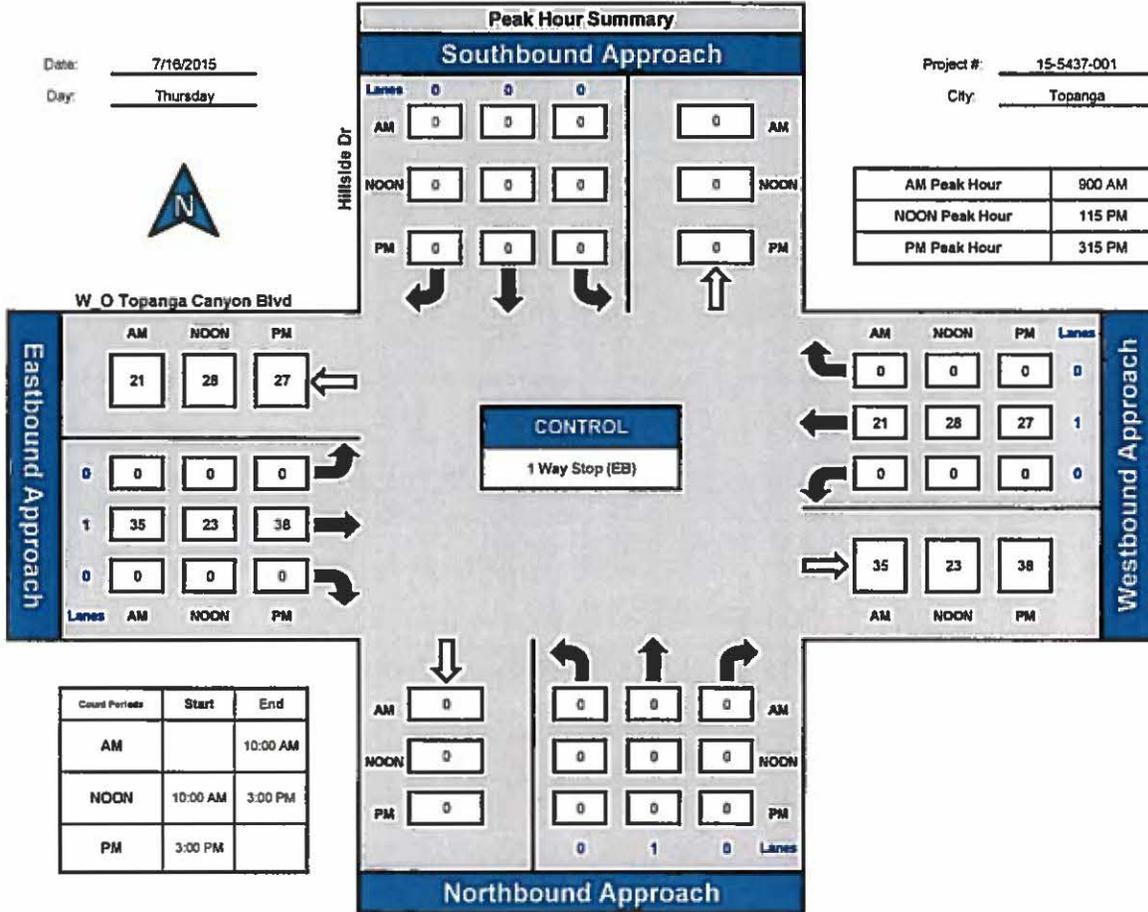


National Data & Surveying Services

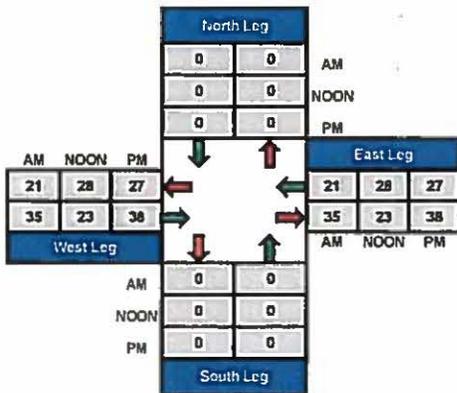
Hillside Dr and W O Topanga Canyon Blvd, Topanga

Date: 7/16/2015
Day: Thursday

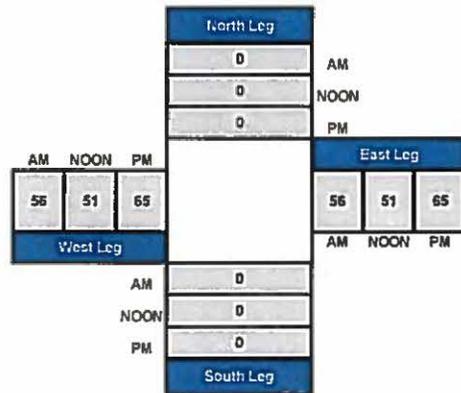
Project #: 15-5437-001
City: Topanga



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:
National Data & Surveying Services

