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CEQA No.: ENV-2013-160-MND
Incidental Case: DIR-2013-159-SPR-ACI
Related Case: CPC-2007-9911-GPA-VZC-HD-CUB-CUX-VCU-SPR-DA
Address: 6121 W. Sunset Boulevard (6101-25 W. Sunset Boulevard, 6100-34 W. Selma Avenue, 1521-81 N. Gower Street, and 1526-46 N. El Centro Avenue)
Community Plan: Hollywood
Zone: (T)(Q)C4-2-SN
Council District: 13

This document is comprised of the ADDENDUM to the previously-adopted Environmental Impact Report No. ENV-2007-819-EIR (SCH No. 2007041112) for the Columbia Square Project

The Department of City Planning has herein issued an Addendum to the previously-adopted Environmental Impact Report No. ENV-2007-819-EIR (SCH No. 2007041112) for the Columbia Square Project located at 6121 W. Sunset Boulevard (6101-25 W. Sunset Boulevard, 6100-34 W. Selma Avenue, 1521-81 N. Gower Street, and 1526-46 N. El Centro Avenue).

The Columbia Square Project was initially approved in March 2010, under Case No. CPC-2007-9911-GPA-VZC-HD-CUB-CUX-VCU-SPR-DA, involving a General Plan Amendment, a Vesting Zone Change, a Height District Change, a Development Agreement and other entitlements. As part of the approval, the City Planning Commission and the City Council adopted and certified the environmental document ENV-2007-819-EIR with the accompanying mitigation measures, a Mitigation Monitoring and Reporting Program, and Statement of Overriding Consideration. The mixed-use development involved a 28-story residential tower, a 17-story office tower, a 7-story hotel, and 41,300 square feet of retail and restaurant uses, encompassing an entire city block. The Project also involved the reuse and rehabilitation of the existing, historically-designated Radio Building, Studio A, the Television Building, and Sunset Courtyard

according to the Secretary of the Interior Standards for Rehabilitation, consisting of 105,510 square feet.

The applicant is now proposing to modify the Project that will reduce the overall scale and scope from a total of 875,410 square feet of floor area under the 2010 Approval to a total of 668,660 square feet of floor area as part of the subject 2013 Modification. The modified Project would involve a 30-story residential tower (lower measured height), two 6-story and one 2-story office buildings, 13,500 square feet for a health club, and 39,400 square feet of retail and restaurant uses. The four historic buildings would be rehabilitated similar to the original plans, consisting of 82,900 square feet. The subject property's lot area would also remain the same. As such, the applicant is seeking to revise the Site Plan Review portion of the original CPC case, under incidental Case No. DIR-2013-159-SPR-ACI. An Amendment to Council Instructions request has also been added to clarify a technical discrepancy of a street dedication requirement under the "T" Tentative Classifications of the adopted Vesting Zone Change.

The following is a summarized comparison between the Project's 2010 Approved Project and the 2013 Modified Project. A more detailed breakdown of the Project's comparison is included on Page 18 of the attached Addendum to the EIR.

2010 Approved Project

• Residential Units	200 units
• Floor Area Ratio	4.29:1 FAR
• Maximum Height	335 feet (28 stories)
• Existing Historic Buildings to remain and rehabbed (partial demolition)	105,510 square feet
• New Construction	769,900 square feet
• **TOTAL SF**	**875,410 square feet**

2013 Modified Project

• Residential Units	200 units
• Floor Area Ratio	3.22:1 FAR
• Maximum Height	295 feet (30 stories)
• Existing Historic Buildings to remain and rehabbed (partial demolition)	82,900 square feet
• New Construction	585,700 square feet
• **TOTAL SF**	**668,600 square feet**

In March 2013, Matrix Environmental consultants submitted an Addendum to the EIR for the Columbia Square Project, including technical appendices. The analyses determined that impacts associated with the Modified Project would be similar to or less than the impacts addressed in the Certified EIR. Thus, a new or substantially greater impact would not result from the proposed modifications. In addition, all of the mitigation measures included as part of the Certified EIR would continue to be implemented under the Modified Project. And on May 3, 2013, the Department of Transportation submitted a letter that determined, based on the revised Project Description and the updated analysis, the 2013 Modified Project would generate fewer trips than the 2010 Approved Project and, hence, would result in fewer significant traffic impacts.

Therefore, compared to the original project, the 2013 Modified Project will not increase the density, height, floor area, lot area, intensity of uses, or the overall scope and scale. The Project will not create any new substantial impacts beyond what has been previously analyzed in the original environmental clearance and does not represent any increase or substantial change to the originally proposed Project. In light of the fact that no substantial changes are proposed in the Project which will require major revisions of the previous EIR; no substantial changes will occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR; and no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time of the previous EIR, pursuant to Section 15164 of the California Environmental Quality Act (CEQA Guidelines), recirculation of the EIR is not required.

DANIEL SCOTT
Principal City Planner

JAE KIM
City Planner

Attachment: May 3, 2013 Department of Transportation Traffic Study letter
March 2013 Addendum to the EIR for the Columbia Square Project and Technical Appendices, submitted by Matrix Environmental consultants

Los Angeles City Planning Department

City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012

ADDENDUM TO THE

ENVIRONMENTAL IMPACT REPORT

FOR THE

COLUMBIA SQUARE PROJECT

March 2013

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ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE COLUMBIA SQUARE PROJECT

I. Introduction/Background

This document is an Addendum to the Environmental Impact Report (EIR) prepared for the Columbia Square Project (State Clearinghouse No. 2007041112) and certified by the City of Los Angeles in July 2010 (Certified EIR). This Addendum analyzes proposed modifications to the Columbia Square Project to determine whether such modifications would require preparation of a Supplemental or Subsequent EIR under CEQA Guideline 15162 or 15163 (14 California Code of Regulations, Section 15000 et seq.).

The Columbia Square Project, as initially proposed and analyzed in the Draft EIR, included a mix of uses consisting of 400 residential units, a 125-room hotel, approximately 380,000 square feet of office space, and 41,300 square feet of retail and restaurant/bar uses in the Hollywood Community of the City of Los Angeles (the Original Project). In response to public input and community outreach that occurred during the preparation of the Draft EIR, PPD Gower I, LLC, the Applicant at the time the Certified EIR was prepared, proposed to develop Alternative 6, a reduced Project evaluated within the Draft EIR that was ultimately approved by the City (hereafter referred to as Approved Project. As discussed in more detail below, the Approved Project reduced the Original Project's proposed residential uses from 400 units to 200 units and increased office uses from 380,000 to 442,610 square feet. Similar to the Original Project, the Approved Project also included a 125-room hotel and approximately 41,300 square feet of retail, bar and restaurant floor area. Also similar to the Original Project, as part of the Approved Project, Studio B/C (4th Wing) would be removed and approximately 105,510 square feet of the existing 136,233-square-foot Columbia Square Complex located along Sunset Boulevard would be retained and renovated to meet the Secretary of Interior Standards for office, retail and potential studio uses.

As discussed further below, Kilroy Realty Corporation (Applicant) proposes to modify the Approved Project to provide for a reduction in overall development and to eliminate the hotel use. The Modified Project includes 200 residential units, approximately 370,100 square feet of office uses, 23,800 square feet of restaurant uses, 15,600 square feet of retail uses, and 13,500 square feet of health club uses. As part of these uses, approximately 82,900 square feet of the approximately 136,000-square-foot Columbia

Square Complex would be rehabilitated to provide for approximately 53,400 square feet of office uses, 20,000 square feet of restaurant uses, and 7,500 square feet of retail uses.

II. CEQA Authority for an Addendum

As indicated above, this document is an Addendum to the Certified EIR and addresses the proposed changes to the Columbia Square Project set forth in the Certified EIR. The Certified EIR included all statutory sections required by CEQA, comments received on the Draft EIR, responses to comments on the Draft EIR, and supporting technical appendices.

Section 15162 of the CEQA Guidelines requires a Subsequent EIR when an MND has already been adopted or an EIR has been certified and one or more of the following circumstances exist:

1. Substantial changes are proposed in the Project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the Project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

    a. The Project will have one or more significant effects not discussed in the previous EIR or negative declaration;

    b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the Project proponents decline to adopt the mitigation measure or alternative; or

    d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more

significant effects on the environment, but the Project proponents decline to adopt the mitigation measure or alternative.

Section 15163 of the CEQA Guidelines provides that the lead or responsible agency may choose to prepare a Supplemental EIR rather than a Subsequent EIR if:

1. Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and

2. Only minor additions or changes would be necessary to make the previous EIR adequately apply to the Project in the changed situation.

Likewise, California Public Resources Code (PRC) Section 21166 states that unless one or more of the following events occur, no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency:

- Substantial changes are proposed in the Project which will require major revisions of the environmental impact report;

- Substantial changes occur with respect to the circumstances under which the Project is being undertaken which will require major revisions in the environmental impact report; or

- New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

As demonstrated by the analysis herein, the Modified Project would not result in any additional significant impacts, nor would it substantially increase the severity of previously identified significant impacts. Rather, all of the impacts associated with the Modified Project are within the scope of impacts previously evaluated in the Certified EIR and do not constitute a new or substantially increased significant impact. Based on this determination, the Modified Project does not meet the requirements for recirculation of the EIR pursuant to Section 15088.5 of the CEQA Guidelines or preparation of a Subsequent EIR pursuant to Section 15162 of the CEQA Guidelines.

III. Project Description

A. Project Location

The Project Site consists of approximately 4.77 acres generally bound by Selma Avenue to the north, Gower Street to the east, Sunset Boulevard to the south, and

El Centro Avenue to the west in the Hollywood Community of the City of Los Angeles (City). The Project Site is approximately six miles northwest of the City's downtown area and approximately 13 miles northeast of the Pacific Ocean.

B. Existing Site Conditions

The Project Site is currently improved with four structures that comprise the Columbia Square Complex, occupying a total of approximately 136,000 square feet of floor area fronting Sunset Boulevard. The Radio Building, Studio A, and the Commercial/ Television Building, completed in 1937, comprise the bulk of the existing complex. The Studio B/C Building to the northeast was completed in 1938. Subsequently, the four buildings were renovated to create one integrated interior. These buildings are currently utilized as entertainment-related production, and post-production offices and studios. The remaining-northern portion of the Project Site consists of an asphalt-paved surface parking lot containing approximately 374 parking spaces.

C. Original Project

As indicated above, the Original Project, as initially proposed and analyzed in the Draft EIR, included a mix of uses consisting of 400 residential units, a 125-room hotel, approximately 380,000 square feet of office space, and 41,300 square feet of retail and restaurant/bar uses (including restaurant/bar use in the hotel) on the Project Site. Included within these totals for the Original Project uses are approximately 91,110 square feet of office uses and 14,400 square feet of retail and restaurant/bar uses within the existing Columbia Square Complex buildings that would be rehabilitated. The Original Project also included a nine-level parking facility with approximately 2,004 parking spaces located within the central portion of the Project Site. Open space, landscaping and amenities for Project residents, guests and tenants, as well as for the general public was also provided for as part of the Original Project. Publicly accessible landscaped open space consisted of two public courtyards and a pocket park located on the ground level.

D. Approved Project

As discussed in the Certified EIR, in response to public input and community outreach that occurred during the preparation of the Draft EIR, the Applicant for the Original Project announced its preference for Alternative 6 (the Approved Project), which was described and analyzed in Section V, Alternatives, of the Draft EIR. The Approved Project resulted in a reduction in overall development within the Project Site when compared with the Original Project. Specifically, the Approved Project reduced the Original Project's proposed residential uses from 400 units to 200 units and increases office uses from 380,000 to 442,610 square feet. Similar to the Original Project, the Approved Project

included the development of a 125-room hotel and approximately 41,300 square feet of retail, bar and restaurant floor area. Like the Original Project, Studio B/C (4th Wing) would also be removed and approximately 105,510 square feet of the existing 136,233-square-foot Columbia Square Complex located along Sunset Boulevard would be retained and rehabilitated to meet the Secretary of Interior Standards and would be used for office, retail and potential studio uses. A breakdown of the existing and proposed floor areas by building/land use under the Approved Project is provided in Table 1 on page 18.

When compared with the Original Project, the Approved Project would reduce the height of the Residential Tower by 177 feet, from 512 feet (40 stories) to 335 feet (28 stories), including architectural features and would decrease the footprint of the Residential Tower by 28 feet in the north-south dimension to create a new building footprint of approximately 178 by 92 feet. In addition, with the moderate increase in office square footage from 380,000 to 442,610 square feet, the footprint of the Office Tower along Gower Street would increase by approximately 60 feet north. The Approved Project also relocated the residential units from Selma Avenue to Gower Street and extended the podium that forms the parking structure to the northern property line along Selma Avenue. The Approved Project also included ground level neighborhood serving retail uses and a recreation/community room along Selma Avenue. Upon completion, implementation of the Approved Project (including rehabilitation of some of the existing uses) would result in an overall total of 875,410 square feet of on-site uses representing a 4.29 floor area ratio (FAR). Thus, when compared with the Original Project, the Approved Project would result in a reduction of 230,390 square feet of new development.

Under the Approved Project, the seven-story, approximately 75-foot tall hotel would be located along El Centro Avenue just south of and below the residential tower. New office uses would be located in a 17-story building located in the southeast portion of the Project Site along Gower Street that would be approximately 246 feet in height (or approximately 260 feet in height when including architectural features). Finally, a two-story restaurant would be located near the southwest portion of the Project Site along El Centro Avenue adjacent to the hotel porte-cochere. In addition, retail and restaurant/bar uses would be provided as part of the hotel.

E. Modified Project

The Applicant proposes to modify the Approved Project, resulting in a reduction in overall development compared to the Approved Project. Specifically, under the Modified Project, the Applicant proposes to construct 200 residential units (including 134 one-bedroom units and 66 two-bedroom units), approximately 370,100 square feet of office uses, 23,800 square feet of restaurant uses, 15,600 square feet of retail uses, and 13,500 square feet of health club uses (ancillary to residential and commercial uses).

Included within these totals are approximately 53,400 square feet of office uses, 20,000 square feet of restaurant uses, and 7,500 square feet of retail uses in the rehabilitated Columbia Square Complex. The hotel rooms included as part of the Approved Project would be eliminated under the Modified Project. In addition, a substantial part of the Modified Project would include landscaped courtyards and pathways and other open space features connecting the various proposed uses establishing a more pedestrian-oriented environment within the Project Site and vicinity. The Modified Project would also include between 1,220 and 1,420 parking spaces.

The proposed Project Site plan for the Modified Project is shown in Figure 1 on page 7. As shown therein, the northwest portion of the Project Site would contain a 30-story residential tower with ground-floor retail uses. The residential tower would be approximately 295 feet in height, with a maximum height of 315 feet when accounting for architectural projections, resulting in a reduction of 20 feet in height when compared with the Approved Project. A six-story, mixed-use building with office, restaurant and health club uses would be located to the south of the residential tower, fronting EI Centro Avenue. The Modified Project would also include a six-story office building on the northeast portion of the Project Site, fronting Gower Street. The mixed-use building and the office building would each be approximately 115 feet in height with a maximum height of 145 feet when accounting for architectural projections, as compared with the office building proposed as part of the Approved Project that would be 260 feet in height when accounting for architectural features. Finally, a new, 2-story "bungalow" building, which would contain entertainment/office uses, is proposed along Gower Street on the southeast portion of the Project Site, roughly where the to-be-demolished Studio B/C building is currently located. This bungalow building would be approximately 36 feet in height. Figure 2 and Figure 3 on pages 8 and 9 provide elevations of the proposed buildings from various perspectives.

A comparative breakdown of the existing and proposed floor areas by building/land use for the Modified Project and the Approved Project is provided in Table 1 on page 18. A more detailed description of the Modified Project is provided below.

1. Parking and Pedestrian Access

The Modified Project would include a between 1,220 and 1,420 parking spaces. Specifically, the Modified Project would include up to approximately 1,020 parking spaces for the office, retail, restaurant, and residential guest parking and approximately 400 parking spaces for the tenants. The parking for the Modified Project would be provided in two locations. The majority of the spaces would be located in a five-level, underground garage located beneath a plaza level and the new buildings. In addition, a number of accessible stalls, short-term retail parking, and swing-spaces for potential valet-operations would also be provided in a small surface lot located mid-block along El Centro Avenue.

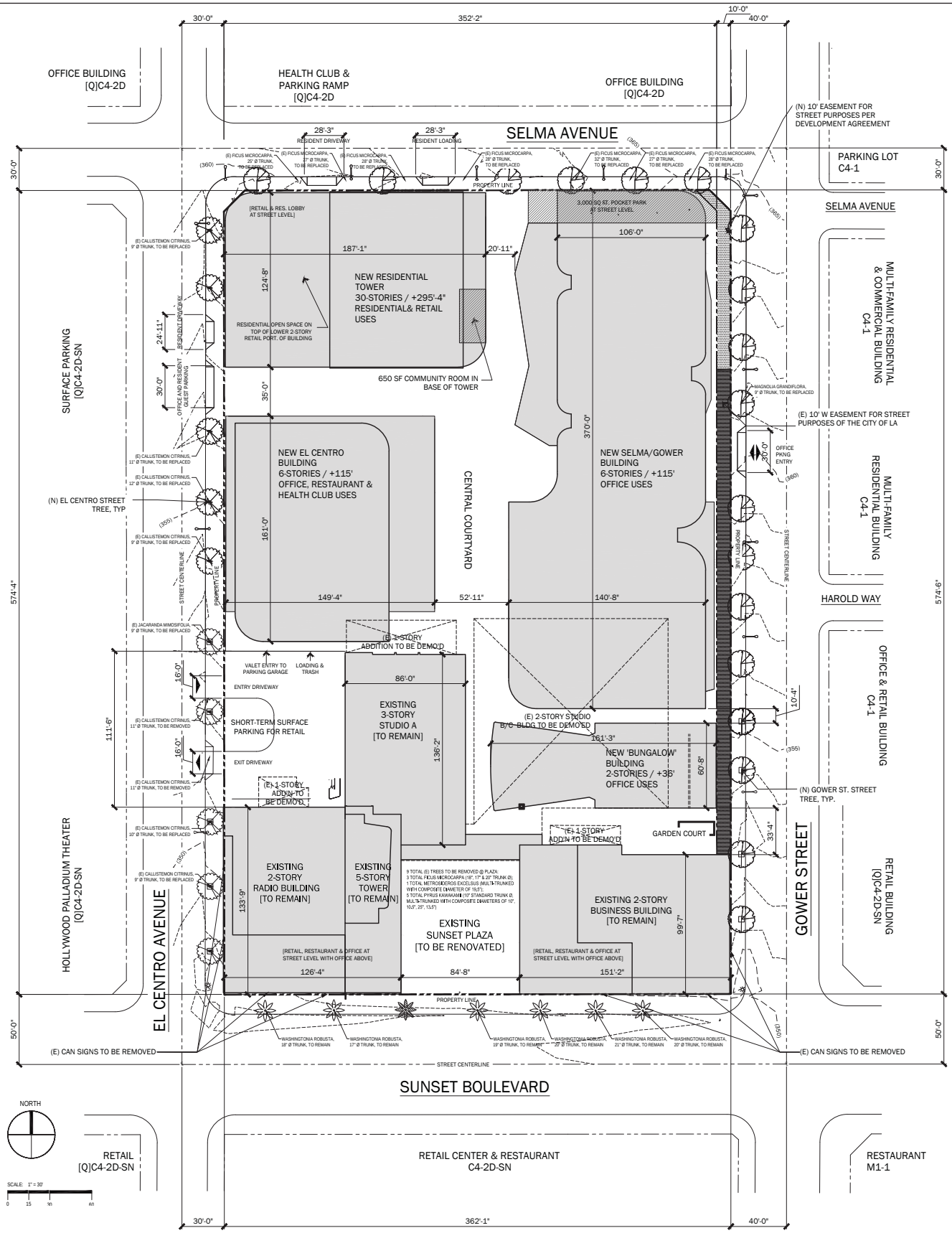
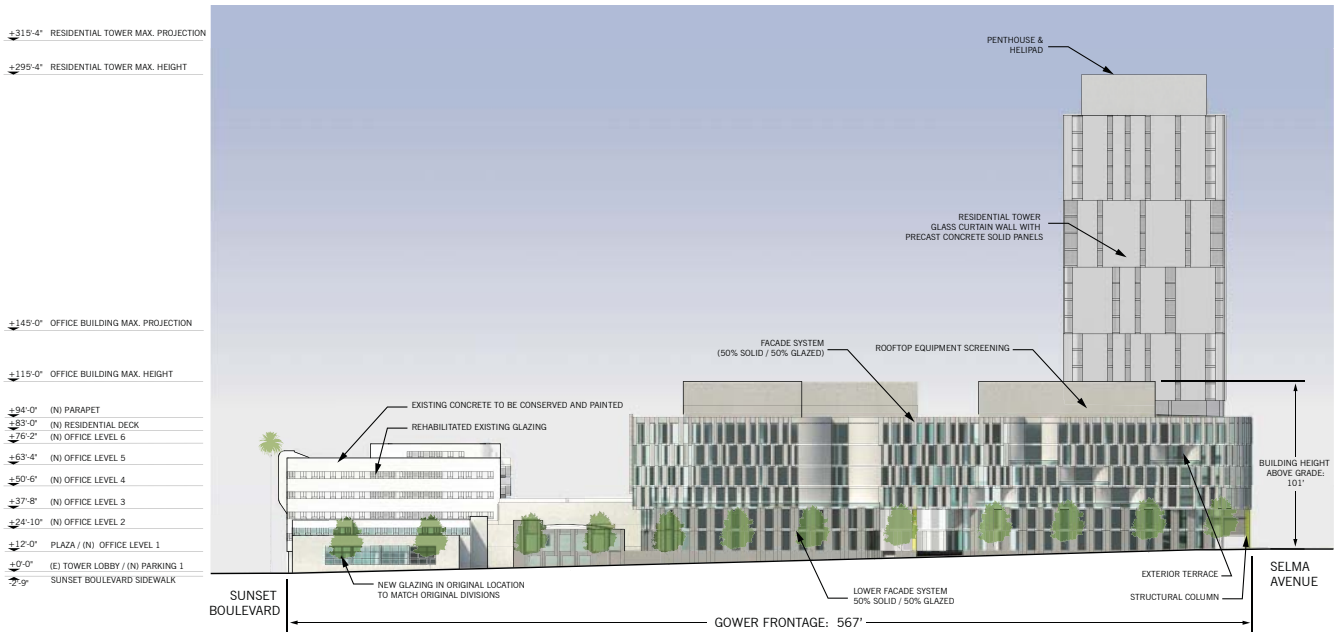
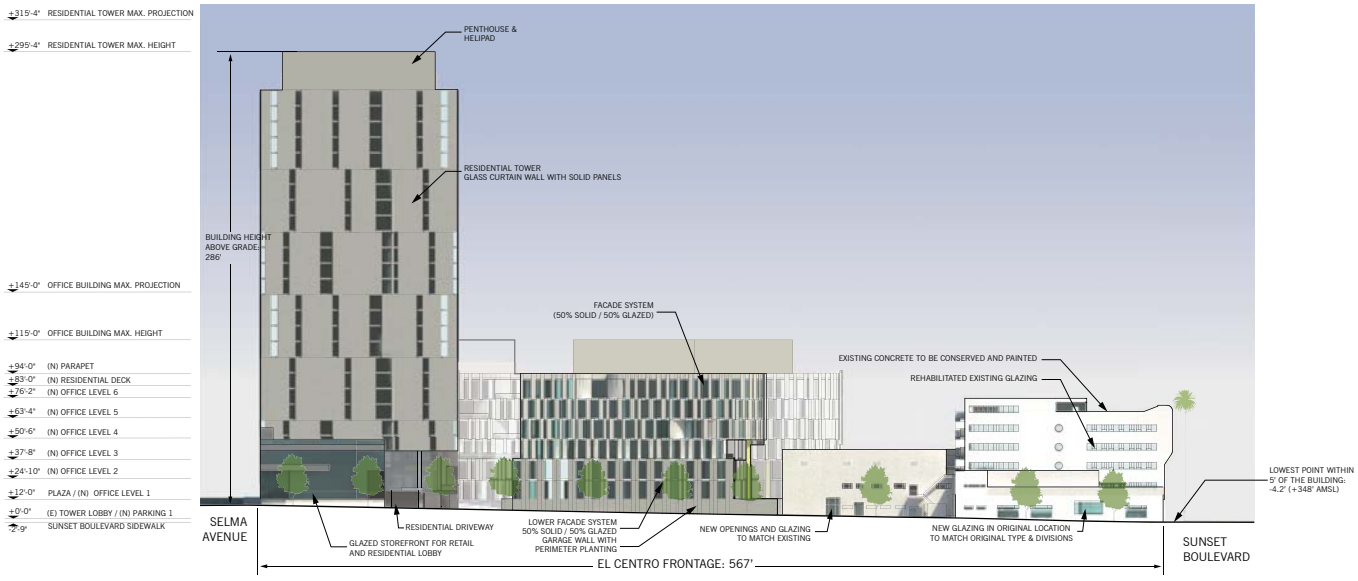


Figure 1
Site Plan

Source: Kilroy Realty Corporation, House & Roberston, and Rios Clementi Hale Studios, 2013.