Project ID: 15-5437-001

Day: Thursday

City: Topanga

TOTALS

Date: 7/16/2015

AM

NS/EW Streets:	Hillside Dr		Hillside Dr			W_O Topanga Canyon Blvd			W_O Topanga Canyon Blvd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT		WR
LANES:	0	1	0	0	0	0	0	1	0	0	1	0	
12:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	
12:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	
12:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	
12:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	
1:00 AM	0	0	0	0	0	0	0	0	0	0	3	3	
1:15 AM	0	0	0	0	0	0	0	5	0	0	1	6	
1:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 AM	0	0	0	0	0	0	0	2	0	0	1	3	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	
5:30 AM	0	0	0	0	0	0	0	1	0	0	1	2	
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	
6:15 AM	0	0	0	0	0	0	0	3	0	0	5	8	
6:30 AM	0	0	0	0	0	0	0	3	0	0	4	7	
6:45 AM	0	0	0	0	0	0	0	4	0	0	2	6	
7:00 AM	0	0	0	0	0	0	0	1	0	0	2	3	
7:15 AM	0	0	0	0	0	0	0	3	0	0	1	4	
7:30 AM	0	0	0	0	0	0	0	3	0	0	4	7	
7:45 AM	0	0	0	0	0	0	0	1	0	0	6	7	
8:00 AM	0	0	0	0	0	0	0	4	0	0	2	6	
8:15 AM	0	0	0	0	0	0	0	2	0	0	8	10	
8:30 AM	0	0	0	0	0	0	0	6	0	0	7	13	
8:45 AM	0	0	0	0	0	0	0	4	0	0	6	10	
9:00 AM	0	0	0	0	0	0	0	10	0	0	9	19	
9:15 AM	0	0	0	0	0	0	0	6	0	0	5	11	
9:30 AM	0	0	0	0	0	0	0	10	0	0	2	12	
9:45 AM	0	0	0	0	0	0	0	9	0	0	5	14	

UTURNS			
NB	SB	EB	WB

TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	83	0	0	78	0	161
	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	9:00 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	36	0	0	21	0	56
PEAK HR FACTOR :	0.000		0.000			0.875			0.583			0.737	

NB	SB	EB	WB
0	0	0	0

CONTROL : 1 Way Stop (EB)

Intersection Turning Movement

Prepared by:
National Data & Surveying Services

Project ID: 15-5437-001

Day: Thursday

City: Topanga

TOTALS

Date: 7/16/2015

NS/EW Streets:	PM												TOTAL
	Hibside Dr			Hibside Dr			W_O Topanga Canyon Blvd			W_O Topanga Canyon Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	0	0	0	1	0	0	1	0	
3:00 PM	0	0	0	0	0	0	0	9	0	0	2	0	11
3:15 PM	0	0	0	0	0	0	0	8	0	0	8	0	16
3:30 PM	0	0	0	0	0	0	0	9	0	0	6	0	15
3:45 PM	0	0	0	0	0	0	0	11	0	0	7	0	18
4:00 PM	0	0	0	0	0	0	0	10	0	0	6	0	16
4:15 PM	0	0	0	0	0	0	0	4	0	0	3	0	7
4:30 PM	0	0	0	0	0	0	0	9	0	0	8	0	17
4:45 PM	0	0	0	0	0	0	0	9	0	0	3	0	12
5:00 PM	0	0	0	0	0	0	0	3	0	0	3	0	6
5:15 PM	0	0	0	0	0	0	0	2	0	0	5	0	7
5:30 PM	0	0	0	0	0	0	0	5	0	0	1	0	6
5:45 PM	0	0	0	0	0	0	0	7	0	0	2	0	9
6:00 PM	0	0	0	0	0	0	0	4	0	0	4	0	8
6:15 PM	0	0	0	0	0	0	0	4	0	0	2	0	6
6:30 PM	0	0	0	0	0	0	0	3	0	0	1	0	4
6:45 PM	0	0	0	0	0	0	2	0	0	0	5	0	7
7:00 PM	0	0	0	0	0	0	0	6	0	0	5	0	11
7:15 PM	0	0	0	0	0	0	0	2	0	0	7	0	9
7:30 PM	0	0	0	0	0	0	0	7	0	0	2	0	9
7:45 PM	0	0	0	0	0	0	0	1	0	0	5	0	6
8:00 PM	0	0	0	0	0	0	0	1	0	0	5	0	6
8:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:30 PM	0	0	0	0	0	0	0	1	0	0	4	0	4
8:45 PM	0	0	0	0	0	0	0	1	0	0	5	0	6
9:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
9:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
9:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
9:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
10:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
10:45 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
11:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
11:15 PM	0	0	0	0	0	0	0	2	0	0	4	0	6
11:30 PM	0	0	0	0	0	0	0	1	0	0	3	0	4
11:45 PM	0	0	0	0	0	0	0	3	0	0	2	0	5

UTURNS			
NB	SB	EB	WB
0	0	0	0

TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH % :	0	0	0	0	0	0	2	128	0	0	128	0	258
	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	1.54%	98.46%	0.00%	0.00%	100.00%	0.00%	

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	3:15 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	38	0	0	27	0	65
PEAK HR FACTOR :	0.000			0.000			0.864			0.844			0.903

CONTROL : 1 Way Stop (EB)

Intersection Turning Movement

Prepared by:
National Data & Surveying Services

Project ID: 15-5437-001

Day: Thursday

City: Topanga

TOTALS

Date: 7/16/2015

NOON

NS/EW Streets:	Hillside Dr		Hillside Dr			W_O Topanga Canyon Blvd			W_O Topanga Canyon Blvd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT		WR
LANES:	0	1	0	0	0	0	0	1	0	0	1	0	TOTAL
10:00 AM	0	0	0	0	0	0	0	3	0	0	3	0	6
10:15 AM	0	0	0	0	0	0	0	3	0	0	2	0	5
10:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
10:45 AM	0	0	0	0	0	0	0	7	0	0	1	0	8
11:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
11:15 AM	0	0	0	0	0	0	0	3	0	0	6	0	9
11:30 AM	0	0	0	0	0	0	0	9	0	0	1	0	10
11:45 AM	0	0	0	0	0	0	0	4	0	0	4	0	8
12:00 PM	0	0	0	0	0	0	0	4	0	0	3	0	7
12:15 PM	0	0	0	0	0	0	0	3	0	0	5	0	8
12:30 PM	0	0	0	0	0	0	0	5	0	0	3	0	8
12:45 PM	0	0	0	0	0	0	0	2	0	0	4	0	6
1:00 PM	0	0	0	0	0	0	0	3	0	0	6	0	9
1:15 PM	0	0	0	0	0	0	0	4	0	0	9	0	13
1:30 PM	0	0	0	0	0	0	0	5	0	0	3	0	8
1:45 PM	0	0	0	0	0	0	0	6	0	0	7	0	13
2:00 PM	0	0	0	0	0	0	0	8	0	0	9	0	17
2:15 PM	0	0	0	0	0	0	0	6	0	0	6	0	12
2:30 PM	0	0	0	0	0	0	0	4	0	0	3	0	7
2:45 PM	0	0	0	0	0	0	0	4	0	0	10	0	14
TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	#DIV/DI	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	173
PEAK HR START TIME :	1:15 PM												TOTAL:
PEAK HR VOL :	0	0	0	0	0	0	0	23	0	0	28	0	51
PEAK HR FACTOR :	0.000			0.000			0.719			0.778			0.750

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : 1 Way Stop (EB)