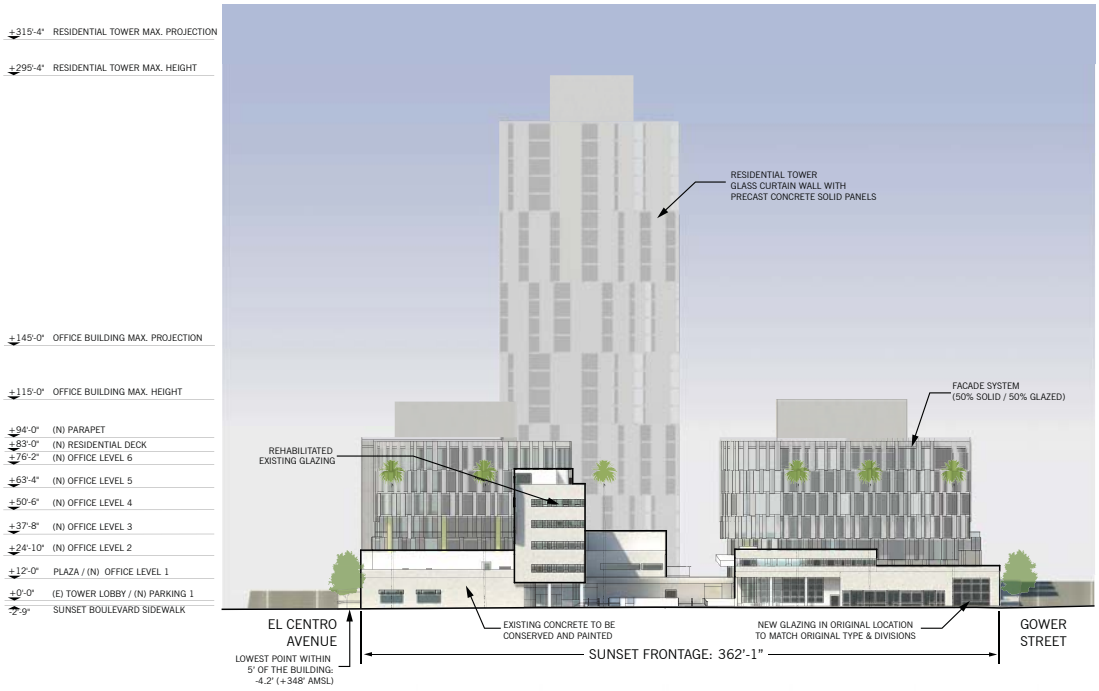
GOWER STREET ELEVATION [EAST]



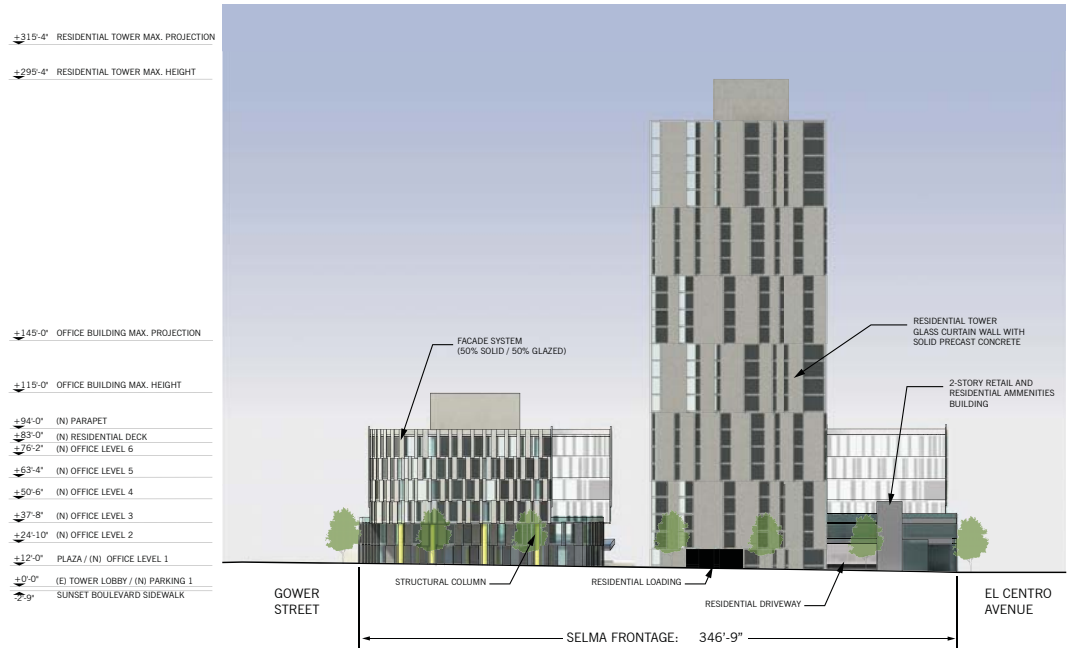
EL CENTRO STREET ELEVATION [WEST]

Figure 2
Gower Street Elevation and El Centro Street Elevation

Source: Kilroy Realty Corporation, House & Roberston, and Rios Clementi Hale Studios, 2013.



SUNSET BOULEVARD ELEVATION [SOUTH]



SELMA STREET ELEVATION [NORTH]

matrix environmental

Figure 3
Sunset Boulevard Elevation and Selma Street Elevation

Source: Kilroy Realty Corporation, House & Roberston, and Rios Clementi Hale Studios, 2013.

The conceptual parking plans for parking level 1 (for retail, restaurant, and residential guests), for a typical lower parking level for office uses, and for parking level 5 for office uses are provided in Figure 4 on page 11.

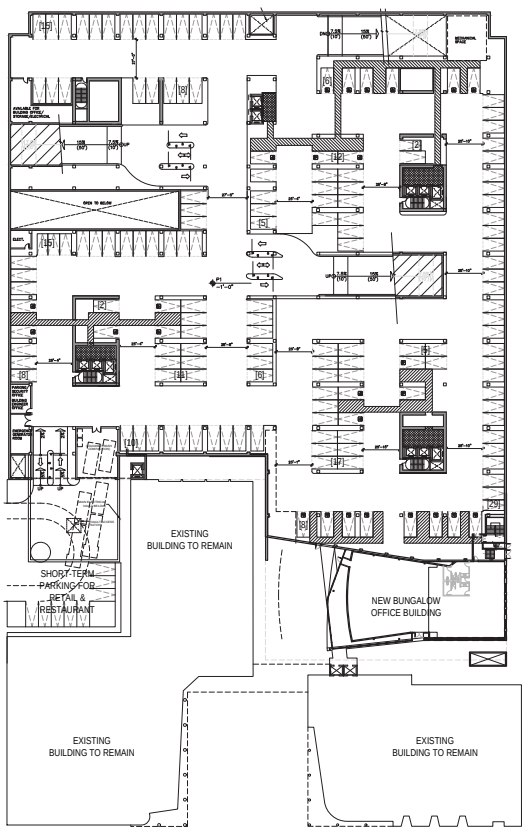
The primary pedestrian access to the Project Site under the Modified Project would be from Sunset Boulevard through Sunset Plaza south of the Project Site and from Selma Avenue north of the Project Site. Additional pedestrian entries would be provided at two locations along Gower Street and two locations along El Centro Avenue. Various courtyards and passageways would provide an integrated pedestrian network throughout much of the Project Site.

2. Recreation, Open Space, and Landscaping

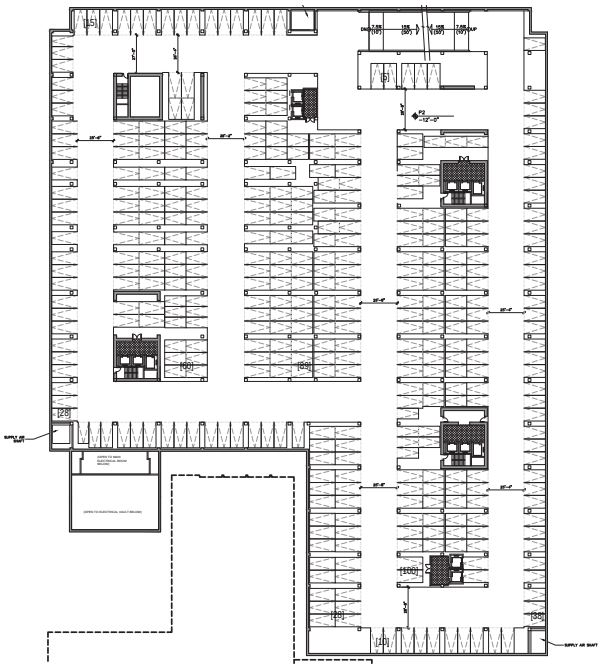
The Modified Project would provide open space, landscaping, and amenities for tenants, employees, guests, and the general public. The common open space, which would be accessible from adjoining public streets, would be landscaped and would consist of a new garden courtyard in the center of the Project Site, a new pocket park fronting Selma Avenue near Gower Street, and a rehabilitated Sunset Plaza fronting Sunset Boulevard. The open space provided by the Modified Project would include seating areas, outdoor dining areas, and other amenities. Landscaping, including planted areas and hardscape areas (e.g., walkways and seating areas), would occupy approximately 42.5 percent of the Project Site and would include approximately 32,423 square feet of courtyard, terrace, and amenity deck level landscaping. The Conceptual Landscape Plan for the Courtyard Level is provided in Figure 5 on page 12 and the Conceptual Landscape Plan for the Terrace and Amenity Deck Levels is provided in Figure 6 on page 13.

3. Signage and Lighting

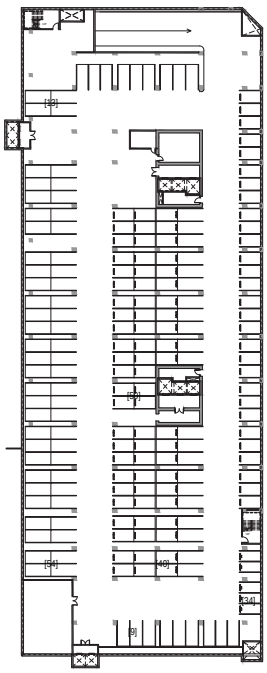
The Project Site is located within the City's Hollywood Signage Supplemental Use District (HSSUD). The HSSUD imposes standards on the number, dimensions and locations of individual signs for particular sign types, and the maximum combined sign area for a range of sign types. The Applicant would comply with the provisions set forth in the HSSUD for any proposed signage at the Project Site. Based on the street frontage for the Project Site, Section 5 (E) of the HSSUD permits a maximum combined sign area of 5,070 square feet for the following sign types: Architectural Ledge Signs, Awning Signs, Digital Displays, Illuminated Architectural Canopy Signs, Hanging Signs, Information Signs, Marquee Signs, Monument Signs, Pedestrian Signs, Pillar Signs, Pole Signs, legally permitted Projecting Signs which do not comply with the HSSUD, Wall Signs, and Window Signs. The Project Site contains seven legal nonconforming "can" signs totaling approximately 1,680 square feet in area, which the Applicant would remove pursuant to



PARKING LEVEL 1: RETAIL, RESTAURANT & RESIDENTIAL GUEST
[159 SPACES TOTAL]



TYPICAL LOWER PARKING LEVEL: OFFICE
[1,061 SPACES TOTAL ON LEVELS P2, P3 & P4]



PARKING LEVEL 5: OFFICE
[200 SPACES TOTAL ON LEVELS P5]

NORTH

SCALE: 1" = 30'

Figure 4
Parking Plans

Source: Kilroy Realty Corporation, House & Roberston, and Rios Clementi Hale Studios, 2013.

Figure 5
Conceptual Landscape Plan – Courtyard Level

Source: Kilroy Realty Corporation, House & Roberston, and Rios Clementi Hale Studios, 2013.

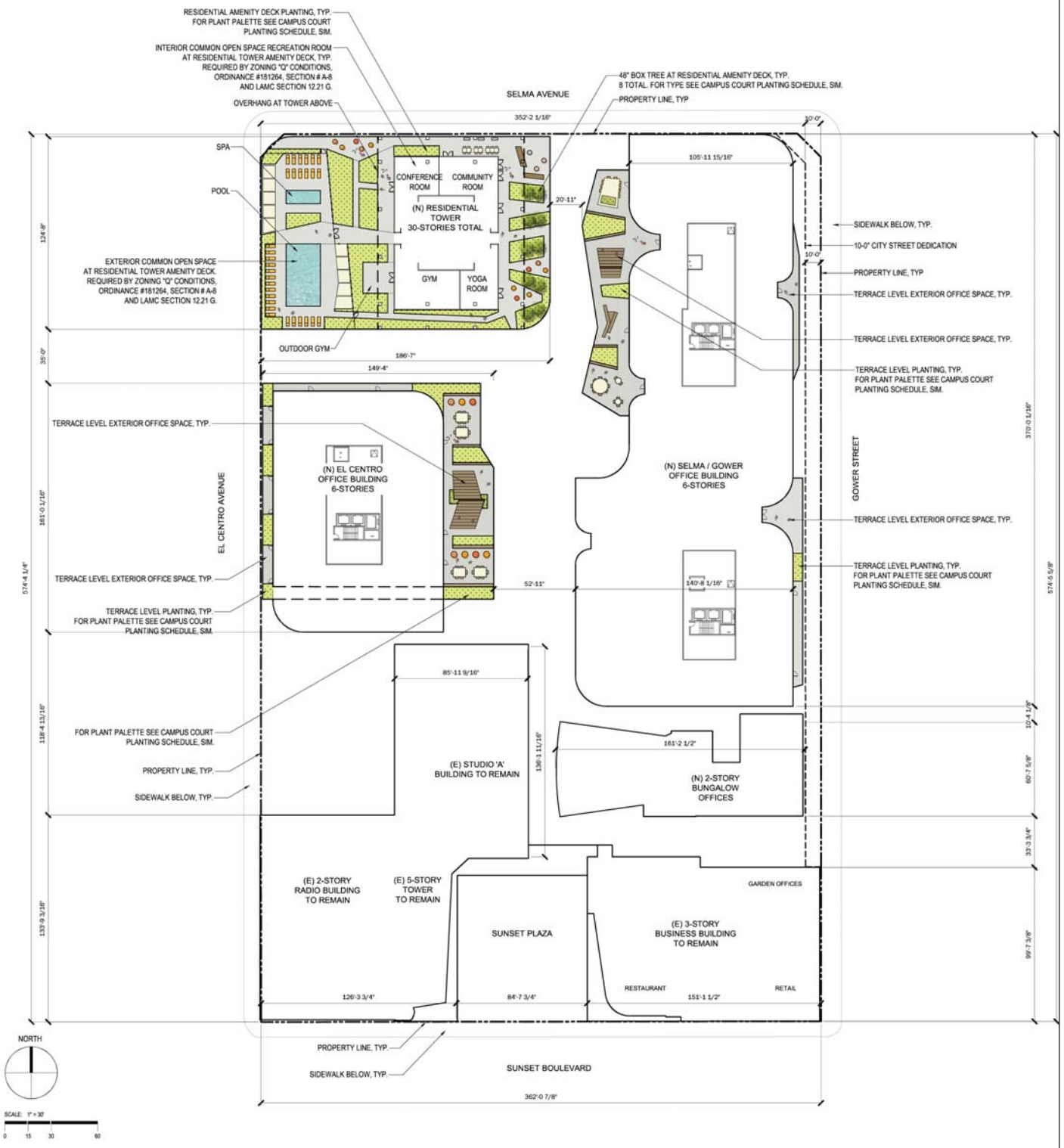


Figure 6
Conceptual Landscape Plan – Terrace and Amenity Deck Levels

Source: Kilroy Realty Corporation, House & Roberston, and Rios Clementi Hale Studios, 2013.

Section 8 of the HSSUD Ordinance.[1] In exchange for removing this nonconforming signage, the Applicant would be entitled to a commensurate bonus above the maximum permitted combined sign area. Pursuant to Section 8 of the HSSUD, the Applicant intends to utilize approximately 300 square feet of sign area bonus credits at a nearby site and the remaining 1,380 square feet of sign area bonus credits for the above sign types following the removal of legal, non-conforming signage at the Project Site.

Similar to the Approved Project, proposed lighting for the Modified Project would include appropriate exterior lights adjacent to buildings and along walkways for security and way finding purposes. In addition, outdoor lighting associated with continued studio uses could be occasionally utilized. Customary lighting to accent signage, architectural features, and landscaping elements would also be incorporated throughout the Project Site. The Modified Project's on-site exterior lighting would be shielded or directed so as to limit spillover onto adjacent residential uses. All new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would be approved by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light and glare on adjacent properties.

4. Sustainable Design Features

The Modified Project would comply with the City's Green Building Ordinance. Furthermore, the design of new buildings and the rehabilitation of the existing buildings would include features so as to be capable of achieving LEED® Gold Certification. The Modified Project would incorporate the following features to support and promote environmental sustainability.

- The new buildings would feature high-performance glazing.
- The Modified Project would use 'cool' roofs and paving materials to ensure that it would not capture excessive heat, which would otherwise cause an elevated carbon footprint from increased air conditioning. The proposed underground parking would also reduce the heat island effect.
- The proposed new office buildings would include a 35 percent reduction in water use compared to standard office buildings via the installation of low-flow fixtures.
- The Modified Project would feature a comprehensive tenant recycling plan that would include composting.

[1] *The Applicant's request for sign area bonus credits under HSSUD section 8 is being processed by the City Planning Department under Case No. DIR-2012-3457-SPP.*

- Plantings selected for the Modified Project would be drought-tolerant, slowly decreasing water use.

- To encourage non-automotive transportation, the Modified Project would provide ample bicycle parking and showers.

- At least 75 percent of the wood used for construction of the Modified Project would be certified as sustainably-harvested by the Forest Stewardship Council.

- Use of building materials with 10 percent recycled-content for the construction of the Modified Project.[2]

- Paints, coatings, adhesives, sealants, and agrifiber products would meet high standards for emissions related to indoor air quality.

- The Modified Project would target energy reduction levels well beyond Title 24.

- Tenants would be restricted to a lighting power density of at least 10 percent below Title 24.

- The Modified Project would employ strategies to reduce its irrigation potable water use by at least 50 percent compared to a standard project.

- All buildings would go through an enhanced commissioning process to verify and ensure that tenant space is designed, constructed, and calibrated to operate as intended.

- To improve indoor air quality, the new buildings would intake increased amounts of outside air, and both the new and existing buildings would have a robust system for monitoring indoor air quality.

- The general contractor would adhere to a construction plan to avoid causing indoor air quality issues in tenant spaces, such as preventing contamination of ductwork with dust.

- The Modified Project would divert a high percentage (minimum 75 percent) of its construction waste.

In addition, the Project Site is located in a dense, connected urban neighborhood with access to extensive existing public transit, which would reduce the automobile usage of the Modified Project's future residents, office users, and visitors. The Project Site is also

[2] *This LEED 4.1 credit requires the use of building materials with recycled content such that the sum of post-consumer recycled content plus one-half of the pre-consumer recycled content constitutes at least 10 percent of the total value of the total building materials in the Project.*

located within walking distance of retail, restaurants, and other services, further contributing to a reduction in the overall automobile trips in the community.

5. Construction Phasing and Activities

Implementation of the Modified Project would result in approximately 30,723 square feet of demolition and the construction of approximately 585,700 square feet of floor area contained within a number of new multi-story structures on the Project Site. Construction activities for the Modified Project would require earthwork, including grading. In total, it is anticipated that up to approximately 243,890 cubic yards of soil export could be necessary for construction of the Modified Project. Construction would occur in seven phases: (1) demolition; (2) shoring and excavation; (3) foundation; (4) substructure; (5) super structure; (6) exterior enclosure; and (7) plaza site work. The anticipated buildout year of the Modified Project is 2016.

In order to minimize potential conflicts between construction activity and through traffic, the Modified Project would include the development of a Construction Traffic Management Plan, which would include plans to accomplish the following:

- Maintain access for land uses in proximity to the Project Site during Project construction.
- Schedule deliveries and pick-ups of construction materials to non-peak travel periods to the maximum extent feasible.
- Coordinate deliveries and pick-ups to reduce the potential of trucks waiting to load or unload for protracted periods of time.
- Minimize obstruction of through traffic lanes on surrounding public streets.
- Construction equipment traffic access to City streets from the Project Site would be controlled by flagmen.
- Identify designated transport routes for haul trucks and heavy trucks to be used for the duration of the Modified Project. Develop a plan for staging trucks prior to arriving at the Project Site. Trucks would not be permitted to travel along residential streets to the east and south of the Project Site.
- Schedule vehicle movements to ensure that there are no vehicles waiting off-site and impeding public traffic flow on the surrounding streets.
- Establish requirements for loading/unloading and storage of materials on the Project Site, where parking spaces would be encumbered, length of time traffic

travel lanes can be encumbered, sidewalk closings or pedestrian diversions to ensure the safety of the pedestrian and access to local businesses.

- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project Site and neighboring businesses.

- In the event of temporary lane or sidewalk closures, a worksite traffic control plan, approved by the City of Los Angeles, would be implemented to direct vehicular traffic or pedestrians around any such closures.

Table 1
Land Use Summary Comparison Between the Approved Project and the Modified Project

Building/Use	Approved Project (Alternative 6 from the Original EIR) Building Area[a]	Modified Project Building Area
Existing Space		
Radio Building (1st Wing)	57,978 square feet	57,978 square feet[b]
Studio A (2nd Wing)	19,102 square feet	19,102 square feet[b]
Television Building (3rd Wing)	31,664 square feet	31,664 square feet[b]
Studio B/C (4th Wing)	27,489 square feet	27,489 square feet[b]
Total Existing Floor Area	**136,233 square feet**	**136,233 square feet**[b]
Proposed Demolition	**30,723 square feet**	**30,723 square feet**[b]
Proposed Rehabilitated Use		
Office	91,110 square feet	53,400 square feet
Restaurants	14,400 square feet (includes retail and restaurant/ bar uses)	22,000 square feet
Retail	See Above	7,500 square feet
Total Rehabilitated Floor Area	**105,510 square feet**	**82,900 square feet** [c]
Proposed New Construction		
Residential	293,000 square feet (200 units)	245,600 square feet (200 units)
Office	351,500 square feet	316,700 square feet
Health Club	—	13,500 square feet
Restaurants	26,900 square feet (includes retail and restaurant/ bar uses)	1,800 square feet
Retail	See Above	8,100 square feet
Hotel (125 rooms)	98,500 square feet	—
Total New Construction	**769,900 square feet**	**585,700 square feet**
Project Total Floor Area/ Floor Area Ratio	**875,410 square feet/ 4.29:1**	**668,600 square feet/ 3.22:1**
Building Heights	Residential Tower (28 stories) + 335 feet max. Hotel (7 stories) + 75 feet max. Office Building (17 stories) + 260 feet max. Restaurant (2 stories)	Residential Tower (30 stories) + 295 feet 4 in. max[e] El Centro Building (6 stories) + 115 feet max[d] Selma/Gower Building (6 stories) + 115 feet max[d] Bungalow office & Pavilion (2 stories) + 36 feet max.