ITM Peak Hour Summary

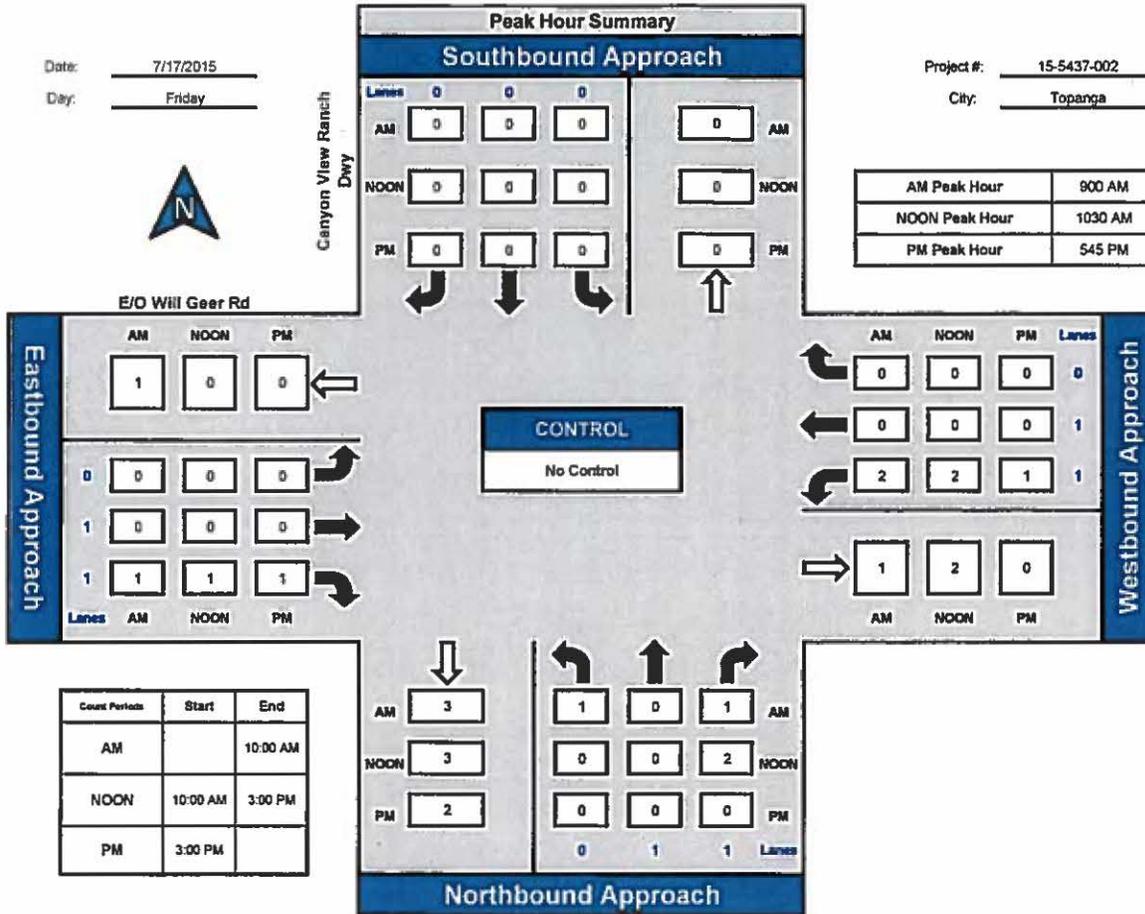


National Data & Surveying Services

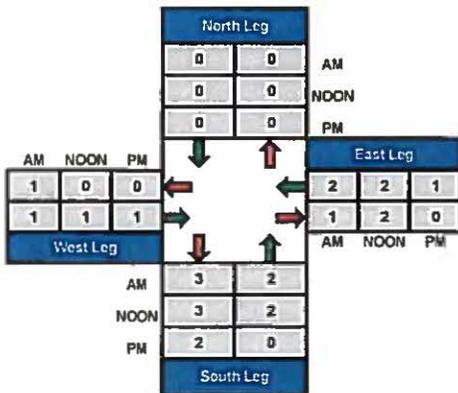
Canyon View Ranch Dwy and E/O Will Geer Rd, Topanga

Date: 7/17/2015
Day: Friday

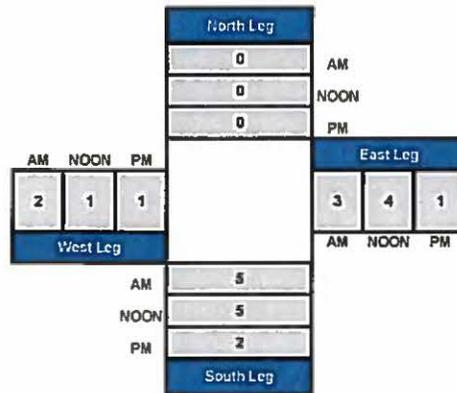
Project #: 15-5437-002
City: Topanga



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:
National Data & Surveying Services

Project ID: 15-5437-002

Day: Friday

City: Topanga

Date: 7/17/2015

NS/EW Streets:	AM												TOTAL	
	Canyon View Ranch Dwy			Canyon View Ranch Dwy			E/O Will Geer Rd			E/O Will Geer Rd				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
	0	1	1	0	0	0	0	1	1	1	1	0	0	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1
9:15 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	2
9:30 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	1
9:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1

UTURNS			
NB	SB	EB	WB
0	0	0	0

TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	50.00%	0.00%	50.00%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	10
PEAK HR START TIME :	9:00 AM												
PEAK HR VOL :	1	0	1	0	0	0	0	0	1	2	0	0	5
PEAK HR FACTOR :	0.500			0.000			0.250			0.500			0.625

NB	SB	EB	WB
0	0	0	0

CONTROL : No Control

Intersection Turning Movement

Prepared by:
National Data & Surveying Services

Project ID: 15-5437-002

Day: Friday

City: Topanga

Date: 7/17/2015

PM

NS/EW Streets:	Canyon View Ranch Dwy			Canyon View Ranch Dwy			E/O Will Geer Rd			E/O Will Geer Rd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	1	0	0	0	0	1	1	1	1	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

UTURNS			
NB	SB	EB	WB

TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH % :	1	0	0	0	0	0	0	0	3	1	0	0	5
	100.00%	0.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	9:45 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	1	0	0	2
PEAK HR FACTOR :	0.000			0.000			0.250			0.250			0.250

CONTROL : No Control

Intersection Turning Movement

Prepared by:
National Data & Surveying Services

Project ID: 15-5437-002

Day: Friday

City: Topanga

Date: 7/17/2015

NOON

NS/EW Streets:	Canyon View Ranch Dwy		Canyon View Ranch Dwy			E/O Will Geer Rd			E/O Will Geer Rd			TOTAL	
	NORTHBOUND		SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	2	0	0	0	0	0	0	1	0	0	3
10:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	1	0	0	0	0	0	0	1	0	0	2
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

UTURNS			
NB	SB	EB	WB

TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH % :	20.00%	0.00%	80.00%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	10

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	7:30 AM												TOTAL
PEAK HR VOL :	0	0	2	0	0	0	0	0	1	2	0	0	5
PEAK HR FACTOR :	0.250		0.000			0.250			0.500			0.417	