[a] *This square footage reflects the square footage used in the Final EIR for the Columbia Square Project certified in July 2010 (State Clearinghouse No. 2007041112) (the "2010 EIR"). The square footage is technically gross floor area, as analyzed in the approved Traffic Study for the Columbia Square*

Table 1 (Continued)
Land Use Summary Comparison Between the Approved Project and the Modified Project

Building/Use	Approved Project (Alternative 6 from the Original EIR) Building Area[a]	Modified Project Building Area

Mixed-Use Project prepared by Fehr & Peers dated May 2009, but is included herein as floor area in the interest of consistency. This provides for a conservative analysis regarding the Modified Project's potential traffic impacts.

[b] *This square footage is technically gross floor area, as defined by Institute of Transportation Engineers' Trip Generation, 9th Edition, which was utilized for the preparation of the 2010 EIR. It is included herein as floor area in the interest of consistency. This provides for a conservative analysis regarding the Modified Project's potential traffic impacts.*

[c] *As discussed in Footnote (b) above, the total rehabilitated square footage of the Approved Project is expressed in terms of gross floor area. However, the rehabilitated square footage is floor area as defined in the Los Angeles Municipal Code. Therefore, the difference between the total rehabilitated square footage of the Approved Project compared to the Modified Project is due to the difference between the definition of gross floor area as defined by the Institute of Transportation Engineers and floor area as defined by the Los Angeles Municipal Code. Both of these definitions are provided below:*

- *According to the Institute of Transportation Engineers, the gross floor area of a building is defined as the "sum (in square feet) of the area of each floor level, including cellars, basements, mezzanines, penthouses, corridors, lobbies, stores and offices that are within the principal outside faces of exterior walls, not including architectural setbacks or projections."*
- *According to Los Angeles Municipal Code Section 12.03, floor area is defined as: "the area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas."*

[d] *The maximum height of the projections for the El Centro Building and the Selma/Gower Building would be 30 feet.*

[e] *The maximum height of the projection for the Residential Tower would be 20 feet.*

Source: Kilroy Realty Corporation, House & Robertson, and Rios Clementi Hale Studios, 2013.

IV. Required Approvals

To implement the Modified Project, Site Plan Review Approval per LAMC § 16.05 would be required together with any other approvals deemed necessary by agencies.

V. Comparative Analysis of Modified Project Impacts

The analyses provided below address each of the environmental issues analyzed in the Certified EIR and focus on the potential changes in environmental impacts due to the Modified Project. It should be noted that the analyses below compare the impacts associated with the Modified Project and the Approved Project. Specifically, the analysis of each environmental issue first summarizes the findings of the Certified EIR and then analyzes the potential physical impacts of the Modified Project. The impacts attributable to

the Modified Project are then compared with the analysis and findings within the Certified EIR to determine if such impacts are within the scope of impacts documented in the Certified EIR. Based on the analysis below, the Modified Project would not result in any new environmental impacts nor increase the severity of any impacts previously identified in the Certified EIR. Any changes to the mitigation measures of the Original Project, which also apply to the Approved Project, are also provided where necessary for each of the issue areas addressed in the Certified EIR.

A. Aesthetics, Views, Light/Glare, and Shading

1. Approved Project Impacts

(a) Aesthetics/Visual Quality

i. Short-Term Construction

During construction, the Project Site's visual appearance would be altered due to the removal of existing structures, Project Site preparation and grading, and the construction of Approved Project buildings and landscaping. Temporary fencing would be placed along the periphery of the Project Site to screen much of the on-site construction activity from view from the street level. Project construction activities may require the removal of several mature street trees bordering the Project Site, which would reduce the visual quality of adjacent streets during the construction period. Therefore, as set forth in the Certified EIR, the Approved Project would result in short-term visual impacts during construction. However, such impacts would be less than significant with incorporation of Mitigation Measure A-1 and A-2 provided below.

ii. Operation

The Approved Project would visually alter the Project Site by replacing Studio B/C and the associated surface parking lot with a configuration of new buildings integrated with landscaped courtyards and pedestrian walkway areas. The existing Columbia Square Complex buildings are considered historic resources under CEQA and thus are considered aesthetic resources under the L.A. CEQA Thresholds Guide. The 17-story office building proposed under the Approved Project would significantly contrast in size and scale with the existing historic buildings on-site, and thus, would significantly alter the historic spatial relationships, as set forth in the Certified EIR. Similarly, the visual contrast introduced by the Approved Project relative to the adjacent residential neighborhood (i.e., the Selma–La Baig Historic District) would be considered a significant impact, as set forth in the Certified EIR. However, visual enhancements would be implemented under the Approved Project. Such enhancements include the provision of varied building heights across the Project Site to create an identity that is intended to be compatible with surrounding uses; the

incorporation of design elements with an architectural theme that complements the existing character of the Sunset Boulevard commercial corridor; the provision of parking that would generally be hidden from off-site; and a substantial increase in landscaping and the creation of pedestrian paths throughout the Project Site. In addition, Mitigation Measures A-3 through A-5 would be implemented that would address street trees and landscaping along the perimeter of the Project Site. Nonetheless, as set forth in the Certified EIR, visual quality impacts under the Approved Project would be significant and unavoidable.

(b) Views

Under the Approved Project, Studio B/C would not be retained and rehabilitated. The new office building under the Approved Project would reach a maximum height of 260 feet including architectural projections. In addition, the height of the residential tower would reach a maximum height of 335 feet including architectural projections. As set forth in the Certified EIR, the Approved Project would result in less than significant impacts to views with the exception of views from the Selma–La Baig Historic District. To the extent that development under the Approved Project would obstruct views of the existing on-site buildings, the loss of views from the Selma–La Baig Historic District would be significant and unavoidable, as set forth in the Certified EIR

(c) Light/Glare

The Approved Project would introduce new lighting on the Project Site and, thus, would increase ambient light levels on the Project Site and immediate vicinity. Architectural materials associated with the Approved Project would likely include materials such as glass, clay/terracotta, stainless steel, and concrete. While clay/terracotta and concrete are non-reflective, the use of glass and stainless steel or other polished surfaces could have the potential to produce glare. However, with implementation of Mitigation Measures A-6 through A-8 provided below, the Approved Project would result in less than significant impacts relative to light and glare, as set forth in the Certified EIR.

(d) Shading

As discussed in the Certified EIR, building heights and configuration under the Approved Project would not shade sensitive uses longer than the City's significance thresholds.[3] Therefore, as set forth in the Certified EIR, shadow impacts of the Approved Project would be less than significant.

[3] *A shading analysis for the Approved Project is provided in Appendix L of the Draft EIR component of the Certified EIR.*

2. Modified Project Impacts

(a) Aesthetics/Visual Quality

i. Short-Term Construction

As with the Approved Project, during construction of the Modified Project, the Project Site's visual appearance would be altered due to the removal of existing structures, Project Site preparation and grading, and the construction of Modified Project buildings and landscaping. As the types of construction activities that would occur under the Modified Project would be similar to those anticipated for the Approved Project, potential issues associated with construction of the Modified Project would also be the same. In addition, as with the Approved Project, the Modified Project would replace any trees in accordance with City standards and would implement the same mitigation measures to require the use of temporary fencing and to address the unauthorized placement of materials on any temporary construction barriers.

Based on the above, the Modified Project would not result in any new short-term impacts with respect to aesthetics/visual quality nor increase the severity of any previously identified impacts, and any such impacts would be similar to those identified in the Certified EIR. Therefore, with the implementation of the same construction mitigation measures, as applicable, visual quality impacts during construction of the Modified Project would be reduced to less than significant levels.

ii. Operation

Similar to the Approved Project, the Modified Project would visually alter the Project Site by replacing Studio B/C and the associated surface parking lot with a configuration of new buildings integrated with landscaped courtyards and pedestrian walkway areas. However, overall, the Modified Project represents a less intense development program for the Project Site with substantially reduced building heights than currently permitted under the existing entitlements. In particular, the proposed building heights along the eastern portion of the Project Site have been reduced from a maximum of 260 feet to a maximum of 115 feet. Therefore, the extent to which the Modified Project would contrast in size and scale with the existing historic buildings on-site would be less than under the Approved Project. In addition, the Modified Project also proposes to upgrade the streetscape on all four sides of the Project Site with new sidewalks. Furthermore, the Modified Project would replace the current over-grown, mismatched, and sidewalk damaging street trees on Gower Street, El Centro Street and Selma Avenue with uniform, alternate species to provide a more attractive and safer pedestrian experience and to provide a consistent street character. Therefore, the visual contrast introduced by the Modified Project relative to the adjacent residential neighborhood (i.e., the Selma–La Baig Historic District) would be

reduced as compared to the Approved Project. Furthermore, as with the Approved Project, visual enhancements would be implemented under the Modified Project. Specifically, the Modified Project has been designed as a campus with a cohesive Project Site plan and urban design strategy, knitting together the various parts—rehabilitated historic buildings, new office buildings, and a new residential tower. In addition, a substantial part of the Modified Project would consist of landscaped courtyards and pathways and other open space features connecting the various proposed uses that would establish a more pedestrian-oriented environment within the Project and its vicinity. In addition, the visibility of the Modified Project's parking would be minimized to the extent practicable, as all of the Modified Project's parking would located within underground (or fully screened) structures, with the exception of the small surface parking area. As discussed in detail in the Modified Project Historic Memo prepared by Historic Resources Group and included as Appendix B of this Addendum, the Modified Project's new construction would not have a significant adverse impact on the historic spatial relationships of the historic buildings on-site, on the aesthetic character of the adjacent Selma–La Baig Historic District, or on the nearby historic resources along Sunset Boulevard. In addition, the introduction of new buildings under the Modified Project would not impact the aesthetic character of the historic residential neighborhood.

Based on the above, the Modified Project would not result in any new impacts with respect to aesthetics/visual quality nor increase the severity of any previously identified impacts, and any such impacts would be reduced compared to the significant impacts identified for the Approved Project in the Certified EIR. Therefore, with implementation of the proposed visual enhancements, aesthetics/visual quality impacts during operation of the Modified Project would be less than significant.

(b) Views

As with the Approved Project, Studio B/C of the Columbia Square complex would not be retained and rehabilitated under the Modified Project. However, as discussed in detail within the analysis of historic resources provided in Subsection V.C, Cultural Resources, of this Addendum, the National Parks Service and the City Council recently determined that while the original 1937 Columbia Square complex successfully meets the National Register eligibility and local monument designation criteria, Studio B/C lacks historic integrity and therefore is not a character-defining feature of the Project Site. As such, Studio B/C is no longer considered an aesthetic resource under CEQA.

Overall, the Modified Project represents a less intense development program for the Project Site than currently permitted under the existing entitlements. Specifically, the Modified Project would have a maximum building height of approximately 295 feet (for the residential tower), with a maximum height of 315 feet when accounting for architectural

projections, resulting in a reduction of 20 feet in height when compared with the Approved Project. The six-story mixed-use and office buildings would each have an approximate building height of 115 feet, with a maximum height of 145 feet when accounting for architectural projections, resulting in a reduction of 115 feet in height when compared with the office building proposed as part of the Approved Project, which would have a height of 260 feet when accounting for architectural features. In addition, the proposed two-story bungalow building along Gower Street and north of the Columbia Square complex would have a height of 36 feet, resulting in a substantial reduction in height when compared with the 260 foot tall office building previously proposed.[4] Furthermore, as discussed in the Modified Project Historic Memo included as Appendix B of this Addendum, the Modified Project's new construction would not have a significant adverse impact on public views from the adjacent Selma–La Baig Historic District.

Based on the above, the Modified Project would not result in any new impacts with respect to views nor increase the severity of any previously identified impacts, and any such impacts would be reduced compared to the significant impacts identified for the Approved Project in the Certified EIR. Therefore, the Modified Project would result in less than significant impacts to views.

(c) Light/Glare

Similar to the Approved Project, the Modified Project would introduce new lighting on the Project Site and would increase ambient light levels on the Project Site and the immediate vicinity. The Modified Project would include appropriate exterior lights adjacent to buildings and along walkways for security and way finding purposes. In addition, outdoor lighting associated with continued studio uses could be occasionally utilized. Customary lighting to accent signage, architectural features, and landscaping elements would also be incorporated throughout the Project Site. The Modified Project's on-site exterior lighting would be shielded or directed so as to limit spillover onto adjacent residential uses. All new street and pedestrian lighting within the public right-of-way would comply with applicable City regulations and would be approved by the Bureau of Street Lighting in order to maintain appropriate and safe lighting levels on both sidewalks and roadways while minimizing light and glare on adjacent properties. Lighting from signage would be regulated by the HSSUD. In addition, as with the Approved Project, the use of glass and stainless steel or other polished surfaces could have the potential to produce glare.

[4] *Consistent with approval documents for the Approved Project, all proposed building heights referenced herein have been measured relative to the existing floor elevation (+0' datum) of the historic Columbia Square tower, Radio Building, and Studio A, as shown on the elevations. The 0'+ datum is approximately 4.2 feet above the lowest point within 5 feet of the existing building (see elevations provided in Figure 2 and Figure 3 on pages 8 and 9).*

However, the Modified Project would not result in any new impacts with respect to lighting and glare nor increase the severity of any previously identified impacts, and any such impacts would be similar to those identified in the Certified EIR. Therefore, with implementation of same mitigation measures provided below related to lighting and glare, the Modified Project would result in less than significant impacts relative to light and glare.

(d) Shading

Overall, the Modified Project represents a less intense development program for the Project Site than currently permitted under the existing entitlements. Specifically, as discussed above, the maximum height of the buildings proposed under the Modified Project would be reduced compared to the maximum height of the buildings proposed under the Approved Project. Shadow diagrams for the Modified Project are provided in Figure 7 through Figure 14 provided on pages 26 through 33. As indicated therein, shading of shadow sensitive uses would not occur for more than three hours between the hours of 9:00 A.M. and 3:00 P.M. Pacific Standard Time (between early November and early March), or more than four hours between the hours of 9:00 A.M. and 5:00 P.M. Pacific Daylight Time (between early March and early November).

Based on the above, the Modified Project would not result in any new impacts with respect to shadows nor increase the severity of any previously identified impacts, and any such impacts would be reduced compared to those identified in the Certified EIR. Therefore, impacts with respect to shadows under the Modified Project would be less than significant.

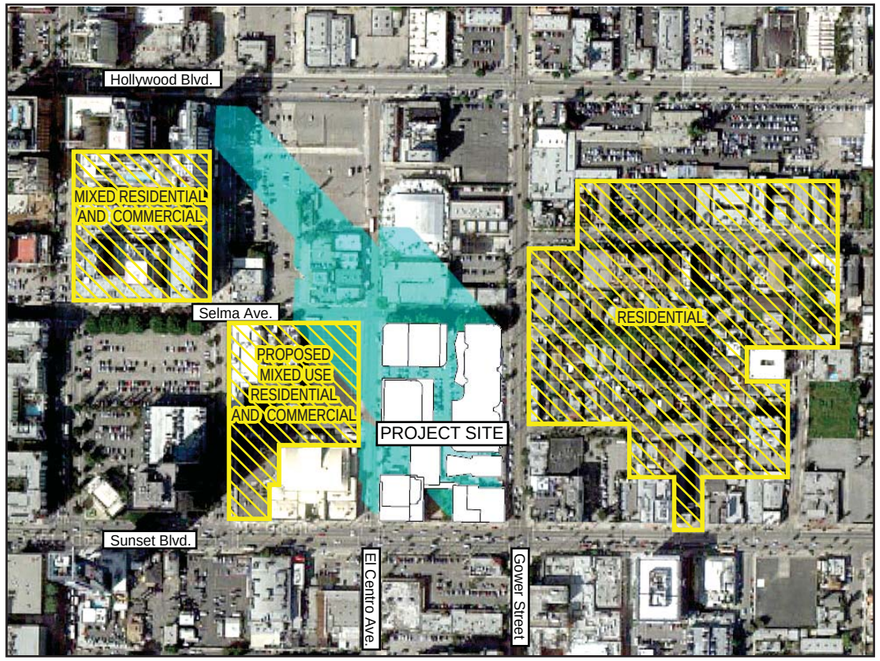
4. Mitigation Measures

The mitigation measures set forth in the MMRP included in the Certified EIR and provided below remain applicable to the Modified Project. No additional mitigation measures are required due to the development of the Modified Project.

(a) Construction

Mitigation Measure A-1: Temporary fencing with screening material shall be used around the perimeter of the Project Site to buffer views of construction equipment and materials.

Mitigation Measure A-2: The Applicant shall ensure through appropriate postings and daily visual inspections that no unauthorized materials are posted on any temporary construction barriers or temporary pedestrian walkways, and that such temporary barriers and walkways are maintained in a visually attractive manner throughout the construction period.



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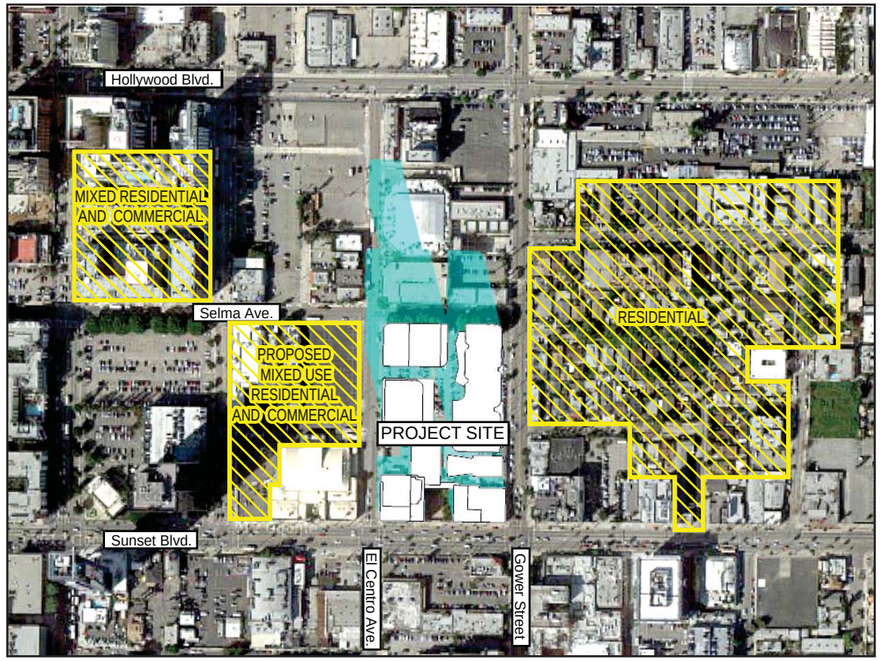

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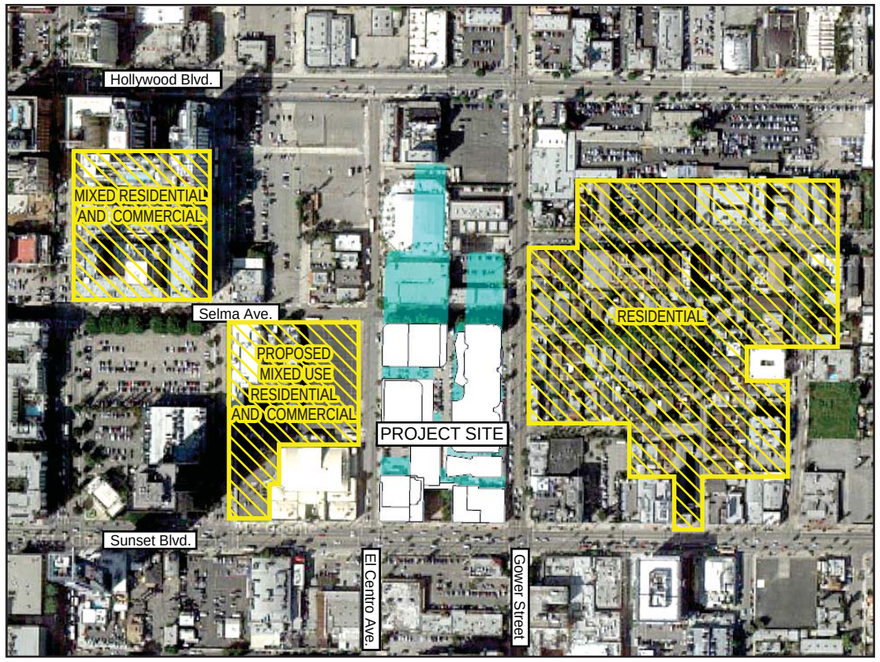

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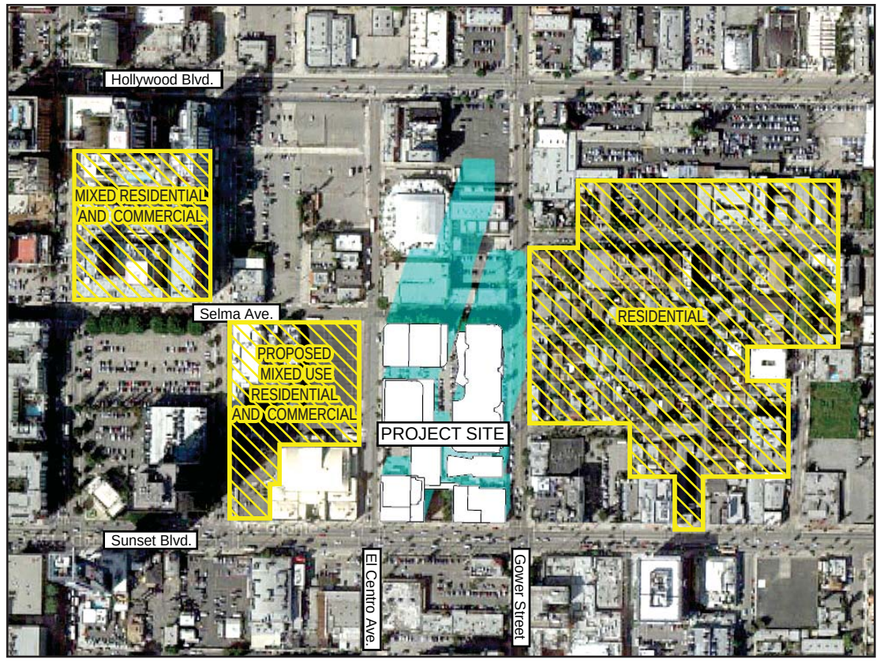

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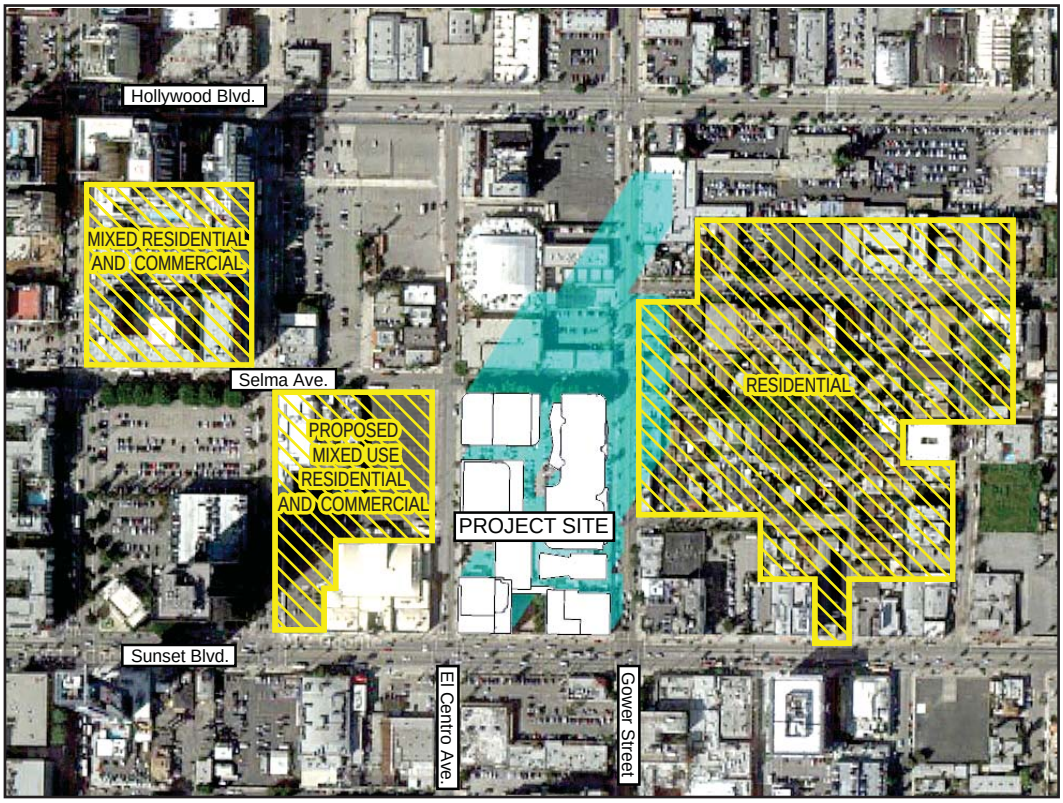
Approximate Scale in Feet

Source: Google Sketch Up Pro, 2013; Matrix Environmental 2013.

Figure 7
Winter Solstice Shadows
December 21st



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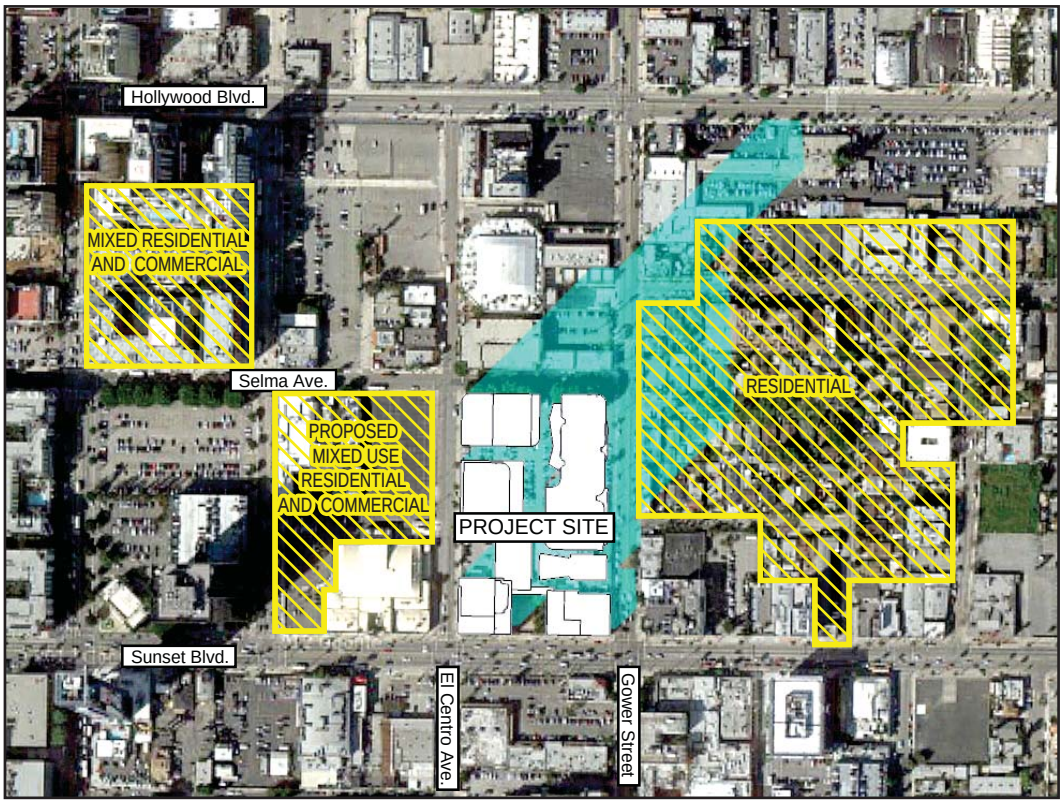

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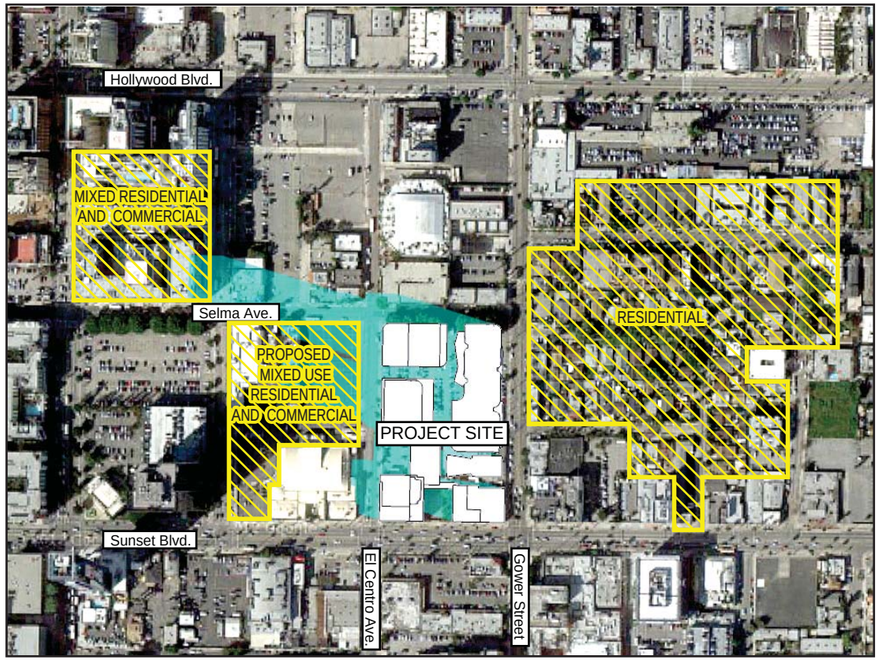
Figure 8
Winter Solstice Shadows
December 21st

Source: Google Sketch Up Pro, 2013; Matrix Environmental 2013.



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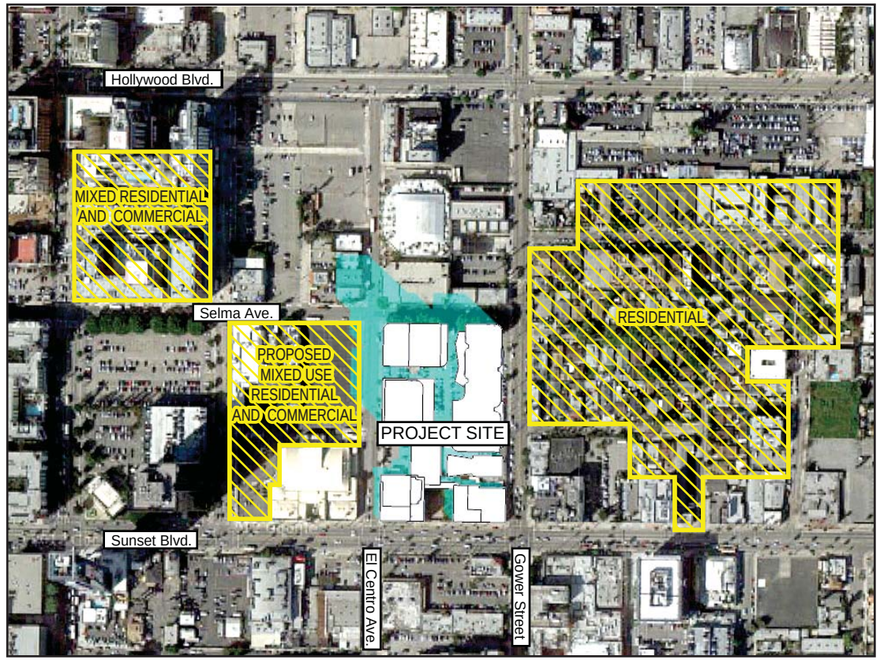

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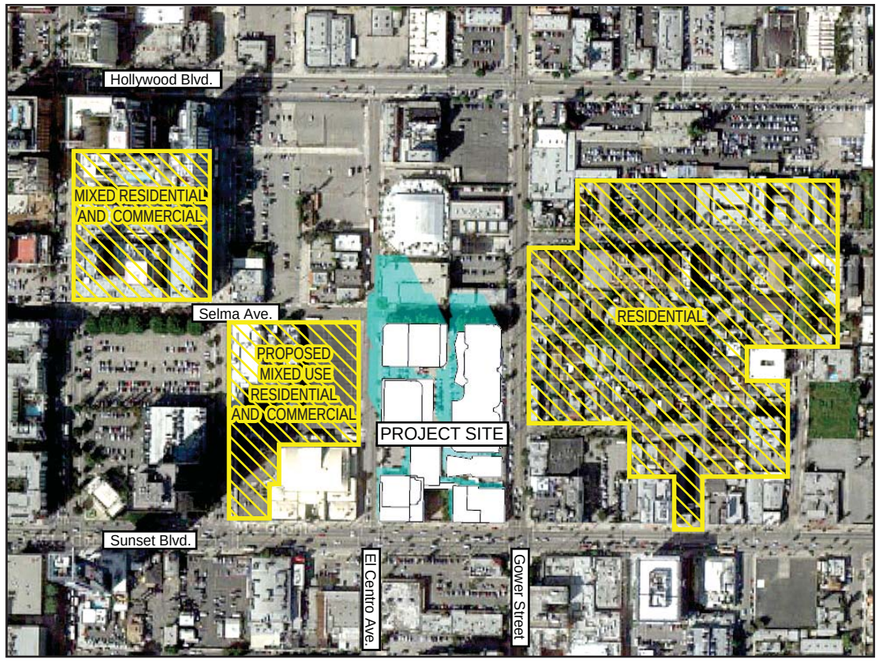

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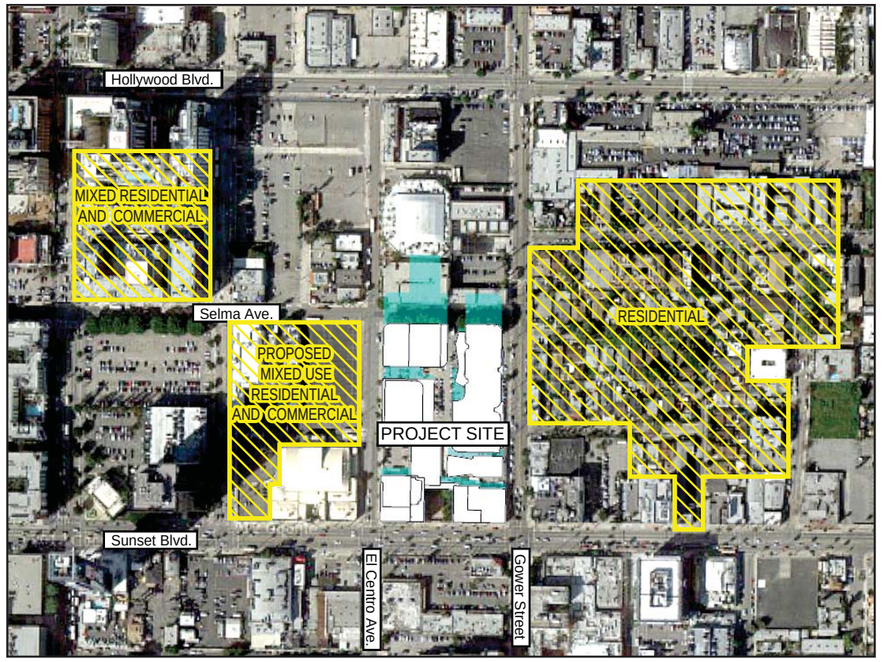

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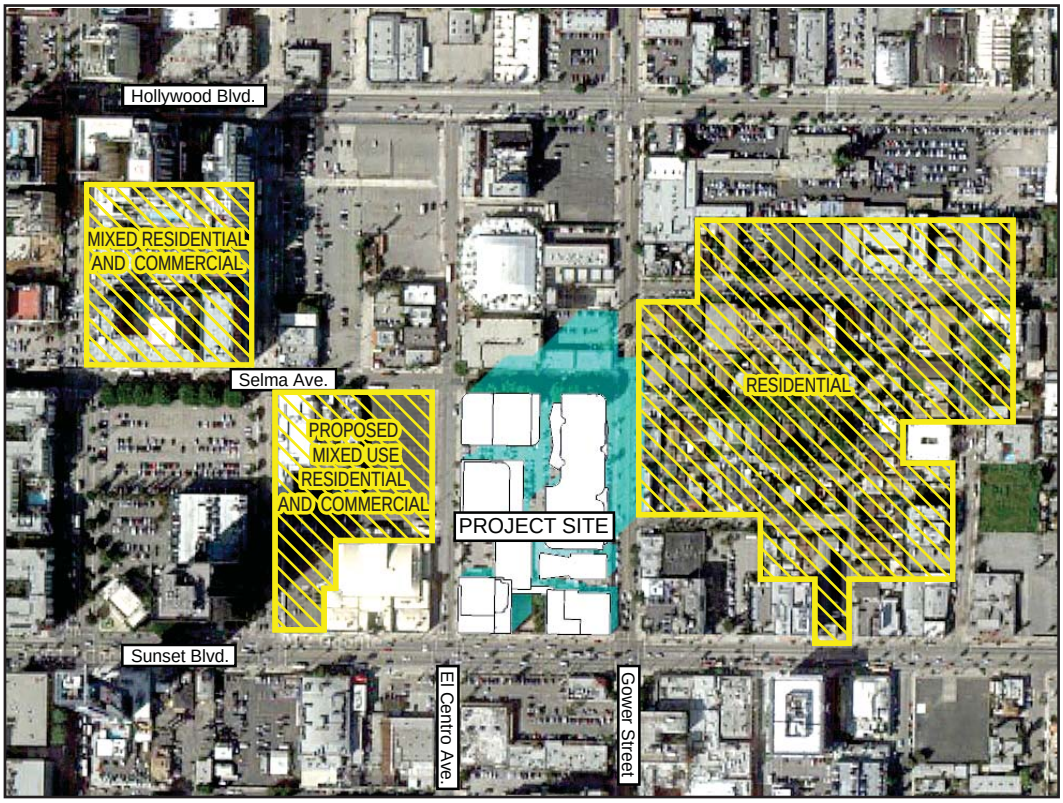
Approximate Scale in Feet

Source: Google Sketch Up Pro, 2013; Matrix Environmental 2013.

Figure 9
Spring Equinox Shadows
March 21st



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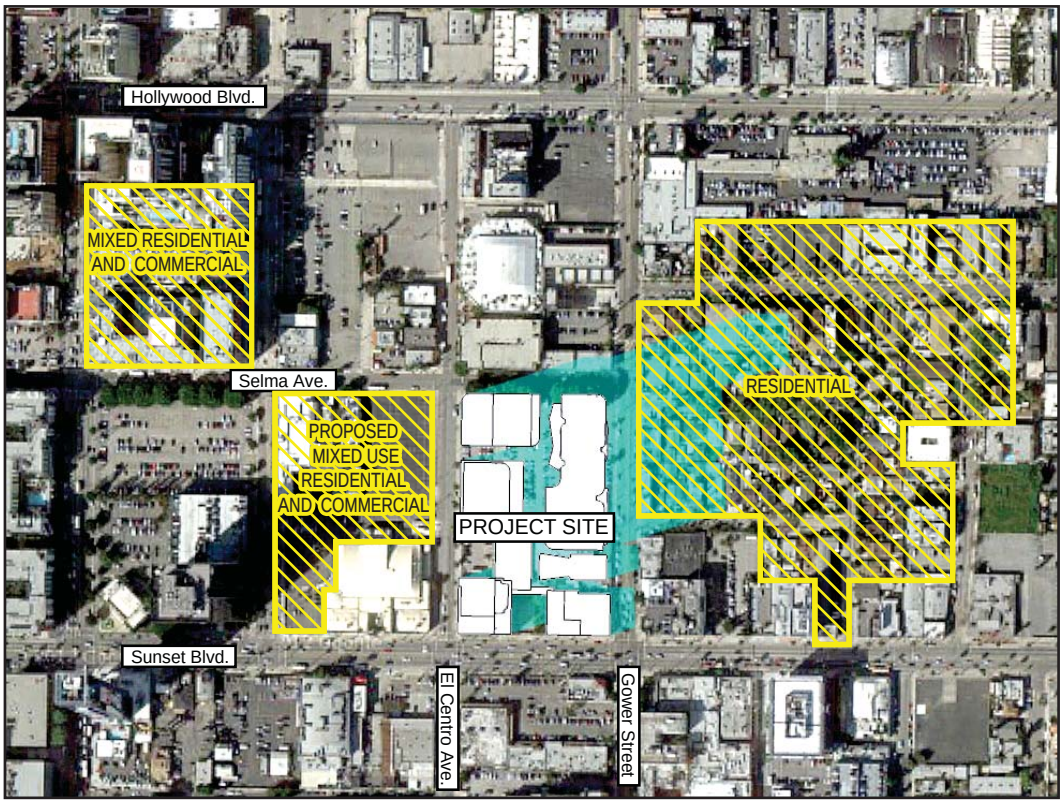

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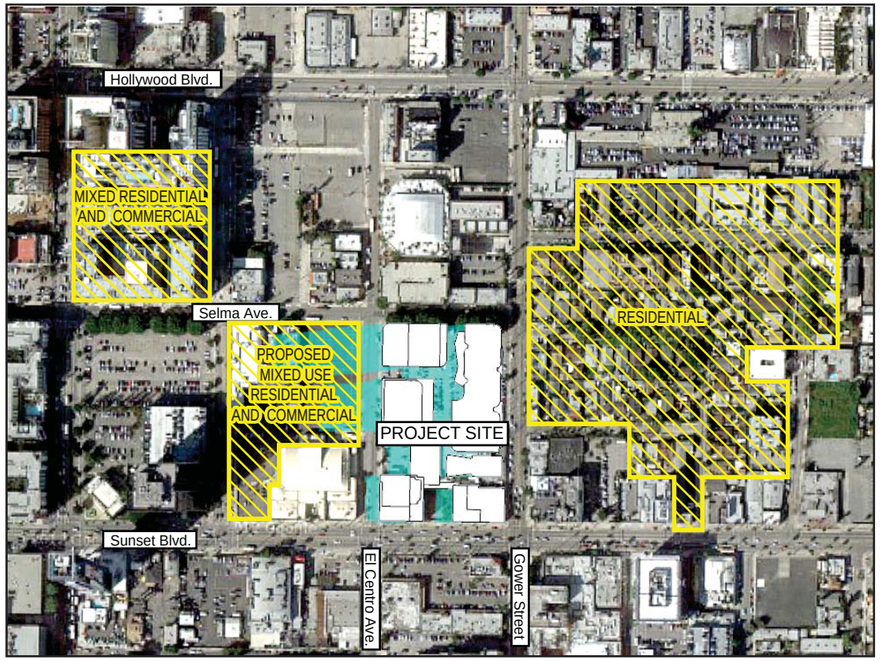
Approximate Scale in Feet

Figure 10
Spring Equinox Shadows
March 21st

Source: Google Sketch Up Pro, 2013; Matrix Environmental 2013.



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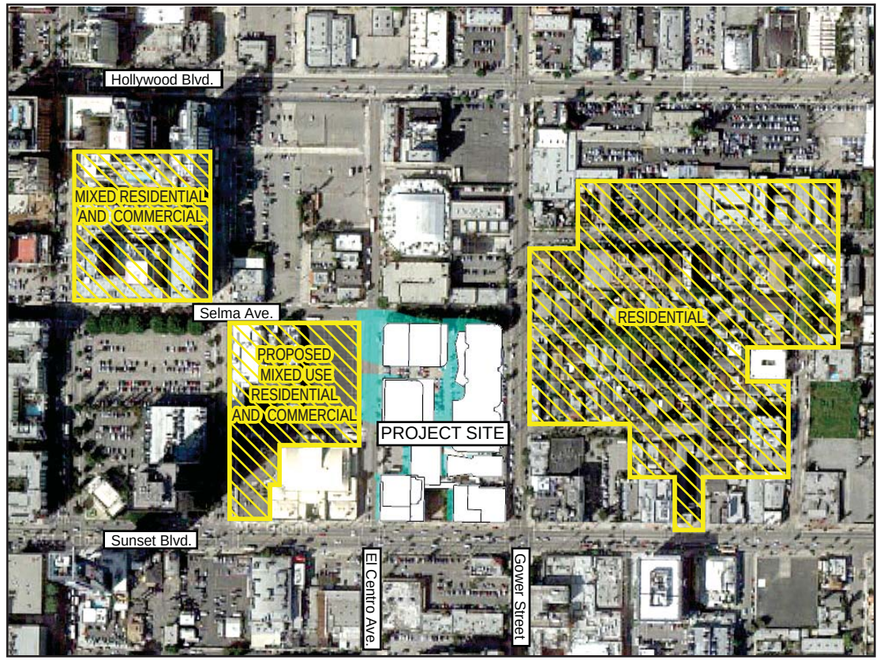

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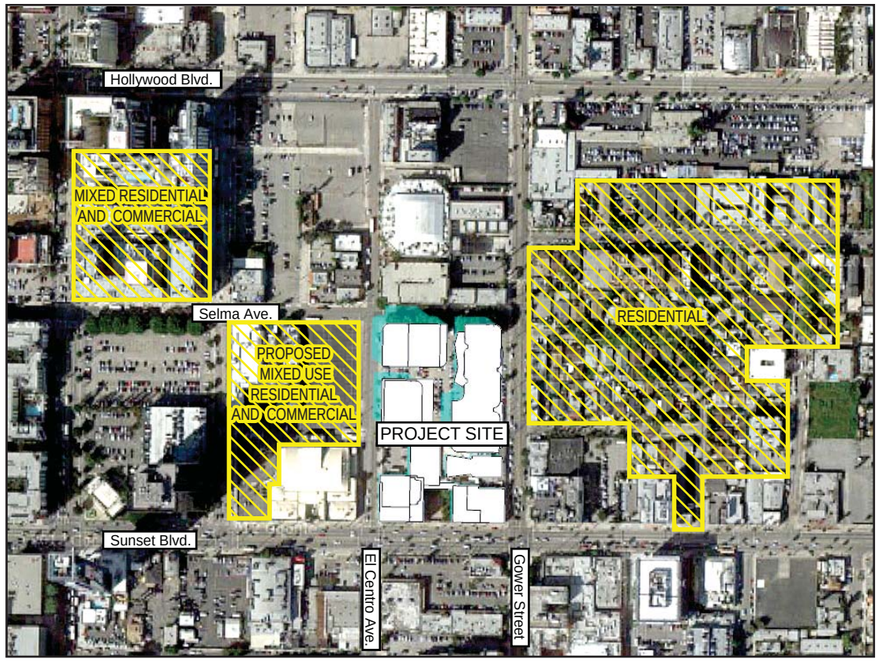

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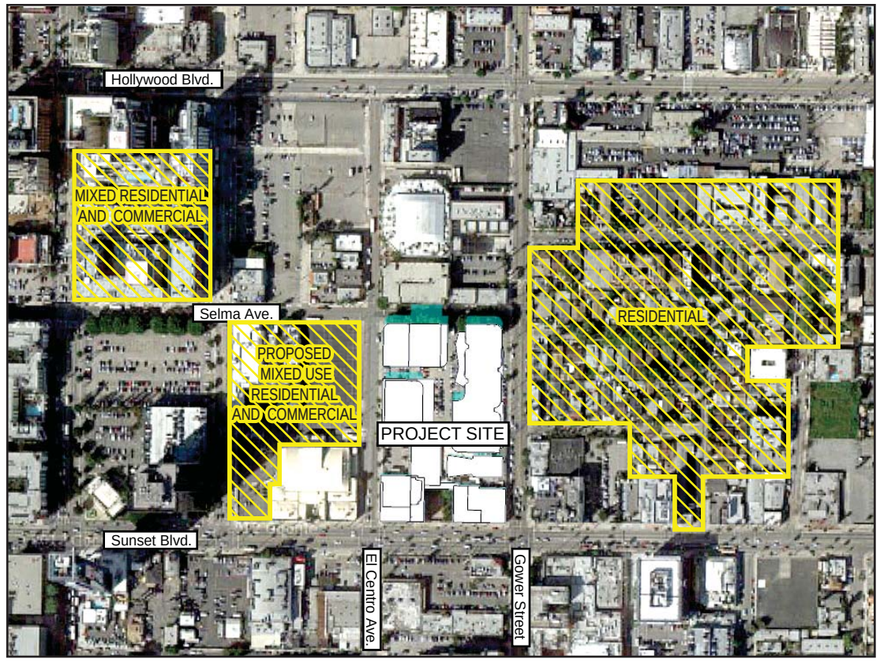

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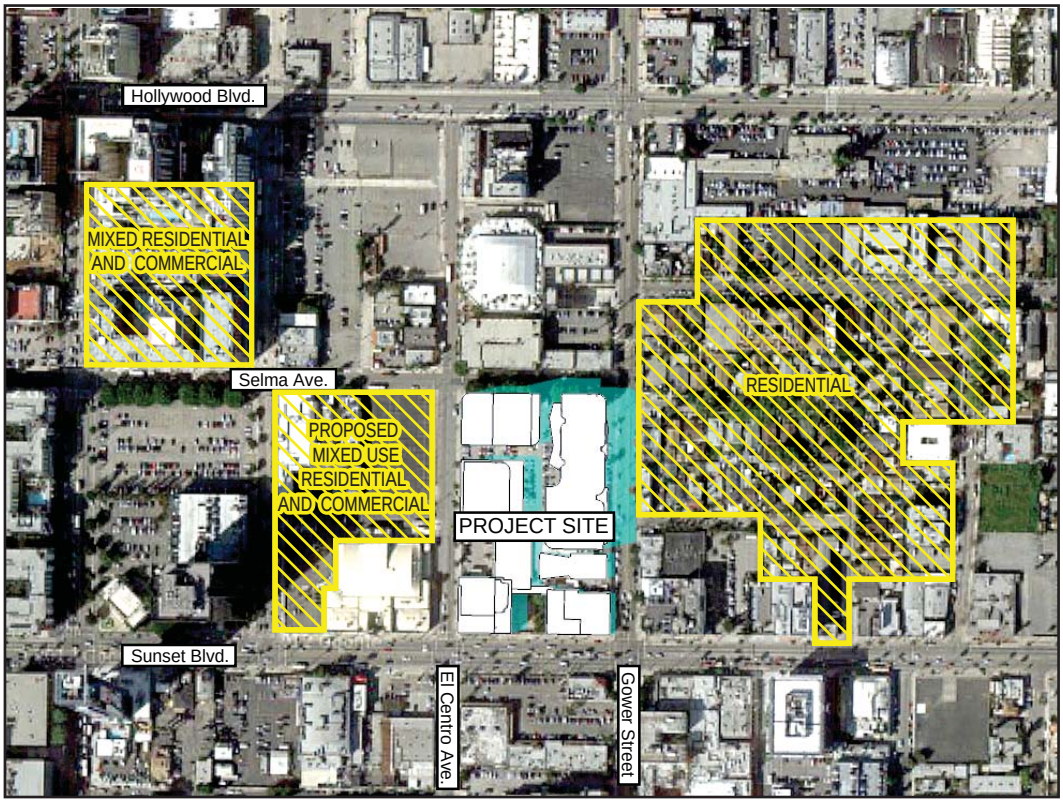
Approximate Scale in Feet

Source: Google Sketch Up Pro, 2013; Matrix Environmental 2013.