CONTROL : No Control

ITM Peak Hour Summary

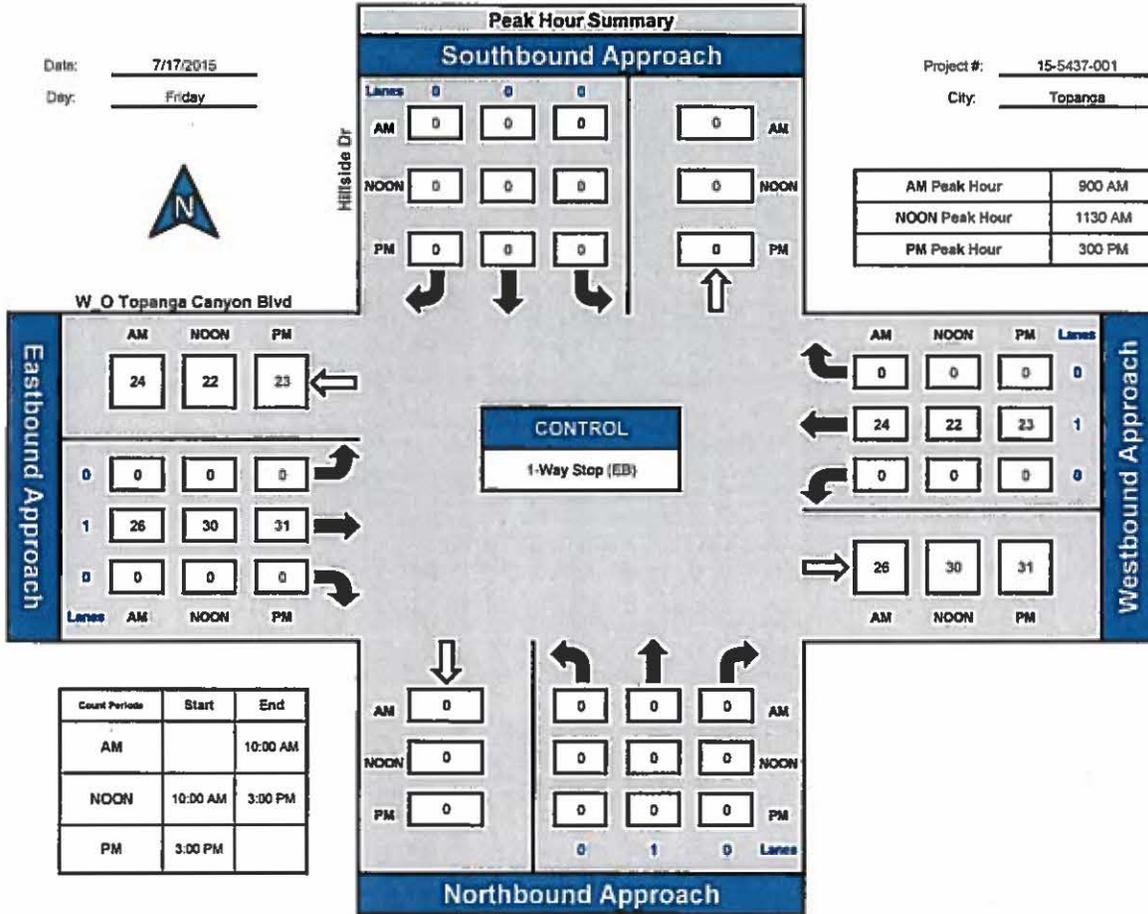
Prepared by:
NDS

National Data & Surveying Services

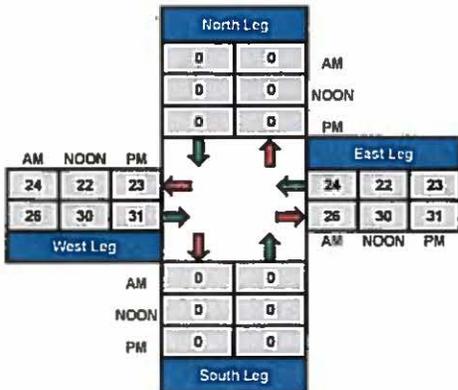
Hillside Dr and W O Topanga Canyon Blvd, Topanga

Date: 7/17/2015
Day: Friday

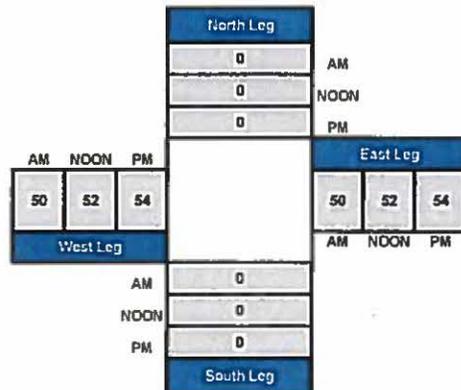
Project #: 15-5437-001
City: Topanga



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:
National Data & Surveying Services

Project ID: 15-5437-001

Days: Friday

City: Topanga

TOTALS

Date: 7/17/2015

NS/EW Streets:	AM												TOTAL
	Hillside Dr			Hillside Dr			W_O Topanga Canyon Blvd			W_O Topanga Canyon Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 0	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	
12:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
12:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
5:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
6:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
6:15 AM	0	0	0	0	0	0	0	2	0	0	6	0	8
6:30 AM	0	0	0	0	0	0	0	4	0	0	4	0	8
6:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
7:00 AM	0	0	0	0	0	0	0	2	0	0	6	0	8
7:15 AM	0	0	0	0	0	0	0	2	0	0	4	0	6
7:30 AM	0	0	0	0	0	0	0	3	0	0	4	0	7
7:45 AM	0	0	0	0	0	0	0	7	0	0	7	0	14
8:00 AM	0	0	0	0	0	0	0	3	0	0	8	0	11
8:15 AM	0	0	0	0	0	0	0	10	0	0	4	0	14
8:30 AM	0	0	0	0	0	0	0	5	0	0	5	0	10
8:45 AM	0	0	0	0	0	0	0	4	0	0	7	0	11
9:00 AM	0	0	0	0	0	0	0	7	0	0	6	0	13
9:15 AM	0	0	0	0	0	0	0	4	0	0	8	0	12
9:30 AM	0	0	0	0	0	0	0	6	0	0	4	0	10
9:45 AM	0	0	0	0	0	0	0	9	0	0	6	0	15

UTURNS			
NB	SB	EB	WB

TOTAL VOLUMES :	NL 0	NT 0	NR 0	SL 0	ST 0	SR 0	EL 0	ET 76	ER 0	WL 0	WT 89	WR 0	TOTAL 165
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	9:00 AM												
PEAK HR VOL :	0	0	0	0	0	0	0	26	0	0	24	0	50
PEAK HR FACTOR :	0.700			0.000			0.722			0.750			0.833

NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:
National Data & Surveying Services

Project ID: 15-5437-001

Day: Friday

City: Topanga

TOTALS

Date: 7/17/2015

PM

NS/EW Streets:	Hillside Dr		Hillside Dr			W. O Topanga Canyon Blvd			W. O Topanga Canyon Blvd			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT		WR
LANES:	0	1	0	0	0	0	0	1	0	0	1	0	
3:00 PM	0	0	0	0	0	0	0	13	0	0	5	0	
3:15 PM	0	0	0	0	0	0	0	4	0	0	5	0	
3:30 PM	0	0	0	0	0	0	0	8	0	0	5	0	
3:45 PM	0	0	0	0	0	0	0	6	0	0	8	0	
4:00 PM	0	0	0	0	0	0	0	8	0	0	3	0	
4:15 PM	0	0	0	0	0	0	0	5	0	0	6	0	
4:30 PM	0	0	0	0	0	0	0	6	0	0	4	0	
4:45 PM	0	0	0	0	0	0	0	9	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	3	0	0	3	0	
5:15 PM	0	0	0	0	0	0	0	4	0	0	1	0	
5:30 PM	0	0	0	0	0	0	0	4	0	0	8	0	
5:45 PM	0	0	0	0	0	0	0	2	0	0	5	0	
6:00 PM	0	0	0	0	0	0	0	8	0	0	3	0	
6:15 PM	0	0	0	0	0	0	0	3	0	0	3	0	
6:30 PM	0	0	0	0	0	0	0	5	0	0	3	0	
6:45 PM	0	0	0	0	0	0	0	2	0	0	5	0	
7:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	
7:15 PM	0	0	0	0	0	0	0	1	0	0	5	0	
7:30 PM	0	0	0	0	0	0	0	5	0	0	2	0	
7:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	
8:00 PM	0	0	0	0	0	0	0	2	0	0	3	0	
8:15 PM	0	0	0	0	0	0	0	3	0	0	4	0	
8:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	
8:45 PM	0	0	0	0	0	0	0	4	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	
9:15 PM	0	0	0	0	0	0	0	6	0	0	2	0	
9:30 PM	0	0	0	0	0	0	0	5	0	0	1	0	
9:45 PM	0	0	0	0	0	0	0	1	0	0	4	0	
10:00 PM	0	0	0	0	0	0	0	4	0	0	3	0	
10:15 PM	0	0	0	0	0	0	0	3	0	0	1	0	
10:30 PM	0	0	0	0	0	0	0	4	0	0	1	0	
10:45 PM	0	0	0	0	0	0	0	4	0	0	4	0	
11:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	
11:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	
11:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	
11:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	

UTURNS			
NB	SB	EB	WB

TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH % :	0	0	0	0	0	0	0	143	0	0	105	0	248
	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK NR START TIME :	3:00 PM												
PEAK NR VOL :	0	0	0	0	0	0	0	31	0	0	23	0	54
PEAK NR FACTOR :	0.000			0.000			0.596			0.719			0.750

NB	SB	EB	WB
0	0	0	0

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:
National Data & Surveying Services

Project ID: 15-5437-001

Day: Friday

City: Topanga

TOTALS

Date: 7/17/2015

NOON

NS/EW Streets:	Hillside Dr			Hillside Dr			W_O Topanga Canyon Blvd			W_O Topanga Canyon Blvd			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
10:00 AM	0	0	0	0	0	0	0	5	0	0	4	0	9
10:15 AM	0	0	0	0	0	0	0	5	0	0	3	0	8
10:30 AM	0	0	0	0	0	0	0	4	0	0	8	0	12
10:45 AM	0	0	0	0	0	0	0	5	0	0	2	0	7
11:00 AM	0	0	0	0	0	0	0	5	0	0	3	0	8
11:15 AM	0	0	0	0	0	0	0	7	0	0	5	0	12
11:30 AM	0	0	0	0	0	0	0	7	0	0	4	0	11
11:45 AM	0	0	0	0	0	0	0	8	0	0	7	0	15
12:00 PM	0	0	0	0	0	0	0	7	0	0	5	0	12
12:15 PM	0	0	0	0	0	0	0	8	0	0	6	0	14
12:30 PM	0	0	0	0	0	0	0	5	0	0	4	0	9
12:45 PM	0	0	0	0	0	0	0	7	0	0	1	0	8
1:00 PM	0	0	0	0	0	0	0	6	0	0	3	0	9
1:15 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
1:30 PM	0	0	0	0	0	0	0	1	0	0	7	0	8
1:45 PM	0	0	0	0	0	0	0	3	0	0	7	0	10
2:00 PM	0	0	0	0	0	0	0	6	0	0	4	0	10
2:15 PM	0	0	0	0	0	0	0	4	0	0	6	0	10
2:30 PM	0	0	0	0	0	0	0	8	0	0	5	0	13
2:45 PM	0	0	0	0	0	0	0	6	0	0	7	0	13