Figure 11
Summer Solstice Shadows
June 21st



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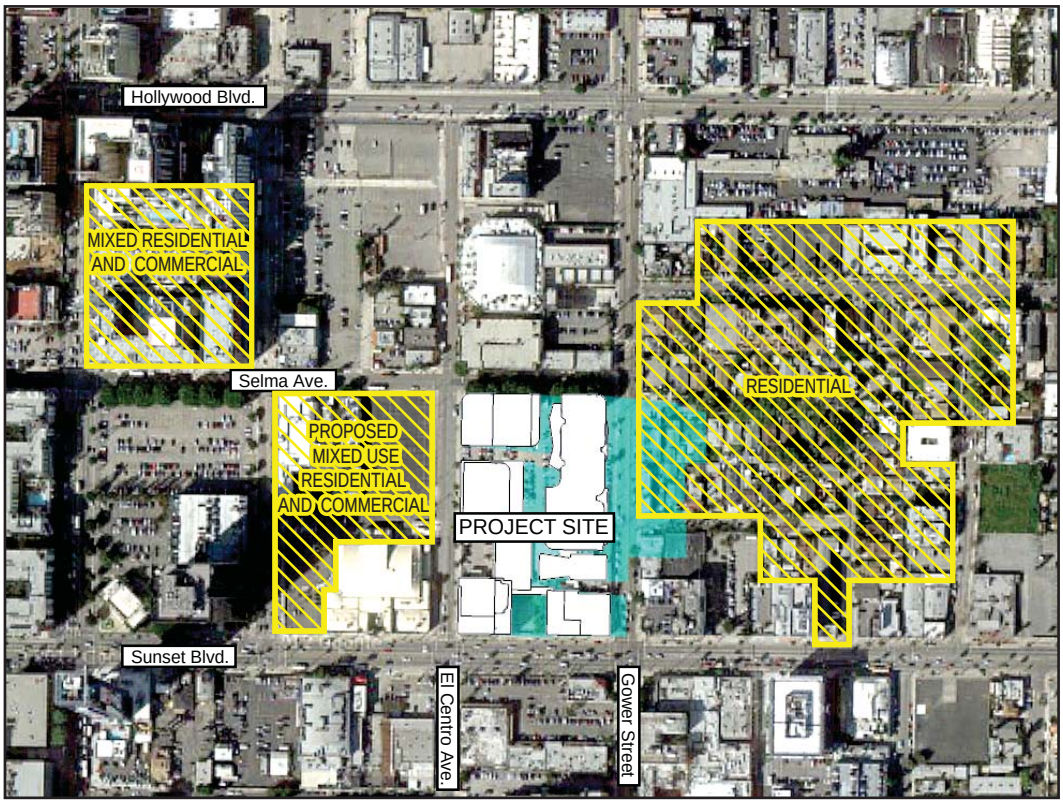

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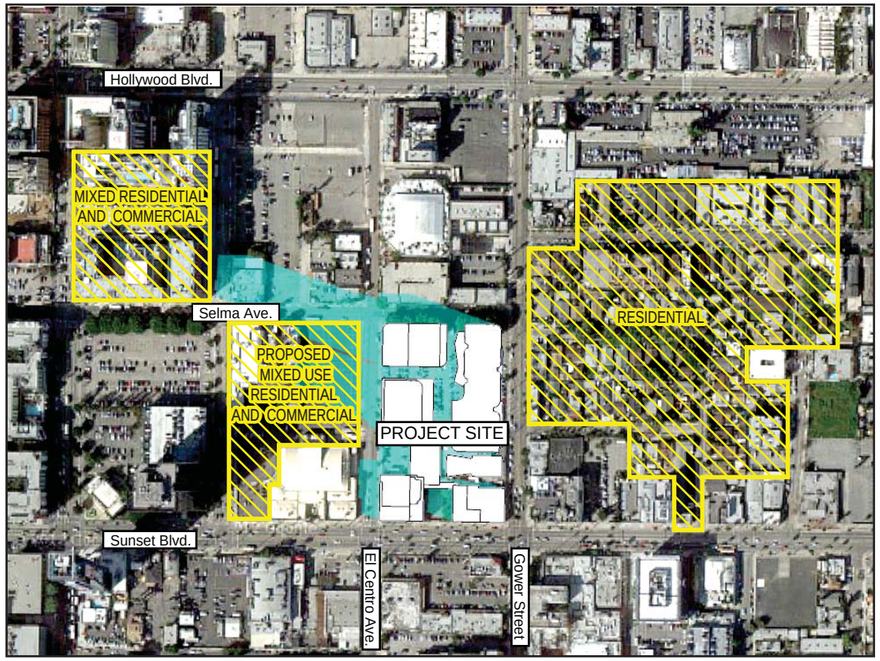
Figure 12
Summer Solstice Shadows
June 21st

Source: Google Sketch Up Pro, 2013; Matrix Environmental 2013.



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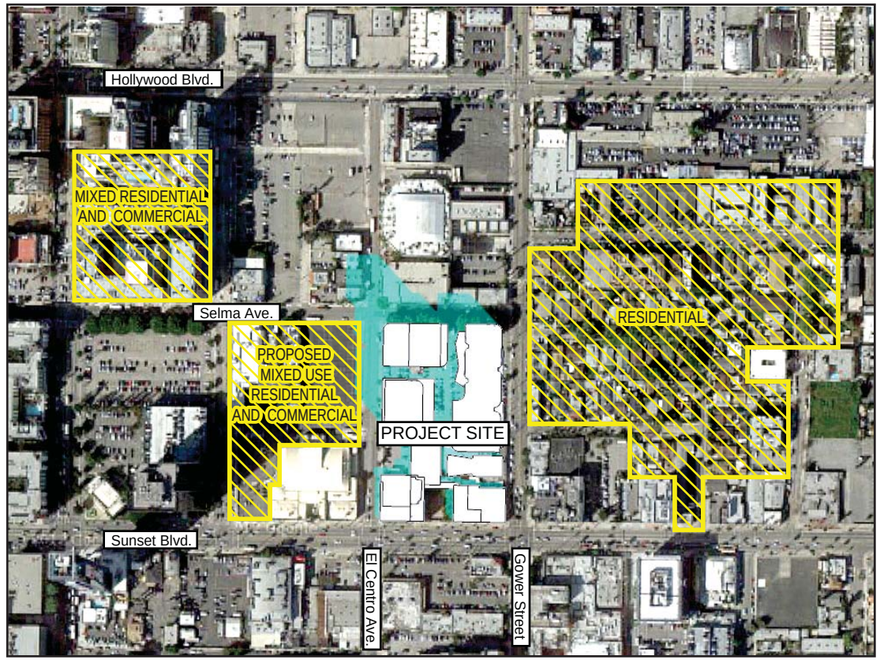

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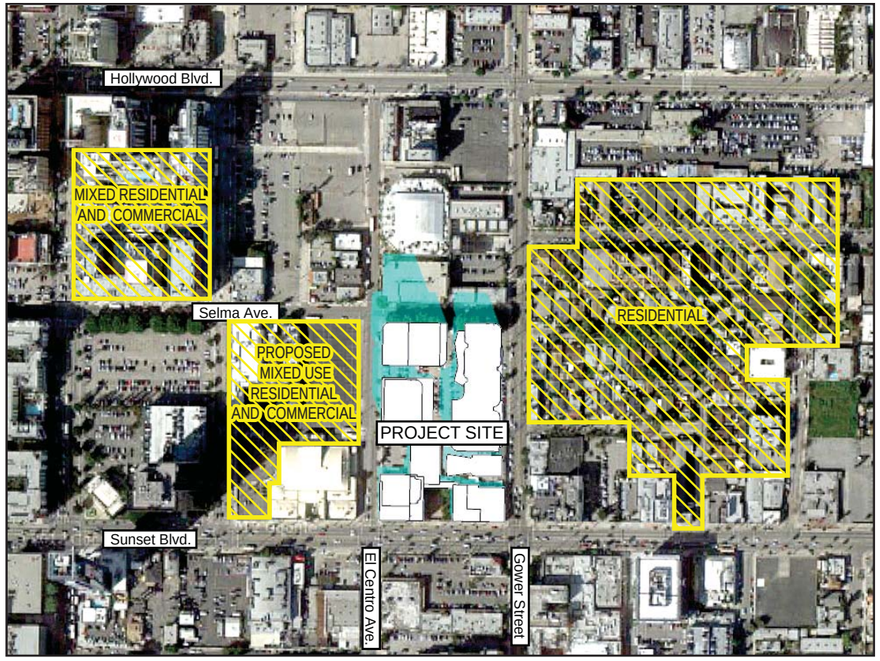

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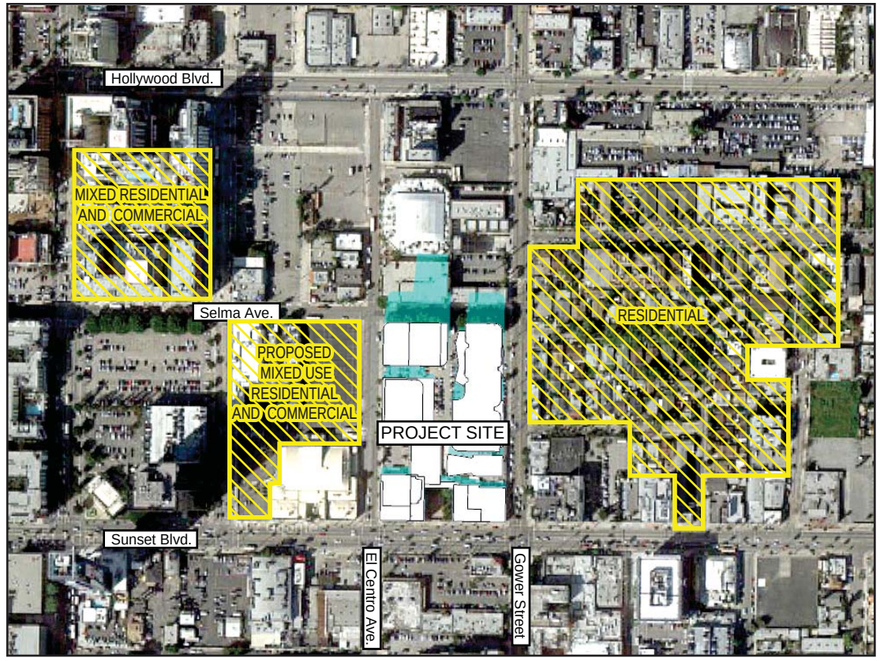

1:00 PM

matrix environmental

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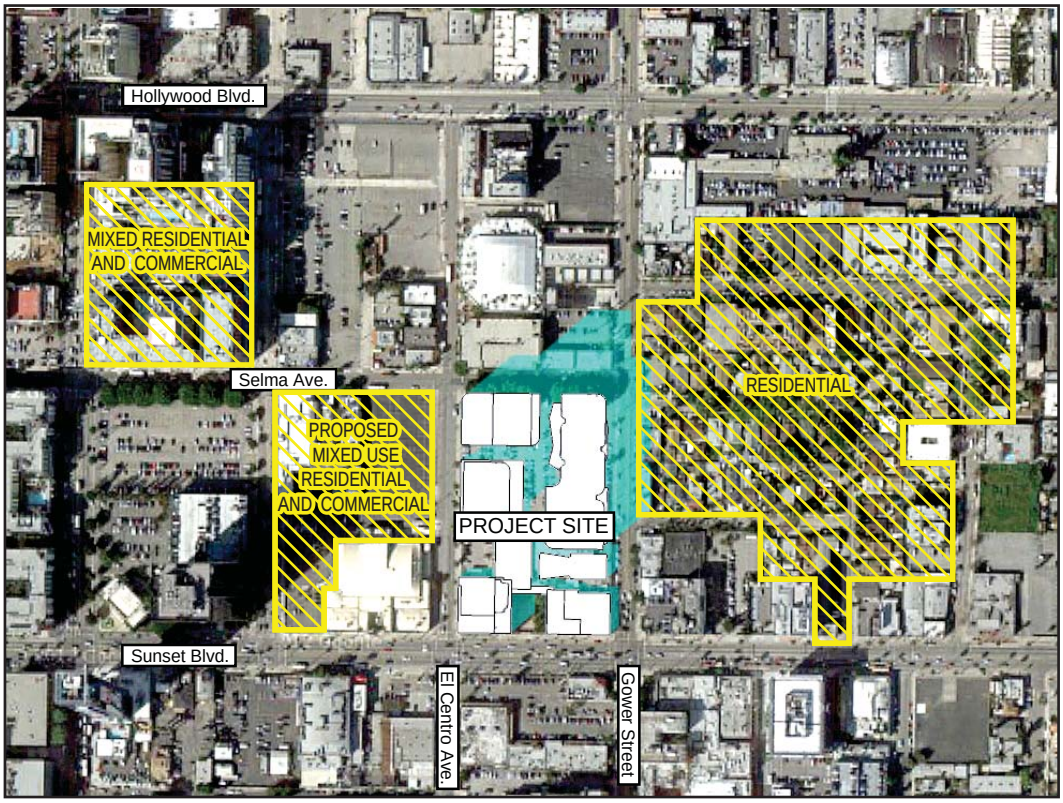
Approximate Scale in Feet

Source: Google Sketch Up Pro, 2013; Matrix Environmental 2013.

Figure 13
Fall Equinox Shadows
September 21st



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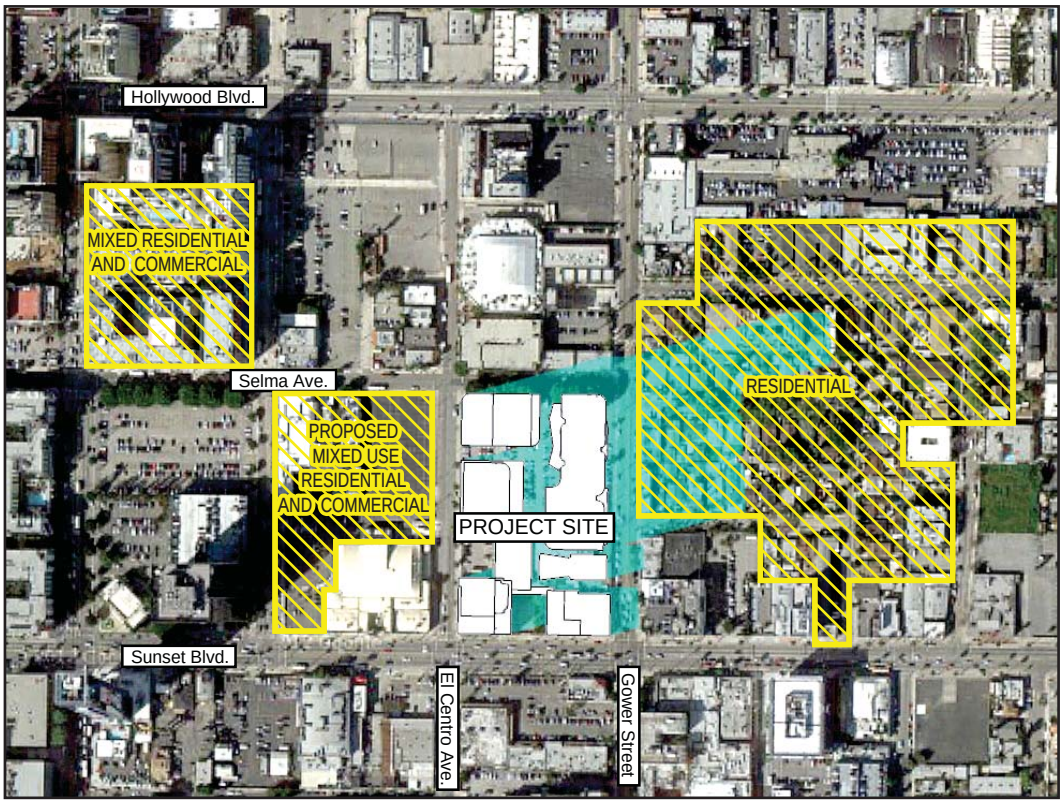

5:00 PM

matrix environmental

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Approximate Scale in Feet

Figure 14
Fall Equinox Shadows
September 21st

Source: Google Sketch Up Pro, 2013; Matrix Environmental 2013.

(b) Operation

Mitigation Measure A-3: The Applicant shall prepare a street tree plan to be reviewed and approved by the City's Department of Public Works, Urban Forestry Division. All plantings in the public right-of-way shall be installed in accordance with the approved street tree plan.

Mitigation Measure A-4: All landscaped areas shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the Los Angeles Department of City Planning.

Mitigation Measure A-5: All new sidewalks along the project's street frontages shall be paved with concrete or other safe, non-slip material to create an environment accommodating to pedestrians.

Mitigation Measure A-6: All new street and pedestrian lighting within the public right-of-way required for the Project shall be approved by the Bureau of Street Lighting and shall be tested in accordance with the requirements of the Bureau of Street Lighting.

Mitigation Measure A-7: All new street and pedestrian lighting required for the Project shall be shielded and directed away from any off-site light-sensitive uses.

Mitigation Measure A-8: Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light spillover onto adjacent properties.

Mitigation Measure A-9: All exterior windows and glass used on building surfaces shall be non-reflective or treated with a non-reflective coating.

Mitigation Measure A-10: Architectural plans showing building surface materials, particularly on the western façade of the residential tower, shall be submitted to the Planning Department for review to ensure that specific surfacing materials and trim shall not cause roadway glare.

B. Agriculture Resources

1. Approved Project Impacts

As discussed in the Certified EIR, the Project Site is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program. In addition, no agricultural or other related activities currently occur on the Project Site or within the vicinity of the Project Site. The Project Site is zoned (T)(Q)C4-2-SN for commercial development pursuant to the Los Angeles Municipal Code. No agricultural zoning is present in the surrounding area, and no nearby lands are enrolled under the Williamson Act. Therefore,

the Approved Project would not result in the conversion of designated farmland, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program, to non-agricultural uses. In addition, the Approved Project would not conflict with agricultural zoning or a Williamson Act contract. Therefore, as set forth in the Certified EIR, no impacts to agricultural uses would occur under the Approved Project, and no mitigation measures are necessary.

2. Modified Project Impacts

There are no existing or mapped agricultural resources within the Project Site and such uses are not proposed as part of the Modified Project. Thus, the Modified Project would not result in any new impacts with respect to agricultural resources nor increase the severity of any previously identified impacts, and any such impacts would be similar to those identified in the Certified EIR. Therefore, the Modified Project would not result in impacts to agricultural resources.

C. Air Quality

1. Approved Project Impacts

(a) Construction

Construction of the Approved Project would generate pollutant emissions through the use of heavy-duty construction equipment and through haul truck and construction worker trips. Under the Approved Project, pollutant emissions and fugitive dust from Project Site preparation and construction activities would not exceed the South Coast Air Quality Management District (SCAQMD) daily significance thresholds for volatile organic compounds (VOC), small particles with an aerodynamic diameter equal to or less than 10 microns (PM_{10}), even smaller particles with a aerodynamic diameter equal to or less than 2.5 microns ($PM_{2.5}$), carbon monoxide (CO), or sulfur oxides (SO_X). However, even with implementation of the mitigation measures provided below, regional construction air quality impacts during maximum conditions (those used for measuring significance) would be significant and unavoidable for regional nitrogen oxides (NO_X). In addition, localized VOC, NO_X, CO, PM_{10} and $PM_{2.5}$ emissions would be less than significant.

With respect to construction air toxics, diesel particulate emissions represent the greatest potential for toxic air contaminant (TAC) emissions. Construction of the Approved Project would not result in a long-term (i.e., 70 years) substantial source of TAC emissions. In addition, there would be no residual emissions after construction and corresponding individual cancer risk. As set forth in the Certified EIR, construction-related toxic emission impacts during construction of the Approved Project would be less than significant.

(b) Operation

Regional air pollutant emissions associated with Approved Project operations would come from the generation and consumption of electricity and natural gas, and by the operation of on-road vehicles. As set forth in the Certified EIR, the localized operational emissions of the Approved Project would not result in any significant impacts. However, the total contributions to regional emissions under the Approved Project would be significant for VOC, $NO_{X,}$ CO, $PM_{10,}$ and $PM_{2.5}$.

The Approved Project would include on-site operational emission sources (e.g., boilers, natural gas heating, etc.). As set forth in the Certified EIR, localized impacts from on-site operational sources for the Approved Project would be less than significant. In addition to assessing on-site operational emissions, localized operational impacts are also determined by the peak-hour intersection traffic volumes. As set forth in the Certified EIR, the Approved Project would not result in any localized impacts due to fewer number of operational trips generated during the peak hours.

With respect to potential air toxic impacts, the Approved Project would avoid locating sensitive receptors within siting distances identified by SCAQMD and California Air Resources Board guidelines. Thus, as set forth in the Certified EIR, the Approved Project would result in a less than significant air quality impact related to air toxics.

With regard to greenhouse gas emissions, the Approved Project is designed as a mixed-used development with the intent of reducing vehicular trips and greenhouse gases. This is accomplished in part by providing housing in close proximity to jobs, services and retail. Trips among such land uses can then occur without, or with limited use of, private motor vehicles. The Approved Project would include numerous features to reduce vehicular traffic, including preferential parking for alternative-fueled vehicles and carpools, encouraging the use of mass transit, and encouraging pedestrian and bicycling as viable means of accessing the Project Site by employees, residents, and visitors. In addition, Project features have been incorporated which reduce emissions from stationary and area sources. These include energy efficient appliances, and LEED-designed buildings. In addition to the fact that the Approved Project is a transit-oriented and infill development, the Approved Project's mixed-use design and Project features would also reduce cumulative greenhouse gas emissions. The Approved Project would incorporate energy- and vehicle miles traveled (VMT)- reducing features and mitigation measures provided below, such as designing, constructing, and operating the Approved Project to obtain LEED® Silver certification, installing appliances, fixtures, and infrastructure that use less energy and water. In addition, the Approved Project would locate housing near mass transit and employment centers. Thus, as set forth in the Certified EIR, the Approved Project's

contribution to the cumulative impact of global climate change would be consistent with the goals of the State of California and City of Los Angeles, and therefore, less than significant.

2. Modified Project Impacts

Subsequent to certification of the Final EIR in July 2010, changes in the regulatory requirements and policies have occurred, including the recent adoption of a 1-hour ambient NO_2 air quality standard set forth by the EPA and changes regarding the City's methodology for evaluating greenhouse gas (GHG) emissions. In addition, the SCAQMD now recommends use of the California Emissions Estimator Model (CalEEMod) instead of the previously SCAQMD recommended Urban Emissions Model (URBEMIS). The air quality and GHG analyses for the Modified Project provided herein reflects these changes.

(a) Construction

As with the Approved Project, during construction of the Modified Project, the Project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated from construction workers traveling to and from the Project Site. In addition, fugitive dust emissions would result from demolition and construction activities. Mobile source emissions, primarily NO_X, would result from the use of construction equipment such as excavators and cranes. During the finishing phase, application of architectural coatings (i.e., paints) and other building materials would release VOCs. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions. The assessment of construction air quality impacts considers each of these potential sources.

Daily regional emissions during construction were calculated using SCAQMD's recommended CalEEMod model. Details are presented in Appendix A of this Addendum. The calculations reflect the types and quantities of construction equipment that would be used to remove existing structures and pavement; grade and excavate the Project Site; construct the proposed buildings, structures and related improvements; renovate some of the existing buildings; and plant new landscaping within the Project Site. Construction tasks were aggregated to reflect overlapping tasks and identify the maximum construction emissions occurring over the course of Modified Project construction.

In order to provide a conservative analysis, it was assumed that all construction activities would be completed within the minimum timeframe anticipated for construction, which provides for the maximum overlap of construction components within the Modified Project's overall development period as well as the most intense peak daily construction activity for each component of the Modified Project. This is of particular importance as

construction emissions are directly related to the duration and intensity of construction activities (i.e., emissions increase as the amount of construction and intensity increases). Emission rates representative of certain stages of construction (i.e., construction worker trips and delivery vehicle trips) would also decrease over time in response to the use of cleaner vehicles or equipment that emit lower levels of pollutants. Detailed construction phasing assumptions are presented in Appendix A of this Addendum.

As shown in Table 2 on page 39, Modified Project emissions of NO_X would exceed the SCAQMD regional threshold. However, NO_X emissions would remain the same as previously reported under the Original Project. It should be noted that VOC and PM_{10} emissions increase in comparison to the amounts previously reported under the Original Project. However, this increase in emissions is a function of using SCAQMD's recommended model (CalEEMod) versus URBEMIS (e.g., CalEEMod includes emissions from off-site haul truck activity associated with re-entrained dust). Regardless, all pollutants with exception of NO_X remain below their respective SCAQMD regional thresholds. As such, the Modified Project would not result in any new impacts with respect to regional air quality nor increase the severity of any previously identified impacts, and any such impacts would be within the scope of impacts set forth in the Certified EIR. Therefore, impacts with respect to localized air quality under the Modified Project would be significant and unavoidable.

When quantifying mass emissions for localized analysis, only emissions that occur on-site are considered. Consistent with the SCAQMD Localized Significance Threshold (LST) methodology guidelines, emissions related to off-site delivery/haul truck activity and employee trips are not considered in the evaluation of localized impacts. As shown in Table 3 on page 40, localized emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$ would remain below their respective SCAQMD LST significance thresholds. As such, the Modified Project would not result in any new impacts with respect to localized air quality nor increase the severity of any previously identified impacts, and any such impacts would be within the scope of impacts set forth in the Certified EIR. Therefore, impacts with respect to localized air quality under the Modified Project would be less than significant.

(b) Operation

Similar to the Original Project, air pollutant emissions associated with occupancy and operation of the Modified Project would be generated by consumption of both electricity and natural gas, and by the operation of on-road vehicles. Regional emissions were re-evaluated using the SCAQMD's recommended CalEEMod model. The results of this analysis are shown in Table 4 on page 41.

Table 2
Modified Project Regional Construction Emissions[a]
(Pounds per Day)

Emission Source	VOC	NO_X	CO	$SO_{2.5}$	PM_{10}[b]	$PM_{2.5}$[b]
Modified Project						
2013	18	143	97	<1	40	8
2014	7	44	51	<1	3	3
2015	72	44	54	<1	3	3
2016	74	55	64	<1	4	3
Maximum Concurrent Peak Daily	**74**	**143**	**97**	**<1**	**40**	**8**
Comparison to SCAQMD Thresholds						
Modified Project Emissions	74	143	97	<1	40	8
SCAQMD Significance Threshold	75	100	550	150	150	55
Over/(Under)	(1)	43	(503)	(150)	(110)	(47)
Significant?	No	Yes	No	No	No	No
Comparison to Original Project						
Modified Project Emissions	74	143	97	<1	40	8
Original Project Emissions[c]	66	152	110	<1	9	9
Over (Under)	**7**	**(9)**	**(13)**	**0**	**31**	**(1)**

[a] *Compiled using the CalEEMod emissions inventory model. The equipment mix and use assumption for each phase is provided in Appendix A of this Addendum.*
[b] *PM_{10} and $PM_{2.5}$ emissions estimates are based on compliance with SCAQMD Rule 403 requirements for fugitive dust suppression.*
[c] *Table IV.B-4 on page IV.B-52, Section IV.B, Air Quality, of the Draft EIR.*

Source: Matrix Environmental, 2013.

In comparison to the Original Project, operational emissions for the Modified Project would decrease by 34 lb/day of VOC, 16 lbs/day of NO_X, 389 lbs/day of CO, one lb/day of SO_X, 85 lb/day of PM_{10}, and 28 lb/day of $PM_{2.5.}$ In addition, the Modified Project would reduce the regional CO and PM_{10} impacts under the Original Project to less than significant levels.

Based on the above, the Modified Project would not result in any new impacts with respect to regional air quality during operation nor increase the severity of any previously identified impacts, and any such impacts would be reduced compared to those identified in the Certified EIR. Therefore, impacts related to regional air quality during operation of the Modified Project would be less than significant.

The results of the localized operational analysis are also shown in Table 4 on page 41. In comparison to the Original Project, localized operational emissions for the

Table 3
Modified Project Localized Construction Emissions
(Pounds per Day)

Emission Source	NO_X	CO	PM_{10}	$PM_{2.5}$
Modified Project				
2013	57	40	5	4
2014	32	22	2	2
2015	27	17	2	2
2016	35	26	2	2
Maximum Peak Daily Emissions	**57**	**40**	**5**	**4**
Comparison to SCAQMD LSTs				
Modified Project Emissions	**57**	**40**	**5**	**4**
SCAQMD Significance Threshold[c]	66	1,861	16	8
Over/(Under)	(9)	(1,821)	(11)	(4)
Comparison to Original Project				
Modified Project Emissions	57	40	5	4
Original Project Emissions[b]	76	42	6	4
Over (Under)	**(19)**	**(2)**	**(1)**	**0**

[a] *SCAQMD LSTs based on SRA 1, 5-acre active site area, and 25-meter receptor distance. The SCAQMD localized threshold for NO_X was revised to account for the recently adopted 1 hour NO_2 NAAQS of 188 µg/m^3 or an incremental threshold of 46 µg/m^3 for SRA 1.*

[b] *Table IV.B-4 on page IV.B-52, Section IV.B, Air Quality, of the Draft EIR.*

Source: Matrix Environmental, 2013.

Modified Project would decrease by 12 lbs/day of NO_X, 6 lbs/day of CO, and 4 lb/day of PM_{10} and $PM_{2.5}$. Based on the above, the Modified Project would not result in any new impacts with respect to localized air quality during operation nor increase the severity of any previously identified impacts, and any such impacts would be reduced compared to those identified in the Certified EIR. Therefore, impacts related to localized air quality during operation of the Modified Project would be less than significant.

With regard to traffic-related localized air quality impacts, as described further below in Subsection V.N, Traffic, Circulation, and Parking, the Modified Project would result in a slightly reduced number of peak-hour trips compared to the Original Project. Therefore, traffic-related localized air quality impacts would be essentially the same for the Modified Project as for the Original Project. Since the localized CO hotspot analysis for the Original Project did not result in any significant impacts, the Modified Project would likewise not have any localized significant impacts.

Table 4
Modified Project Operation Emissions[a]
(Pounds per Day)

Emission Source	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Modified Project						
On-Site						
Area	17.5	0.2	16.9	<0.1	0.1	0.1
Energy	0.4	3.3	2.5	<0.1	0.3	0.3
Subtotal	*17.9*	*3.5*	*19.4*	*<0.1*	*0.4*	*0.4*
Off-Site						
Mobile	38.4	92.4	345.1	0.6	74.8	6.5
Total	**56**	**96**	**365**	**1**	**75**	**7**
Comparison to SCAQMD Thresholds (Regional)						
Modified Project Emissions	56	96	365	1	75	7
SCAQMD Significance Threshold	55	55	550	150	150	55
Over/(Under)	1	41	(185)	(150)	(75)	(48)
Significant?	Yes	Yes	No	No	No	No
Comparison to Original Project (Regional)						
Modified Project Emissions	56	96	365	1	75	7
Original Project[b]	**90**	**112**	**754**	**2**	**160**	**35**
Over (Under)	(34)	(16)	(389)	(1)	(85)	(28)
Comparison to SCAQMD Thresholds (Localized)						
Modified Project Emissions	18	4	19	<0.1	0.4	0.4
SCAQMD Significance Threshold[c]	----	66	1,861	----	4	2
Over/(Under)	----	(62)	(1,842)	----	(3.6)	(1.6)
Significant?	----	No	No	----	No	No
Comparison to Original Project (Localized)						
Modified Project Emissions	----	4	19	----	0.4	0.4
Original Project[b]	----	16	25	----	5	5
Over/(Under)	----	(12)	(6)	----	(4)	(4)

[a] *Compiled using the CalEEMod emissions inventory model. The equipment mix and use assumption for each phase is provided in Appendix A of this Addendum.*

[b] *Table IV.B-7 on page IV.B-57, Section IV.B, Air Quality, of the Draft EIR.*

[c] *SCAQMD LSTs based on SRA 1, 5-acre active site area, and 25-meter receptor distance. The SCAQMD localized threshold for NO_X was revised to account for the recently adopted 1-hour NO_2 NAAQS of 188 µg/m^3 or an incremental threshold of 46 µg/m^3 for SRA 1.*

Source: Matrix Environmental, 2013.

The Modified Project would also be subject to the SCAQMD's Air Quality Management Plan (AQMP). A Project is consistent with the AQMP if it is consistent with the population, housing, and employment assumptions that were used in its development. The most recent AQMP adopted by the SCAMQD incorporates SCAG's 2012 Regional Transportation Plan (RTP) socioeconomic forecast projections of regional population and employment growth. As discussed below under Subsection V.L, Population and Housing, like the Approved Project, the Modified Project would result in an on-site residential population of approximately 454 residents. Similar to the Approved Project, the Modified Project's increase in population would represent approximately 0.82 percent of the City of Los Angeles Subregion's forecasted population growth between 2013 (existing conditions) and 2016 (the anticipated buildout year of the Modified Project). In addition, overall, the Modified Project represents a less intense development program for the Project Site than currently permitted under the existing entitlements. As such, the non-residential uses proposed under the Modified Project would generate fewer employment positions than the Approved Project. Specifically, the Modified Project would generate approximately 937 net new employees on the Project Site. This would represent 4.5 percent of the City of Los Angeles Subregion's forecasted employment growth between 2013 (existing conditions) and 2016 (the anticipated buildout year of the Modified Project), which would be reduced when compared to the Approved Project. Such levels of population and employment growth under the Modified Project are consistent with the forecasts for the Subregion as adopted by SCAG. Because the SCAQMD is expected to incorporate these same projections into the AQMP, the Modified Project would be consistent with the projections in the AQMP.

With respect to potential air toxic impacts, the Modified Project would avoid locating sensitive receptors within siting distances identified by SCAQMD and California Air Resources Board guidelines. Therefore, the Modified Project would not result in any new impacts with respect to toxic air contaminants nor increase the severity of any previously identified impacts, and any such impacts would be similar to those identified in the Certified EIR. Therefore, impacts related to toxic air contaminants under the Modified Project would be less than significant.

(c) Greenhouse Gas Emissions

Until the passage of AB 32, CEQA documents generally did not evaluate a project's GHG emissions or impacts on global climate change. Rather, the primary focus of an air pollutant analysis in CEQA documents was the emission of criteria pollutants, or those identified in the California and federal Clean Air Acts as being of most concern to the public and government agencies (e.g., toxic air contaminants). With the passage of AB 32 and SB 97, CEQA documents now contain a more detailed analysis of GHG emissions. However, the analysis of GHGs is different from the analysis of criteria pollutants. Since the half-life of CO_2 is approximately 100 years, GHGs affect the global climate over a

relatively long timeframe. Conversely, for criteria pollutants, significance thresholds/ impacts are based on daily emissions; and the determination of attainment or non-attainment are based on the daily exceedance of applicable ambient air quality standards (e.g., 1-hour and 8-hour exposures). Also, the scope of criteria pollutant impacts is local and regional, while the scope of GHG impacts is global.

In its January 2008 CEQA and Climate Change white paper, the California Air Pollution Control Officers Association (CAPCOA) identified a number of potential approaches for determining the significance of GHG emissions in CEQA documents. In its white paper, the CAPCOA suggests making significance determinations on a case-by-case basis when no significance thresholds have been formally adopted by a lead agency. One of the potential approaches identified in the CAPCOA white paper, Threshold 1.1, would require a project to meet a percent reduction target, based on the average reduction from BAU emissions identified by CARB as necessary to satisfy AB 32's mandate of returning to 1990 levels of GHG emissions by 2020. CARB has calculated the necessary reduction to be approximately 16 percent from "business-as-usual." [5]

OPR's recommended amendments to the CEQA Guidelines for GHGs were adopted by the Resources Agency on December 30, 2009. Analysis of GHG emissions in a CEQA document presents unique challenges to lead agencies. However, such analysis must be consistent with existing CEQA principles and, therefore, the amendments comprise relatively modest changes to various portions of the existing CEQA Guidelines. The amendments add no additional substantive requirements; rather, the Guidelines merely assist lead agencies in complying with CEQA's existing requirements. Modifications address those issues where analysis of GHG emissions may differ in some respects from more traditional CEQA analysis. Other modifications clarify existing law that may apply both to an analysis of GHG emissions as well as more traditional CEQA analyses.

The following two questions relating to the effects of GHGs were added to the CEQA Guidelines, Appendix G (Environmental Checklist).

- Would the Project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?
- Would the Project conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs?

[5] *CARB, Supplement to the AB 32 Scoping Plan FED, Table 1.2-2, Updated 2020 Business-as-Usual Emissions Forecast, www.arb.ca.gov/cc/scopingplan/document/final_supplement_to_sp_fed.pdf.*

Section 15064.4 of the CEQA Guidelines was adopted to assist lead agencies in determining the significance of the impacts of GHGs. Consistent with developing practice, this section urges lead agencies to quantify GHG emissions of projects where possible and includes language necessary to avoid an implication that a "life-cycle" analysis is required. In addition to quantification, this section recommends consideration of several other qualitative factors that may be used in the determination of significance (i.e., the extent to which the Project may increase or reduce GHG emissions compared to the existing environment; whether the Project exceeds an applicable significance threshold; and the extent to which the Project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs). The amendments do not establish a threshold of significance. Lead agencies are called on to establish significance thresholds for their respective jurisdictions in which a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as CAPCOA, so long as any threshold chosen is supported by substantial evidence (see Section 15064.7(c)). The CEQA Guidelines amendments also clarify that the effects of GHG emissions are cumulative, and should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see Section 15130(f)).

Although GHG emissions can be calculated, CARB, SCAQMD, and the City of Los Angeles have yet to adopt project-level significance thresholds for GHG emissions that would be applicable to the Project.[6]

Assessing the significance of a project's contribution to cumulative global climate change involves: (1) developing an inventory of Project GHG emissions; and (2) considering Project consistency with applicable emission reduction strategies and goals, such as those set forth by AB 32. Based on the foregoing, a Project that generates GHG emissions, either directly or indirectly, would have a significant impact if the project:

- Emissions reduction does not constitute an equivalent or larger break from "business-as-usual" than has been determined by CARB to be necessary to meet the state AB 32 goals (16 percent); or

- Conflicts with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

An illustrative method to determine consistency with AB 32 that has benefit of being based on a quantification of emissions, is to compare a project's emissions, as proposed, to that project's emissions if it were to be built using BAU design, methodology, and

[6] *The South Coast Air Quality Management District has formed a GHG Significance Threshold Working Group. More information on this Working Group is available at www.aqmd.gov/ceqa/handbook/GHG/GHG.html.*

technology. If a Project constitutes an equivalent or larger break from BAU than has been determined by CARB to be necessary to meet AB 32's goals for 2020 (approximately 16 percent as explained below), then that Project can be considered consistent with AB 32 and, therefore, will not have a significant impact on the environment due to its GHG emissions. While not project-specific, this is the average level of emissions reduction performance that would need to be achieved across all sectors of the economy to meet AB 32 goals (i.e., applied to both new and existing GHG emissions sources). CARB and other state agencies have indicated that specific sectors of the economy may be required to contribute greater levels of reduction. This section uses this "break from BAU method to determine consistency with AB 32. This approach also mirrors the concepts used in the CARB's *Climate Change Scoping Plan* for the implementation of AB 32.

CARB's *Climate Change Scoping Plan* and guidance from a wide-variety of state agencies has emphasized that achieving the State's GHG emissions reduction goals requires a substantial change from BAU."[7] Comparing a project's emissions to BAU emissions is fundamental to the CARB's calculation that achieving AB 32 mandates requires a 16 percent reduction in emissions from BAU. As discussed above, within the *Supplemental FED to the Climate Change Scoping Plan*, CARB updated the projected 2020 BAU emissions inventory based on current economic forecasts (i.e., as influenced by the economic downturn) and reduction measures already in place. CARB staff derived the updated emissions estimates by projecting emissions from a past baseline estimate using three-year average emissions, by sector, for 2006–2008 and considering the influence of the recent recession and reduction measures that are already in place (e.g., Pavley I and Title 24). Considering the updated BAU estimate of 507 million metric tons CO_2e by 2020, a reduction of 80 million metric tons CO_2e, or a 16-percent reduction below the estimated BAU levels would be necessary to return to 1990 levels (i.e., 427 million metric tons CO_2e) by 2020.[8,9]

The notion of statewide BAU used in CARB's *Climate Change Scoping Plan* is not directly applicable at local or regional scales. Nevertheless, the SCAQMD recommends use of CARB's definition of BAU until such time as a SCAQMD or local definition of BAU is

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[7] *The Scoping Plan defines "business-as-usual" as emissions in the absence of greenhouse gas reduction measures (i.e., the 2020 "business-as-usual" emissions inventory is forecasted based on the 2002 to 2004 statewide average annual emissions and does not take credit for, inter alia, reduction from 2005 Title 24, Assembly Bill 1493 greenhouse gas emissions reduction standards for vehicles, the California Low Carbon Fuel Standard, or full implementation of the Renewables Portfolio Standard, discussed below).*

[8] *CARB, Supplement to the AB 32 Scoping Plan FED, Table 1.2-2, Updated 2020 Business-as-Usual Emissions Forecast, www.arb.ca.gov/cc/scopingplan/document/final_supplement_to_sp_fed.pdf.*

[9] *The emissions and reductions estimates found in the Supplemental FED to the Climate Change Scoping Plan replace the estimates published in the 2008 Climate Change Scoping Plan. The estimates in the 2008 document are: 596 million metric tons CO_2e under 2020 BAU and a required reduction of 169 million metric tons CO_2e (28.4 percent).*

developed.[10] The statewide BAU is based on historic trends across entire economic sectors, not the activity of local governments or individual projects (i.e., it is a top-down estimate of anticipated future emissions). Consequently, evaluating the proposition that a Project constitutes a break from BAU requires providing a quantitative estimate of BAU based on the specific circumstances of the Project in the context of relevant State activities and mandates. This essentially requires two GHG emissions inventories (as follows):

- "Business-as-Usual" Project GHG emissions; and
- "As proposed" Project GHG emissions with Project design features.

The analysis in this section includes potential emissions under BAU scenarios and from the Project at build-out based on actions and mandates expected to be in force in 2020. Early-action measures provided in the *Climate Change Scoping Plan* that have not been regulatory approved were not considered in this analysis. By not speculating on potential regulatory conditions, the analysis takes a conservative approach that likely overestimates the Project's GHG emissions at build-out.

As shown in Table 5 on page 47, with implementation of the project design features described below, the Modified Project would result in an annual total of 15,027 metric tons of carbon dioxide equivalent (CO_2e). This would represent an approximate 23 percent reduction over the "business-as-usual" scenario and a reduction of approximately 1,387 metric tons CO_2e in comparison to the Original Project.

The Modified Project as with the Original Project is designed as a mixed-used development with the intent of reducing vehicular trips and greenhouse gases. This is accomplished in part by providing housing in close proximity to jobs, services and retail uses. Trips among such land uses can then occur without, or with limited use of, private motor vehicles. The Modified Project would include numerous features to reduce vehicular traffic, including preferential parking for alternative-fueled vehicles and carpools, encouraging the use of mass transit, and encouraging pedestrian and bicycling as viable means of accessing the Project Site by employees, residents, and visitors. In addition, Project features have been incorporated which reduce emissions from stationary and area sources. These include use of energy efficient appliances, and LEED-designed buildings. In addition to the fact that the Modified Project is a transit-oriented and infill development, the Modified Project's mixed-use design and Project features would also reduce cumulative greenhouse gas emissions. The Modified Project would incorporate energy- and vehicle miles traveled (VMT)–reducing features and mitigation measures, such as designing,

[10] *SCAQMD, Draft Guidance Document-Interim CEQA GHG Significance Threshold, Attachment E, October 2008.*

Table 5
Annual GHG Emissions Summary
(Metric Tons of Carbon Dioxide Equivalent)

Scope	"Business-as-Usual" Project	Modified Project	Modified Project's Break from "Business-as-Usual"
Area	5	5	0%
Energy	5,491	4,989	-9%
Mobile	12,361	8,570	-31%
Waste	405	405	0%
Water	1,157	925	-20%
Construction	134	134	0%
Total	**19,552**	**15,027**	**-23%**

Source: Matrix Environmental, 2013.

constructing, and operating the Modified Project to obtain LEED® Gold certification, and installing appliances, fixtures, and infrastructure that use less energy and water. In addition, the Modified Project would locate housing near mass transit and employment centers.