UTURNS			
NB	SB	EB	WB

TOTAL VOLUMES :	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	100	0	0	94	0	203
	#DIV/OI	#DIV/OI	#DIV/OI	#DIV/OI	#DIV/OI	#DIV/OI	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	11:30 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	30	0	0	22	0	52
PEAK HR FACTOR :	0.000			0.000			0.938			0.786			0.857

CONTROL : 1-Way Stop (EB)

ITM Peak Hour Summary

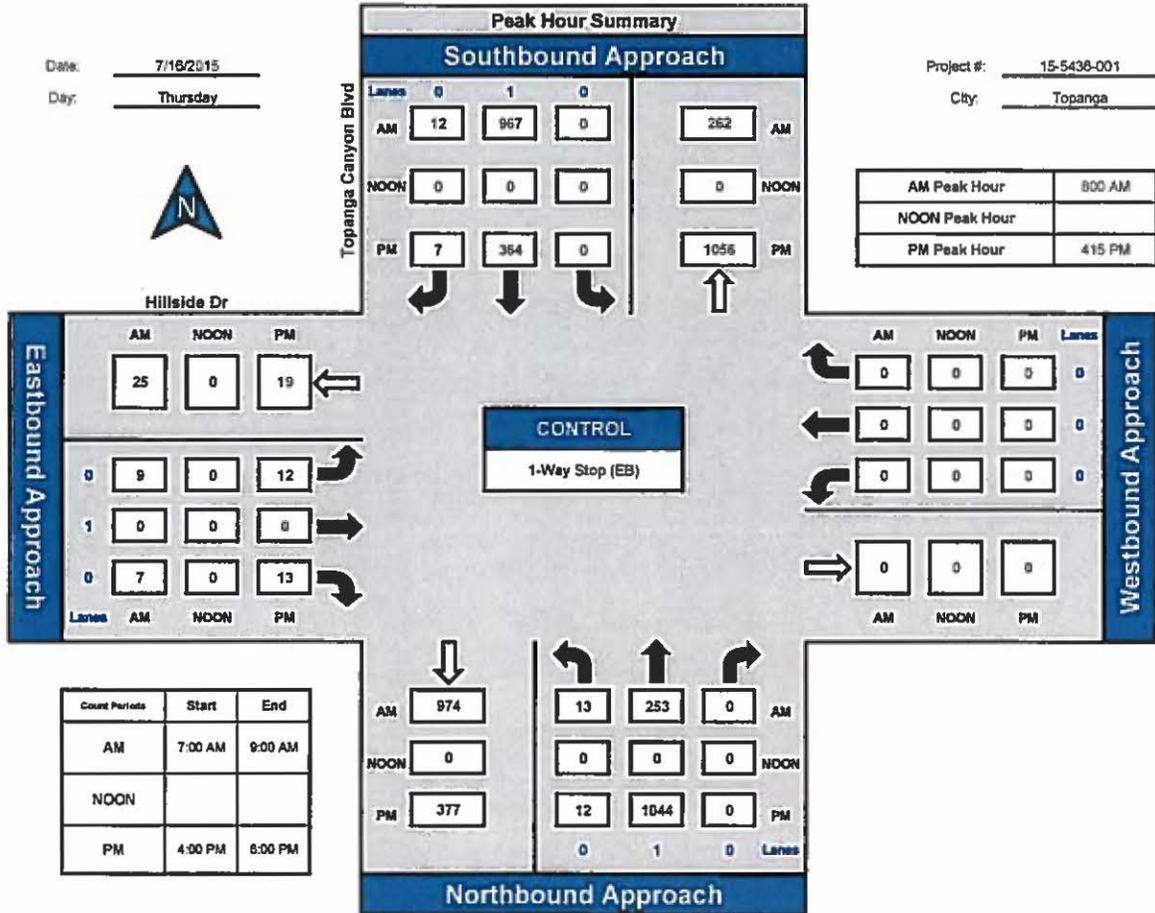
Prepared by:
NDS

National Data & Surveying Services

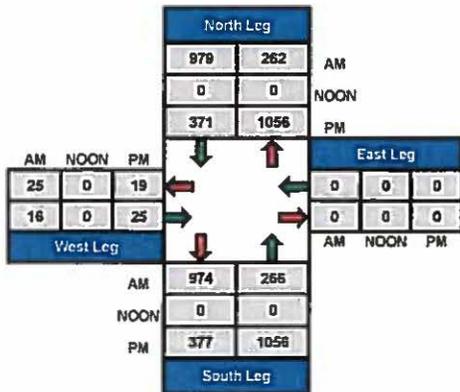
Topanga Canyon Blvd and Hillside Dr, Topanga

Date: 7/16/2015
Day: Thursday

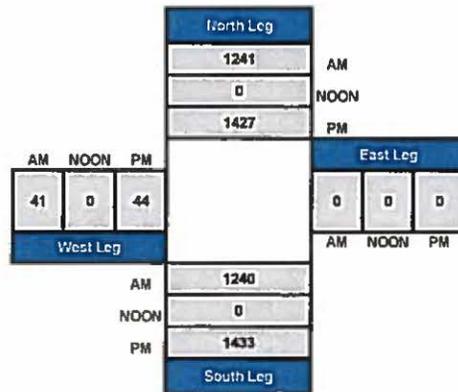
Project #: 15-5436-001
City: Topanga



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:
National Data & Surveying Services