As described above, the Modified Project has incorporated sustainability design features to reduce vehicle miles traveled and to reduce the Project's potential impact with respect to GHG emissions. Thus, the Modified Project, by implementing the Project design features results in a net decrease in GHG emissions that represents a substantial break from BAU. The Modified Project's features and GHG reduction measures make the Project consistent with the goals of AB 32.

Given the Modified Project's consistency with State and City of Los Angeles GHG emission reduction goals and objectives, the Modified Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. As such, the Modified Project would not result in any new impacts with respect to GHG emissions nor increase the severity of any previously identified impacts, and any such impacts would be within the scope of impacts set forth in the Certified EIR. Therefore, in the absence of adopted standards and established significance thresholds and given the Modified Project's consistency with State and City of Los Angeles GHG emission reduction goals and objectives, impacts with respect to GHG emissions under the Modified Project would be less than significant and not cumulatively considerable.

3. Mitigation Measures

The mitigation measures set forth in the MMRP included in the Certified EIR and provided below remain applicable to the Modified Project. No additional mitigation measures are required due to the development of the Modified Project.

(a) Construction

Mitigation Measure B-1: General contractors shall implement a fugitive dust control program pursuant to the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403. This mitigation measure would reduce PM_{10} and $PM_{2.5}$ emissions during construction.

Mitigation Measure B-2: All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications. This mitigation measure would reduce all criteria pollutant emissions during construction.

Mitigation Measure B-3: General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. This mitigation measure would reduce all criteria pollutant emissions during construction.

Mitigation Measure B-4: Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts. This mitigation measure would reduce all criteria pollutant emissions during construction.

Mitigation Measure B-5: Electricity from power poles rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible. This mitigation measure would reduce all criteria pollutant emissions during construction.

Mitigation Measure B-6: All construction vehicles shall be prohibited from idling in excess of five minutes, both on- and off-site. This mitigation measure would reduce all criteria pollutant emissions during construction.

Mitigation Measure B-7: The Project Applicant shall utilize coatings and solvents that are consistent with applicable SCAQMD rules and regulations, in particular Rule 1113 (Architectural Coatings). This mitigation measure would reduce VOC emissions during construction.

Mitigation Measure B-8: The Project Applicant shall moisten soil not more than 15 minutes prior to moving soil or conduct whatever watering is necessary to prevent visible dust emissions from exceeding 100 feet in any direction. This mitigation measure would reduce PM_{10} and $PM_{2.5}$ emissions during construction.

Mitigation Measure B-9: The Project Applicant shall apply non-toxic chemical stabilizers according to manufacturer's specifications to disturbed

surface areas (completed grading areas) within five days of completing grading or apply non-toxic dust suppressants or vegetation sufficient to maintain a stabilized surface. This mitigation measure would reduce PM_{10} and $PM_{2.5}$ emissions during construction.

Mitigation Measure B-10: Exposed pits (i.e., gravel, soil dirt) with 5 percent or greater silt content shall be watered twice daily, enclosed, covered, or treated with non-toxic soil stabilizers according to manufacturer's specifications. This mitigation measure would reduce PM_{10} and $PM_{2.5}$ emissions during construction.

Mitigation Measure B-11: The Project Applicant shall water excavated soil and debris piles hourly or cover them with tarp, plastic sheets or other coverings. This mitigation measure would reduce PM_{10} and $PM_{2.5}$ emissions during construction.

Mitigation Measure B-12: Water exposed surfaces at least twice a day under calm conditions. Water as often as needed on windy days when winds are less than 25 miles per hour or during very dry weather in order to maintain a surface crust and prevent the release of visible emissions from the construction site. This mitigation measure would reduce PM_{10} and $PM_{2.5}$ emissions during construction.

Mitigation Measure B-13: All trucks hauling dirt, sand, soil or other loose materials off-site shall be covered or wetted or shall maintain at least two feet of freeboard (i.e., minimum vertical distance between the top of the material and the top of the truck). Wash mud-covered tires and under-carriages of trucks leaving construction sites. This mitigation measure would reduce PM_{10} and $PM_{2.5}$ emissions during construction.

Mitigation Measure B-14: Sweep adjacent streets, as needed, to remove dirt dropped by construction vehicles or mud that would otherwise be carried off by trucks departing the Project Site. This mitigation measure would reduce PM_{10} and $PM_{2.5}$ emissions during construction.

Mitigation Measure B-15: Securely cover loads with a tight fitting tarp on any truck leaving the construction site. This mitigation measure would reduce PM_{10} and $PM_{2.5}$ emissions during construction.

Mitigation Measure B-16: Cease grading during periods when winds exceed 25 miles per hour. This mitigation measure would reduce PM_{10} and $PM_{2.5}$ emissions during construction.

Mitigation Measure B-17: Cease grading during second stage smog alerts. This mitigation measure would reduce PM_{10} and $PM_{2.5}$ emissions during construction.

Mitigation Measure B-18: Building walls shall be watered prior to use of demolition equipment. This mitigation measure would reduce PM_{10} and $PM_{2.5}$ emissions during construction.

(b) Operation

Mitigation Measure B-19: The Project Applicant shall, as feasible, schedule deliveries during off-peak traffic periods to encourage the reduction of trips during the most congested periods. This mitigation measure would reduce all criteria pollutant emissions during operation.

Mitigation Measure B-20: The Project Applicant shall, to the extent reasonably feasible, install energy-efficient appliances (e.g., ENERGY STAR) to reduce energy consumption. This mitigation measure would reduce all criteria pollutant emissions during operation.

Mitigation Measure B-21: The Project Applicant shall provide landscaping to include planting several trees that are most conductive to sequestering carbon while remaining drought resistant. Native plants shall be used for landscaping to the extent reasonably feasible.

Mitigation Measure B-22: The Project shall reduce its domestic water demand by at least 20 percent through the use of low-water or high-efficiency fixtures, including toilets, urinals, showers, and faucets.

Mitigation Measure B-23: The Project Applicant shall provide preferred parking to alternative-fuel vehicles and ride-sharing vehicles as reasonably feasible. Upgraded bus waiting areas shall be constructed. Bicycle storage areas for residents, customers and employees biking to work shall be provided.

D. Biological Resources

1. Approved Project Impacts

As discussed in the Certified EIR, the Project Site is currently developed with buildings, a parking area, and limited ornamental landscaping. The likelihood of the presence of any endangered and/or threatened species is remote. Furthermore, there are no species identified by the California Department of Fish and Wildlife's[11] (CDFW's) Natural Diversity Database or by the U.S. Fish and Wildlife Service (USFWS) that have been designated as endangered and/or threatened within a half-mile radius of the Project Site. In addition, there is no riparian habitat or other sensitive natural communities existing on the Project Site, as identified in the City or regional plans or in regulations by the CDFW or USFWS. There are no federally protected waters or wetlands, as defined by Section 404

[11] *Formerly the California Department of Fish and Game (CDFG).*

of the Clean Water Act, existing on or in the vicinity of the Project Site. In addition, there is no established native resident or migratory wildlife corridor existing within or adjacent to the Project Site. There are also no oak trees, Western Sycamore, California Bay, or Southern California Black Walnut trees, which are protected by the City's Protected Tree Ordinance, located on-site. Finally, the Project Site is not located in an area under the provision of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Based on the above and as set forth in the Certified EIR, overall, no impacts to biological resources would occur under the Approved Project, and no mitigation measures are necessary.

2. Modified Project Impacts

As described above, the Project Site is currently developed with buildings, a parking area, and limited ornamental landscaping and the likelihood of the presence of any endangered and/or threatened species is remote. Therefore, the Modified Project would not result in any new impacts with respect to biological resources nor increase the severity of any previously identified impacts, and any such impacts would be similar to those identified in the Certified EIR. Thus, the Modified Project would not result in impacts to biological resources.

E. Cultural Resources

1. Approved Project Impacts

(a) Archaeological Resources

With regard to archaeological resources, as discussed in the Certified EIR, given the lack of reported finds in the vicinity and disturbance of the ground surface over time, archaeological sensitivity of the Project Site is considered to be low. In addition, the results of the cultural resource records search through the CHRIS-SCCIC and the Sacred Lands Search through the NAHC revealed that there are no known burials or Native American cultural resources within the Project Site or within a half-mile radius of the Project Site. Thus, as set forth in the Certified EIR, with implementation of Mitigation Measure C-8, below, potential impacts of the Approved Project related to archaeological resources would be reduced to a less than significant level.

(b) Paleontological Resources

As discussed in the Certified EIR, with regard to paleontological resources, the Project Site is underlain by Pleistocene-age sediments, although any paleontological resources that may have existed at the surface at one time have likely been disturbed by past development activities. Therefore, the uppermost sediments are not likely to contain

fossils. During deeper excavations, such as those associated with construction of the subterranean levels of the parking facility, there is a potential that fossil vertebrate materials may be encountered in the deeper Pleistocene-age sediments. Thus, as set forth in the Certified EIR, with implementation of Mitigation Measure C-9, below, potential impacts of the Approved Project related to paleontological resources would be reduced to a less than significant level.

(c) Historic Resources

As discussed in the Certified EIR, the Columbia Square Complex meets the criteria for listing in the National Register of Historic Places and the California Register of Historical Resources. In addition, the Complex has been designated as a Los Angeles Historic-Cultural Monument. Thus, the Complex is considered a historical resource under CEQA. Under the Approved Project, the existing Radio Building, Studio A, the Television Building, and Sunset Courtyard would be rehabilitated according to the Secretary of the Interior Standards for Rehabilitation. Therefore, as set forth in the Certified EIR, significant impacts associated with rehabilitation of these existing structures would not occur.

As discussed in detail in the Certified EIR, Studio B/C was found to be a physical manifestation of the development of the Project Site for increased radio and television production. Thus, removal of Studio B/C was found to impact the Complex's ability to convey its historic development. In addition, the proposed removal of Studio B/C does not conform to the Secretary of Interior's Standards and would result in a significant impact that cannot be mitigated. It should be noted that while the removal of Studio B/C would be significant, the remaining portions of the Complex would continue to be eligible for listing in the National Register of Historic Places and the California Register of Historic Places because the remaining portions of the Complex convey both their historic associations in terms of use, and their architectural associations with William Lescaze. Numerous design elements have been proposed as part of the Approved Project that would provide references to Lescaze's International Style design used within the Complex. However, the Historic Resources Technical Report within the Certified EIR determined that the contemporary design of various Project components and introduction of new materials contrast instead of complement the existing historic buildings. In addition, it was determined that significant impacts would occur due to the following: the massing of the proposed residential and office buildings introduces a new massing element to the horizontal nature of the existing buildings on the Project Site; the size and scale of the new office tower would significantly alter the historic spatial relationships and the experience of the Complex from its public spaces; and the location of the office tower would have a significant impact on the Project Site as viewed from Sunset Boulevard and Gower Street, and due to its adjacency to the Commercial/Television Building. While the residential tower would be located at the rear of the property, the new building would alter the existing relationship of the historic buildings to the street with the introduction of prominent vertical

massing. The Certified EIR also determined that the size, scale, and massing of the Approved Project would also significantly impact existing historic resources adjacent to the Project Site, including the Selma–La Baig Historic District, and adjacent historic resources along the Sunset corridor.

2. Modified Project Impacts

(a) Archaeological and Paleontological Resources

The Modified Project would result in the development within the same general footprint and depth as that of the Approved Project. Thus, the Modified Project would not result in any new impacts with respect to archaeological and paleontological resources nor increase the severity of any previously identified impacts, and any such impacts would be similar to those identified in the Certified EIR. Thus, similar to the Approved Project, with implementation of Mitigation Measure C-8, below, potential impacts of the Modified Project related to archaeological resources would be reduced to a less than significant level. In addition, similar to the Approved Project, with implementation of Mitigation Measure C-9, below, potential impacts of the Modified Project related to paleontological resources would be reduced to a less than significant level.

(b) Historic Resources

The following analysis of the Modified Project's potential impacts associated with historic resources is based on the *CBS Columbia Square Impacts Analysis Memo* (Modified Project Historic Memo) prepared by Historic Resources Group dated March 21, 2013, and provided as Appendix B of this Addendum. The Modified Project Historic Memo was prepared to update the Historic Technical Report within the Certified EIR.

As discussed in the Modified Project Historic Memo, the Columbia Square Complex was formally determined eligible for listing in the National Register of Historic Places in 2012 and was designated as local Historic-Cultural Monument 947 in 2009. With regard to Studio B/C, the National Park Service and City Council determined that while the original 1937 complex successfully meets the eligibility and designation criteria, Studio B/C lacks historic integrity and therefore is not a character-defining feature of the Project Site. Nonetheless, character-defining features of Studio B/C would be salvaged prior to demolition, and reincorporated as feasible into the proposed new construction.

As discussed in detail in the Modified Project Historic memo, as part of the Modified Project, rehabilitation of the Columbia Square Complex and the proposed new construction would conform to the Secretary of Interior Standards. The rehabilitation of the Radio Building, Studio A, the Commercial/Television Building, and the Sunset Courtyard would not result in the "physical demolition, destruction, relocation, or alteration of the resource or

its immediate surroundings such that the significance of an historical resource would be materially impaired."[12] The rehabilitation plans under the Modified Project provide for the removal of alterations and additions that detract from the original design of the Complex. Original features, including the primary façades and the Sunset Courtyard would be restored or recreated such that the building more closely reflects the Complex as designed by William Lescaze. In addition, as Studio B/C has more recently been identified as a non-character-defining feature of the Complex, its demolition would not result in a significant impact to a potential historic resource. Therefore, unlike the determination made for the Approved Project within the Certified EIR, demolition of Studio B/C under the Modified Project would not result in a significant adverse change to a historic resource.

With regard to compatibility of the new buildings within the existing Columbia Square Complex, the Modified Project Historic Memo determined that under the Modified Project there would be adequate separation between the new construction and the existing historic resources. The Project Site would be unified at the pedestrian level with the articulation of the façades of the new buildings that would be complementary to the Lescaze-designed components, along with the addition of open space, landscaping, and pathways on the Project Site. In addition the Modified Project Historic Memo determined that the location, size, and scale of the office buildings proposed under the Modified Project would not significantly alter the way the original Complex is viewed and experienced from Sunset Boulevard. Furthermore, with the reduced height of the residential tower and the vertical transition that the six-story mixed-use building and the six-story office building would provide between the residential tower and the Columbia Square Complex, the residential tower would also be compatible with the historic Columbia Square Complex. Therefore, the size, scale, and massing of the Modified Project would result in a less than significant impact to existing on-site historic resources. Such impacts would be reduced when compared with the significant impacts identified in the Certified EIR for the Approved Project.

In addition, the Modified Project Historic Memo also determined that the Modified Project's new construction would not have a significant adverse impact on the adjacent Selma–La Baig Historic District, or on nearby resources along Sunset Boulevard. With the reduced building heights and orientation of the proposed buildings, the introduction of new buildings would not impact the aesthetic character of the historic residential neighborhood, or the viewsheds from the adjacent historic district along Selma Avenue and Gower Street. Thus, following implementation of the Modified Project, adjacent historic resources would retain eligibility for historic designation.

[12] *California Code of Regulations, tit. 14, Section 15064.5(b)(1).*

Based on the above, the Modified Project would not result in any new impacts with respect to historic resources nor increase the severity of any previously identified impacts, and any such impacts would be reduced compared to those identified in the Certified EIR. Therefore, the Modified Project would result in less than significant impacts to historic resources adjacent to the Project Site and the significant impacts identified in the Certified EIR would be eliminated.

3. Mitigation Measures

The mitigation measures set forth in the MMRP included in the Certified EIR and provided below remain applicable to the Modified Project. No additional mitigation measures are required due to the development of the Modified Project.

Mitigation Measure C-1: A Historic Structures Report (HSR) shall be prepared prior to the issuance of a demolition permit, which includes all the components of the Columbia Square Complex. The HSR shall provide complete documentary, graphic, and physical information about both the property's history and its existing condition. In addition, the report shall include appropriate methods for treatment of the existing historic fabric, outlines a recommended scope of work, and provides information and recommendations for further treatment. This report shall be prepared according to the *National Park Service's Preservation Brief 43: The Preparation and Use of Historic Structures Reports*.[13]

Mitigation Measure C-2: The Complex should be photographed to the Historic American Building Survey (HABS) level 1 standards prior to any demolition, abatement or rehabilitation work. Copies of the documentation shall be given to Hollywood Heritage and the Los Angeles Public Library. Existing condition and/or measured drawings shall be included.

Mitigation Measure C-3: The rehabilitation of the remaining portions of the Columbia Square Complex shall follow the Secretary of the Interior's Standards and have specifications for the treatment of character-defining features as identified in the HSR contained in the general specifications for the project. The specifications would include (but are not limited to), sections for treatment of historic fabric; quality control; substitution procedures; demolition; selective removal and storage of historic materials; protection, patching, and cleaning; and determination of repair options and potential replacement of severely

[13] *U.S. Department of the Interior, National Park Service. "Preservation Brief 43: The Preparation and Use of Historic Structures Reports," 2005, www.nps.gov/history/hps/tps/briefs/brief43.htm.*

deteriorated features. Materials conservation plans shall be incorporated into the plans and specifications if necessary.

Mitigation Measure C-4: All original character-defining features on the exterior of the Lescaze-designed components shall be retained and rehabilitated according to the Secretary of the Interior's Standards in order to ensure that all remaining historic fabric is appropriately treated and returned to its original appearance wherever possible.

Mitigation Measure C-5: Prior to issuance of a grading permit for the proposed project, structural engineers with expertise in historic preservation shall provide a shoring design solution, if necessary, to protect the Columbia Square Complex from construction procedures and mitigate the possibility of settlement due to the removal of adjacent soil. Structural engineers shall also evaluate the potential impacts of the proposed subterranean parking adjacent to the historic foundations. Temporary seismic movement during new construction shall also be analyzed, and recommendations to allow for this movement shall be provided. This plan shall be part of the HSR and reviewed and approved by the City of Los Angeles Office of Historic Resources.

Mitigation Measure C-6: The Project team shall include a historic preservation professional who shall be responsible for construction monitoring. This professional shall meet the National Park Service standards for a qualified historic architect.[14]

Mitigation Measure C-7: An interpretive program involving photographic exhibits and other educational media shall be developed to chronicle the history of the Project Site, its architects, technological innovations, and uses. These materials shall be placed in the historic buildings on-site, and made accessible to the public.

Mitigation Measure C-8: If a unique archaeological resource was discovered during Project construction activities, work in the area would cease and deposits would be treated in accordance with Federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. In addition, if it is determined that an archaeological site is a historical resource, the provisions of Section 21084.1 of the Public Resources Code and CEQA Guidelines Section 15064.5 would be implemented.

Mitigation Measure C-9: A qualified paleontologist shall be retained by the Applicant to perform inspections of excavation or grading activity in sediments five feet or more below the original ground surface. The frequency of inspections shall be based on consultation with the

[14] *U.S. Department of the Interior, National Park Service. "Archeology and Historic Preservation: Secretary of the Interior's Professional Qualifications Standards," www.nps.gov/history/local-law/arch_stnds_9.htm.*

paleontologist and will depend on the rate of excavation and grading activities, the materials being excavated, and if found, the abundance and type of fossils encountered. If fossils are found during monitoring, the paleontologist shall prepare a report summarizing the results of the monitoring program including methods of fossil recovery and curation, and a description of the fossils collected and their significance. A copy of the report shall be provided to the Applicant and to the City of Los Angeles. The fossils and a copy of the report will be deposited in an accredited curation facility.

F. Geology and Soils

1. Approved Project Impacts

As discussed in the Certified EIR, the Project Site is not located within an Alquist-Priolo Fault Zone, and neither active nor potentially active faults are known to pass directly beneath the Project Site.[15] The closest active fault to the Project Site is the Hollywood Fault located approximately 0.7 mile north of the Project Site. The Approved Project would be subject to similar seismic risks as existing structures throughout southern California. The Approved Project would comply with the seismic safety requirements provided in the Uniform Building Code (UBC) and the Los Angeles Municipal Code (LAMC). Thus, as set forth in the Certified EIR, with adherence to the applicable regulations, potential impacts of the Approved Project related to the exposure of people to impacts from fault rupture resulting from seismic activity would be less than significant and no mitigation measures are necessary.

Due to the close proximity of the Project Site to the Hollywood Fault, the Project Site could be subject to very strong groundshaking in the event of fault rupture along a segment of the Hollywood Fault. The Approved Project would be required to adhere to the current engineering standards, the seismic safety requirements provided in the UBC and the LAMC, and design recommendations set forth in the Geotechnical Investigation included as Appendix A of the Initial Study component of the Certified EIR, so that the proposed structures would be able to withstand typical seismic ground shaking. Thus, as set forth in the Certified EIR, with adherence to the applicable seismic safety requirements and guidelines, the Approved Project would reduce the exposure of people or structures to substantial adverse effects of a seismic event to a less than significant level and no mitigation measures are necessary.

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[15] *Geotechnical Investigation, Proposed Mixed-Use High-Rise Development 6121 Sunset Boulevard, Geocon Inland Empire, Inc., December 12, 2006. See Appendix A of the Initial Study component of the Certified EIR.*

Based on the strength and consistency of the soil materials within the area to be developed, the potential for seismic settlement at the Project Site resulting from the Design Basis Earthquake (10 percent probability of exceedance in 50 years) is not anticipated.[16] As mapped by the City of Los Angeles, the Project area is not located in an area that is susceptible to liquefaction.[17] In addition, the Project Site is not located within an area designated "liquefiable" by the California Department of Conservation Division of Mines and Geology and the potential for liquefaction beneath the Project Site is considered, "very low."[18] Moreover, the Approved Project would comply with *CGS Publications 1171, Guidelines for Evaluating and Mitigating Seismic Hazards in California*, local and State building codes including the UBC and the LAMC as well as recommendations provided in the Geotechnical Investigation included as Appendix A of the Initial Study component of the Certified EIR, to minimize the potential for seismic-related ground failure. Thus, as set forth in the Certified EIR, impacts associated with liquefaction would be less than significant and no mitigation measures are necessary.

The topography of the Project Site is characterized by relatively flat ground with minimal sloping terrain. In addition, the Project Site is not located in a landslide area as mapped by the City of Los Angeles, or a within an area identified as having a potential for slope instability.[19] Thus, as set forth in the Certified EIR, no impacts associated with landslides would occur and no mitigation measures are necessary.

During operation of the Approved Project, the potential for soil erosion to occur within the Project Site would be limited due to the minimal amount of pervious surfaces that exists on the Project Site today and the nominal change in pervious areas subsequent to development of the Approved Project. Thus, as set forth in the Certified EIR, impacts associated soil erosion or the loss of topsoil would be less than significant and no mitigation measures are necessary.

Overall, the Project Site does not exhibit characteristics that would result in the potential for geotechnical hazards. Also, the Approved Project would not have an adverse effect on the geologic stability of adjacent properties. Furthermore, the Approved Project would comply with UBC and LAMC requirements as well as those recommendations set forth in the Geotechnical Investigation included as Appendix A of the Initial Study, which

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[16] *Ibid.*

[17] *City of Los Angeles General Plan Framework; City of Los Angeles Planning Department; Exhibit B; Adopted November, 1996.*

[18] *Geotechnical Investigation, Proposed Mixed-Use High-Rise Development 6121 Sunset Boulevard. Prepared by Geocon Inland Empire, Inc. December 12, 2006.*

[19] *City of Los Angeles General Plan Framework; City of Los Angeles Planning Department; Exhibit C; Adopted November, 1996.*

was included as Appendix A of the Draft EIR, including the use of spread footings established in competent undisturbed natural soils to ensure that the soil would be capable of supporting Project buildings. Thus, as set forth in the Certified EIR, impacts associated with an unstable geologic unit would be less than significant and no mitigation measures are necessary.

The soils beneath the Project Site have a low to medium expansion potential. Furthermore, the Approved Project would adhere to the recommendations set forth in the Geotechnical Investigation included as Appendix A of the Initial Study, which was included as Appendix A of the Draft EIR, to ensure that hazards related to expansive soils would not occur. These recommendations include the excavation of non-suitable soils and replacement with non-expansive soils having an Expansion Index of less than 35. Thus, as set forth in the Certified EIR, impacts associated with expansive soils would be less than significant and no mitigation measures are necessary.