Project ID: 15-5436-001

Day: Thursday

City: Topanga

TOTALS

Date: 7/16/2015

AM

NS/EW Streets:	Topanga Canyon Blvd			Topanga Canyon Blvd			Hillside Dr			Hillside Dr			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	0	0	
7:00 AM	1	29	0	0	230	0	1	0	0	0	0	0	261
7:15 AM	0	50	0	0	241	1	2	0	1	0	0	0	295
7:30 AM	2	42	0	0	230	2	0	0	3	0	0	0	279
7:45 AM	1	44	0	0	209	5	0	0	1	0	0	0	260
8:00 AM	2	46	0	0	242	1	2	0	2	0	0	0	295
8:15 AM	6	65	0	0	234	2	1	0	1	0	0	0	309
8:30 AM	2	56	0	0	248	5	3	0	3	0	0	0	317
8:45 AM	3	86	0	0	243	4	3	0	1	0	0	0	340

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
NB	SB	EB	WB
1	0	0	0

TOTAL VOLUMES	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
APPROACH %'s :	17	418	0	0	1877	20	12	0	12	0	0	0	2356
	3.91%	96.09%	0.00%	0.00%	98.95%	1.05%	50.00%	0.00%	50.00%	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME	800 AM												TOTAL
PEAK HR VOL :	13	253	0	0	967	12	9	0	7	0	0	0	1261
PEAK HR FACTOR :	0.747		0.957			0.667			0.000			0.927	

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:
National Data & Surveying Services

Project ID: 15-5436-001

Day: Thursday

City: Topanga

TOTALS

Date: 7/16/2015

NS/EW Streets:	PM												TOTAL
	Topanga Canyon Blvd			Topanga Canyon Blvd			Hillside Dr			Hillside Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 0	WR 0	TOTAL
4:00 PM	1	252	0	0	76	6	5	0	5	0	0	0	345
4:15 PM	2	260	0	0	100	1	2	0	2	0	0	0	367
4:30 PM	4	260	0	0	90	4	3	0	6	0	0	0	367
4:45 PM	3	254	0	0	85	1	6	0	3	0	0	0	352
5:00 PM	3	270	0	0	89	1	1	0	2	0	0	0	366
5:15 PM	1	248	0	0	83	4	1	0	1	0	0	0	338
5:30 PM	0	267	0	0	88	1	2	0	3	0	0	0	361
5:45 PM	0	213	0	0	101	2	2	0	5	0	0	0	323
TOTAL VOLUMES :	14	2024	0	0	712	20	22	0	27	0	0	0	2819
APPROACH %'s :	0.69%	99.31%	0.00%	0.00%	97.27%	2.73%	44.90%	0.00%	55.10%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	4:15 PM												TOTAL
PEAK HR VOL :	12	1044	0	0	364	7	12	0	13	0	0	0	1452
PEAK HR FACTOR :	0.967		0.918			0.694			0.000			0.989	

CONTROL : 1-Way Stop (EB)

UTURNS			
NB	SB	EB	WB
0	0	0	0
1	0	0	0
0	0	0	0
1	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
3	0	0	0

APPENDIX B

**HCM AND LEVEL OF SERVICE EXPLANATION
HCM DATA WORKSHEETS –
WEEKDAY AM AND PM PEAK HOURS**

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2010, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

Level of Service Criteria for TWSC/AWSC Intersections	
Level of Service	Average Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle.

LOS B describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

LOS C describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

LOS F describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information					
Analyst	TN		Intersection	1				
Agency/Co.	LACDPW TLD		Jurisdiction	LA County				
Date Performed	7/24/2015		Analysis Year	2015				
Analysis Time Period	AM Peak Hour							
Project Description 5-15-0190 Canyon View Ranch								
East/West Street: Hillside Drive			North/South Street: Topanga Canyon Boulevard					
Intersection Orientation: North-South			Study Period (hrs): 0.25					
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	13	253			967	12		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	13	253	0	0	967	12		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	9		7					
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	9	0	7	0	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	13						16	
C (m) (veh/h)	713						227	
v/c	0.02						0.07	
95% queue length	0.06						0.23	
Control Delay (s/veh)	10.1						22.1	
LOS	B						C	
Approach Delay (s/veh)	--	--					22.1	
Approach LOS	--	--					C	

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information					
Analyst	TN		Intersection	1				
Agency/Co.	LACDPW TLD		Jurisdiction	LA County				
Date Performed	7/24/2015		Analysis Year	2015				
Analysis Time Period								
Project Description: 5-15-0190 Canyon View Ranch								
East/West Street: Hillside Drive			North/South Street: Topanga Canyon Boulevard					
Intersection Orientation: North-South			Study Period (hrs): 0.25					
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	12	1044			364	7		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	12	1044	0	0	364	7		
Percent Heavy Vehicles	0	-	-	0	-	-		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	12		13					
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	12	0	13	0	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	12						25	
C (m) (veh/h)	1199						250	
v/c	0.01						0.10	
95% queue length	0.03						0.33	
Control Delay (s/veh)	8.0						21.0	
LOS	A						C	
Approach Delay (s/veh)	--	--					21.0	
Approach LOS	--	--					C	