The Modified Project would be served by existing sewer infrastructure, and thus would not involve the use of septic tanks or alternative wastewater disposal systems. Thus, as set forth in the Certified EIR, no impacts would occur related to having soils incapable of supporting the use of septic tanks or alternative wastewater disposal systems and no mitigation measures are necessary.

2. Modified Project Impacts

As with the Approved Project, implementation of the Modified Project could result in the potential exposure of people and structures to ground shaking in the event of an earthquake. However, similar to the Approved Project, the Modified Project would adhere to applicable seismic standards and safety requirements. With implementation of these regulatory requirements, the Modified Project's impacts associated with the exposure of on-site populations, property, or structures to seismic hazards would be less than significant.

The geological conditions of the Project Site have remained substantially the same since preparation of the Certified EIR. Therefore, similar to the Approved Project, development within the Project Site would also not result in liquefaction or landslides hazards that would expose people, property, or structures to an increased risk of hazard or damage. The Modified Project would comply with City of Los Angeles Building Code requirements pertaining to development within areas susceptible to liquefaction and with the *CGS Publications 1171, Guidelines for Evaluating and Mitigating Seismic Hazards in California*, which provides guidelines for evaluating and mitigating seismic hazards in California. In addition, similar to the Approved Project, the Modified Project would adhere to applicable safety requirements and construction specifications to remedy any adverse conditions attributable to the presence of unstable/expansive soils. Furthermore, as with

the Approved Project, the Modified Project would implement appropriate construction techniques to reduce any potential impacts associated with erosion.

Based on the above, the Modified Project would not create any new impacts with respect to geology and soils nor increase the severity of any previously identified impacts, and any such impacts would be similar to those identified in the Certified EIR. Therefore, impacts related to geology and soils under the Modified Project would be less than significant.

G. Hazards and Hazardous Materials

1. Approved Project Impacts

As discussed in the Certified EIR, total petroleum hydrocarbons and lead contamination were found on-site, which are likely from the former auto repair facility. Soil contamination may present a concern to future residents under the Approved Project. Therefore, Mitigation Measure D-1 (below) is proposed, which would reduce impacts associated with historical uses of the Project Site to less than significant levels.

Under the Approved Project, a portion of the Columbia Square Complex occupied by television and radio station operations would be rehabilitated or demolished. The fluorescent light ballasts within these buildings may contain poly-chlorinated biphenyls (PCBs). Additionally, asbestos and lead-based paint may be present within these buildings. Therefore, there is a potential for release of PCBs and asbestos, as well as uncovering of lead-based paints due to building modification and demolition activities. Moreover, the 6,000-gallon diesel underground storage tanks (UST) located near the southwest corner of the Project Site would be removed. Soil contamination may exist below the UST and associated piping. Mitigation Measures D-2 through D-5, below, would also be required for the Approved Project to reduce impacts associated with poly-chlorinated biphenyl (PCB) wastes, underground storage tanks (USTs), asbestos, and lead-based paint to less than significant levels. As set forth in the Certified EIR, with implementation of Mitigation Measures D-1 through D-5 provided below, impacts associated with PCBs, USTs, asbestos, and lead-based paint under the Approved Project would be less than significant. No impacts would occur relative to methane as the Project Site is not located within a City-designated methane zone or methane buffer zone.

The type and amount of hazardous materials to be used in association with the Approved Project would be typical of those used for residential and commercial developments. Specifically, operation of the commercial uses would involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, photo-developing and printing chemicals, and petroleum products. The proposed residential uses would involve the

limited use of household cleaning solvents and pesticides for landscaping. However, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations. As such, operation of the Approved Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

In addition, under the Approved Project, the finished height of the residential tower would be approximately 315 feet above ground level (AGL) with other elements such as architectural features extending to approximately 335 feet AGL. In addition, the office tower would be approximately 246 feet AGL with architectural features extending to approximately 260 feet AGL. The Applicant for the Certified EIR would be required to file the appropriate forms with the Federal Aviation Administration (FAA) to ensure that new development would not result in significant impacts relative to airport safety. Thus, as set forth in the Certified EIR, the Approved Project would result in a less than significant impact associated with airport safety.

Finally, under the Approved Project, the proposed streetscape improvements would not physically block any streets, result in the full closure of any street, or impair access to and around the Project Site or any adjacent properties. In addition, during construction, a Construction Staging and Traffic Management Plan would be implemented to ensure that safe access is provided to the Project Site. Therefore, as set forth in the Certified EIR, potential impacts to adopted emergency response or evacuation plans would be less than significant.

2. Modified Project Impacts

As demolition, excavation, and earthwork activities under the Modified Project would be similar to those of the Approved Project, the potential to release contaminants during these phases of construction would be generally the same as under the Modified Project. The type of construction activities for the Modified Project would also be similar to the Approved Project and, therefore, the Modified Project would result in similar impacts with respect to the handling and storage of hazardous materials during construction. Therefore, the Modified Project would not result in any new impacts with respect to hazardous materials during construction nor increase the severity of any previously identified impacts, and any such impacts would be similar to those identified in the Certified EIR. Therefore, compliance with regulatory requirements and implementation of Mitigation Measures D-1 through D-5 would ensure that potential hazards during construction would be less than significant.

Under the Modified Project, hotel uses would not be developed and 13,500 square feet of health club uses (ancillary to on-site residential and commercial uses) would be introduced. The new health club land use would involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, paints, and pesticides for landscaping. Therefore, the change in land uses would not result in the use of more hazardous materials within the Project Site. In addition, as with the Approved Project, all potentially hazardous materials would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable federal, state, and local regulations. As such, the change in land uses that would occur under the Modified Project would not result in any new impacts with respect to hazardous materials during operation nor increase the severity of any previously identified impacts, and any such impacts would be similar to those identified in the Certified EIR. Thus, hazards and hazardous materials impacts during operation would be less than significant under the Modified Project.

The Modified Project would have a maximum building height of approximately 295 feet (for the residential tower), with a maximum height of 315 feet when accounting for architectural projections. The six -story mixed use and office buildings would each have an approximate building height of 115 feet, with a maximum height of 145 feet when accounting for architectural projections. In addition, the proposed two-story bungalow building would have a height of 36 feet.[20] As with the Approved Project, the Applicant would be required to file the appropriate forms with the FAA to ensure that new development that exceeds 200 feet AGL[21] would not result in significant impacts relative to airport safety. Thus, the Modified Project would not result in any new impacts with respect to airport safety nor increase the severity of any previously identified impacts, and any such impacts would be reduced compared to those identified in the Certified EIR due to the reduced building heights. Therefore, impacts associated with airport safety would be less than significant under the Modified Project.

The proposed streetscape improvements would not physically block any streets, result in the full closure of any street, or impair access to and around the Project Site or any adjacent properties. In addition, during construction, a Construction Staging and Traffic Management Plan would be implemented to ensure that safe access is provided to the Project Site. Therefore, the Modified Project would not result in any new impacts with respect to adopted emergency response or evacuation plans nor increase the severity of

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[20] *Consistent with approval documents for the Approved Project, all proposed building heights referenced herein have been measured relative to the existing floor elevation (+0' datum) of the historic Columbia Square tower, Radio Building, and Studio A, as shown on the elevations. The 0'+ datum is approximately 4.2 feet above the lowest point within 5 feet of the existing building (see elevations provided in Figure 2 and Figure 3 on pages 8 and 9).*

[21] *FAA Advisory Circular 150/5300-13 (September 30, 2000).*

any previously identified impacts, and any such impacts would be similar to those identified in the Certified EIR. Therefore, impacts with respect to adopted emergency response or evacuation plans under the Modified Project would be less than significant.

3. Mitigation Measures

The mitigation measures set forth in the MMRP included in the Certified EIR and provided below remain applicable to the Modified Project. No additional mitigation measures are required due to the development of the Modified Project.

Mitigation Measure D-1: Prior to issuance of a grading permit, the Project Applicant shall hire a qualified environmental consultant to excavate and dispose of contaminated soils, or treat in-situ (in place), in accordance with applicable regulatory requirements and approved by applicable governmental authorities. If during grading activities additional contamination is discovered, grading within such an area shall be temporarily halted and redirected around the area until the appropriate evaluation and remediation measures are implemented in accordance with applicable regulatory requirements so as to render the area suitable for grading activities to resume.

Mitigation Measure D-2: Prior to demolition and/or renovation activities, all fluorescent light ballasts shall be inspected for PCBs. Any PCB-containing fluorescent light ballasts shall be disposed of in accordance with applicable regulatory requirements and approved by applicable governmental authorities.

Mitigation Measure D-3: During removal of the 6,000-gallon diesel UST, soil sampling shall be conducted below and in the immediate vicinity of the UST and associated piping. The Project Applicant shall submit the results of the soil survey to the City of Los Angeles Department of Building and Safety. If soil contamination is found, it shall be removed or remediated in accordance with applicable regulatory requirements.

Mitigation Measure D-4: Prior to issuance of demolition permits, the Project Applicant shall submit verification to the City of Los Angeles Department of Building and Safety that an asbestos survey has been conducted at all existing buildings located on the Project Site. If asbestos is found, the Project Applicant shall follow all procedural requirements and regulations of South Coast Air Quality Management District Rule 1403.

Mitigation Measure D-5: Prior to issuance of demolition permits, the Project Applicant shall submit verification to the City of Los Angeles Department of Building and Safety that a lead-based paint survey has been conducted at all existing buildings located on the Project

Site. If lead-based paint is found, the Project Applicant shall follow all procedural requirements and regulations for proper removal and disposal of the lead-based paint.

H. Hydrology and Water Quality

1. Approved Project Impacts

Construction of the Approved Project would involve Project Site preparation activities including demolition, excavation, and grading. Such activities would temporarily alter the existing drainage patterns and water flows within the Project Site. Exposed and stockpiled soils could be subject to erosion and conveyance into nearby storm drains during storm events. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. However, construction of the Approved Project would be required to comply with National Pollution Discharge Elimination System (NPDES) requirements and City grading permit regulations. Thus, as set forth in the Certified EIR, construction-related impacts related to hydrology and water quality under the Approved Project would be less than significant. Nonetheless, Mitigation Measures E-1 through E-7, below, would further reduce impacts.

Relative to existing conditions, the Approved Project would result in a net increase in pervious surfaces due to the introduction of new landscaped areas throughout the Project Site. Moreover, the distribution of flows as well as on-site drainage systems would be slightly altered. Existing on-site drains would be modified or abandoned, and new drains (e.g., cast iron pipe, area drains, roof drains, etc.) would be installed. The newly landscaped areas would reduce runoff quantities to the local storm drains serving the Project Site, thereby allowing for additional capacity within the drainage system. The Approved Project would provide for stormwater treatment systems and implementation of Best Management Practices (BMPs) during operation. Thus, water quality pollutants would be reduced or eliminated to the extent feasible. Therefore, as set forth in the Certified EIR, operational impacts associated with hydrology and water quality would be less than significant.[22] Nonetheless, Mitigation Measure E-8, below, would further reduce impacts.

2. Modified Project Impacts

Construction of the Modified Project would involve Project Site preparation activities including demolition, excavation, and grading, similar to the Approved Project. Such activities would temporarily alter the existing drainage patterns and water flows within the Project Site. Exposed and stockpiled soils could be subject to erosion and conveyance into

[22] *A surface water quality report for the Approved Project was provided in Appendix L of the Draft EIR component of the Certified EIR.*

nearby storm drains during storm events. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. However, construction of the Modified Project would be required to comply with NPDES requirements and City grading permit regulations. Therefore, the Modified Project would not result in any new construction-related impacts with respect to hydrology and water quality nor increase the severity of any previously identified impacts, and any such impacts would be similar to those identified in the Certified EIR. Therefore, impacts with respect to hydrology and water quality under the Modified Project would be less than significant. Nonetheless, Mitigation Measures E-1 through E-7, below, would further reduce impacts.

The Project Site is currently comprised of approximately 95.8 percent impervious surfaces.[23] Similar to the Approved Project, the Modified Project would replace these existing primarily impervious surfaces with new impervious surfaces as well as additional landscaping. Overall, the Modified Project represents a less intense development program for the Project Site than currently permitted under the existing entitlements. Specifically, the Modified Project would reduce the amount of impervious surface on the Project Site to 84 percent.[24] Moreover, as with the Approved Project, the distribution of flows, as well as on-site drainage systems, would be slightly altered under the Modified Project. Existing on-site drains would be modified or abandoned, and new drains (e.g., cast iron pipe, area drains, roof drains, etc.) would be installed. The newly landscaped areas would reduce runoff quantities to the local storm drains serving the Project Site, thereby allowing for additional capacity within the drainage system. The Modified Project would provide for stormwater treatment systems and implementation of BMPs during operation, similar to the Approved Project. Thus, water quality pollutants would be reduced or eliminated to the extent feasible. Based on the above, the Modified Project would not result in any new operational impacts with respect to hydrology and water quality nor increase the severity of any previously identified impacts, and any such impacts would be similar to those identified in the Certified EIR. Therefore, operational impacts related to hydrology and water quality under the Modified Project would be less than significant. Nonetheless, Mitigation Measure E-8, below, would further reduce impacts.

3. Mitigation Measures

The mitigation measures set forth in the MMRP included in the Certified EIR and provided below remain applicable to the Modified Project. No additional mitigation measures are required due to the development of the Modified Project.

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[23] *Tait & Associates, Inc., 2013.*

[24] *Ibid.*

(a) Construction

Mitigation Measure E-1: All wastes from construction of the Project shall be disposed of properly. Appropriately labeled recycling bins shall be used to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete; wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal site.

Mitigation Measure E-2: Leaks, drips, and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.

Mitigation Measure E-3: Material spills shall not be hosed down at the pavement. Dry cleanup methods shall be used wherever possible.

Mitigation Measure E-4: Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or cover with tarps or plastic sheeting.

Mitigation Measure E-5: Where truck traffic is frequent, gravel approaches shall be used to reduce soil compaction and limit the tracking of sediment into streets.

Mitigation Measure E-6: All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop cloths shall be used to catch drips and spills.

Mitigation Measure E-7: A Stormwater Pollution Prevention Plan shall be prepared by a California licensed civil engineer or licensed architect, to the satisfaction of the Stormwater Management Division of the Bureau of Sanitation that shall include the following:

- Identification of the sources of sediments and other pollutants that affect the quality of storm water discharge;
- A monitoring program and reporting plan for the construction period.
- The Storm Water Pollution Prevention Plan shall be retained at the construction site.

(b) Operation

Mitigation Measure E-8: The Project shall prepare a Standard Urban Stormwater Mitigation Plan (SUSMP), which shall meet the most recent requirements of the City of Los Angeles and the Los Angeles Regional Water Quality Control Board. The SUSMP shall outline specific Best Management Practices (BMPs) to be implemented on

the Project Site. Recommended BMPs for the Project would include one or a combination of the following stormwater mitigation systems for the first 0.75 inch of rainfall:

- Dry wells and/or infiltration trenches in the proposed courtyards or beneath the foundations of the proposed Project buildings to infiltrate stormwater runoff into the native soils.
- Infiltration planters (constructed with a large section of porous stone) on the open space areas of the podium level or the ground level courtyards to infiltrate stormwater runoff. Infiltrated runoff would be piped from the planters down into the native soils. Dry wells and/or infiltration trenches would still be needed to properly convey the runoff into the native soils at a smaller scale.
- Collection tanks to store and reuse stormwater runoff for building/irrigation graywater networks. Stormwater runoff from the rooftops would be captured and stored into these tanks throughout the Project Site. This runoff could be used on-site for irrigation.
- The infiltration systems shall include a by-pass system to capture and convey the runoff to the municipal storm drain system. In addition, pollutants would be removed from the stormwater runoff by the infiltration planter areas and mechanical filter units such as downspout filters.

I. Land Use and Planning

1. Approved Project Impacts

As concluded in the Certified EIR for the Approved Project, land use impacts expected under the Modified Project would be less than significant. In 2010 and 2011, the City Council, under Council File No. 10-0703, approved a number of entitlements for the Approved Project, including a General Plan Amendment, Zone Change, Height District Change, Conditional Use Permit for on-site and off-site alcoholic beverage sales, Conditional Use Permit for live entertainment; Vesting Conditional Use Permit for motion picture/television studio uses; Site Plan Review and Development Agreement, and an Environmental Impact Report, allowing the development of the Project Site with an 875,510-square-foot project (4.29 floor area ratio [FAR]).[25] With these approvals as well as implementation of the applicable project features discussed throughout the Certified EIR, the Approved Project was determined to be consistent with the requirements and policies of the Los Angeles General Plan, Los Angeles General Plan Framework, Hollywood

[25] *See Ordinances Nos. 181,624 and 181,628; see also City Planning Case No. CPC-2007-9911-GPA-ZC-HD-CUB-CUX-CU-SPR.*

Community Plan, Hollywood Redevelopment Plan, LAMC, and the intent of the Los Angeles Enterprise Zone. Overall, the Approved Project would also comply with the intent of regional plans, including the Southern California Association of Governments' (SCAG's) Regional Comprehensive Plan and Guide; Regional Transportation Plan; and Growth Vision Report; the SCAQMD's Air Quality Management Plan; and, the Metropolitan Transportation Authority's Congestion Management Plan.

As demonstrated in the Certified EIR, with respect to land use compatibility, the Approved Project would result in less than significant impacts since it would not introduce new uses that would conflict with surrounding land uses. Project design features that would include the provision of residential units and community-serving commercial uses within a mixed commercial and residential area located adjacent to a major commercial corridor would be implemented under the Approved Project. The Approved Project would also foster community revitalization by renovating several potentially historic buildings and developing the underutilized Project Site with uses that are compatible with the adjacent commercial and residential neighborhoods. The layout and Project Site design of the Approved Project would reflect a transition in building height intended to respect the neighborhood's character. The transitional heights would maintain the existing low-rise buildings in the southern portion of the Project Site, permit mid- to high-rise buildings throughout the central and northern portions of the Project Site, and concentrate the tallest component of the project in the northwest corner of the Project Site, furthest from Sunset Boulevard and the existing off-site low-density residential uses to the east. Construction phasing under the Approved Project would include substantial efforts made to minimize impacts on neighbors.

Overall, the Approved Project would not substantially or adversely change the existing relationship between on- and off-site land uses and properties, or have the long-term effect of adversely altering a neighborhood or community through ongoing disruption, division, or isolation. Thus, as set forth in the Certified EIR, the Approved Project would have less than significant impacts with respect to land use and no mitigation measures are necessary.

2. Modified Project Impacts

The Modified Project would provide for a reduction in overall development compared to the Approved Project and would eliminate the approved hotel uses. As shown in Table 1 on page 18, under the Modified Project, the Applicant proposes to construct 200 residential units, approximately 370,100 square feet of office uses, 23,800 square feet of restaurant uses, 15,600 square feet of retail uses, and 13,500 square feet of health club uses. Included within these project uses, approximately 82,900 square feet of the 136,233-square-foot Columbia Square Complex would be rehabilitated to provide for approximately

53,400 square feet of office uses, 20,000 square feet of restaurant uses, and 7,500 square feet of retail uses. Overall, the Modified Project would include 668,600 square feet of total floor area and a floor area ratio (FAR) of 3.22:1 compared to the 875,410 square feet of total floor area and a 4.29:1 FAR proposed under the Approved Project.

As discussed above, to implement the Modified Project, Site Plan Review approval under LAMC § 16.05 would be required together with any other approvals deemed necessary by agencies.

(a) Consistency with Local and Regional Plans

The Modified Project would provide a vertically integrated mix of uses that would contribute to promoting Hollywood as a center of population, employment, retail services and entertainment. The Modified Project has been designed as a campus with a cohesive Project Site plan and urban design integrating the historic Columbia Square complex, the new office buildings, and the new residential tower. In addition, a substantial part of the Modified Project would include landscaped courtyards and pathways and other open space features connecting the various proposed uses that would establish a more pedestrian-oriented environment within the project vicinity. The Modified Project would provide a visually interesting and varied, though complementary, array of buildings. The Modified Project's new construction would generally occur behind the existing Columbia Square complex structures, along the Project Site's EI Centro Avenue, Selma Avenue and Gower Street frontages.

The Certified EIR included a consistency analysis using the policies set forth in the Hollywood Community Plan adopted in December 1988. Subsequent to the preparation of the Certified EIR, an update to the Hollywood Community Plan was adopted on June 19, 2012. Ordinance No. 182173, which includes a General Plan Amendment and zone and height district changes for the Hollywood Community Plan area, went into effect on August 6, 2012.

The Hollywood Community Plan Update was developed to set a new direction for the future of Hollywood.[26] A wide range of planning topics, including land use and housing, parks and open space, urban design, mobility, arts and culture, and history, are addressed. In particular, the updated plan is intended to focus growth and promote mixed-use development around transit hubs, reinforce Hollywood's role as a media and entertainment employment center, provide for mobility options, establish new lower height limits, protect

[26] *Exhibit B: Hollywood Community Plan Proposed Plan Text, February 17, 2012, page 14, http://cityplanning.lacity.org/cpu/hollywood/February172012Exhibits/Exhibit%20B_Hollywood%20Communuty%20Plan%20Proposed%20Plan%20Text%20-%20Approved%20by%20CPC.pdf, accessed February 21, 2013.*

hillsides from over-development, promote streetscape plans and implement new street standards, expand Historic Preservation Districts, regulate the scale and design of development, establish urban design guidelines, fund a nexus study to establish trip fees and finance regional mobility improvements, and promote pedestrian-oriented design overlays.[27]

The Modified Project would be consistent with the majority of the goals and policies of the Hollywood Community Plan Update. For example, the primary goals of the Hollywood Community Plan Update that are pertinent to the Project Site vicinity include the following:

- Goal LU.1: Conserve viable neighborhoods, industrial districts, pedestrian-oriented districts, historic/cultural resources and alleys.
- Goal LU.2: Provide a range of employment and housing opportunities. Promote the vitality and expansion of Hollywood's media, entertainment and tourism industries.[28]
- Goal LU.5: Encourage sustainable land use and building design.

Consistent with Goal LU.1 and its related policies, the Modified Project would include the protection and rehabilitation of the historic Columbia Square Complex, a designated Historic-Cultural Monument. The rehabilitation of the existing, designated buildings would be performed in conformance with the Secretary of Interior's Standards for Rehabilitation. In addition, the design, arrangement and massing of the Modified Project's new buildings, as well as the proposed open space and common exterior areas, complement the architectural character of the Project Site's existing historic buildings, while also reinvigorating the street-level pedestrian activity on and near the Project Site.

Consistent with Goal LU.2 and its related policies, the Modified Project would allow for and encourage a significant expansion of media, entertainment and creative office and studio uses in Hollywood. The Modified Project would include 200 new dwelling units, which would assist in increasing Hollywood's housing supply. The Modified Project also includes 340,100 square feet of new commercial floor area. Thus, the Modified Project

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[27] *How Does the Hollywood Community Plan Improve Hollywood?, Los Angeles Department of City Planning, http://cityplanning.lacity.org/cpu/hollywood/June21/FactSheet_5_22_edit21.pdf, accessed October 21, 2012.*

[28] *In describing Goal LU2, the Hollywood Community Plan Update states that "[b]y directing residential and commercial development to districts, centers and boulevards which are adjacent to transit infrastructure and improving the accessibility of the transit system, the Hollywood Community Plan attempts to provide the Hollywood community with a variety of mobility options. Mobility options make it possible for Hollywood's residents and visitors to reduce their dependence on automobiles."*

would contribute to both housing and job-growth in the Regional Center. Moreover, the residential tower would be complemented by a range of retail, restaurant and other neighborhood-serving commercial uses. The Modified Project is mixed-use and would be located in a transit-rich environment. Thus, the Modified Project would contribute to housing and job growth both around a transit node and along a dense transit corridor.

As discussed above, the Modified Project would comply with the City's Green Building Ordinance, consistent with Goal LU.5. Specifically, the Project Site is located in a dense, connected urban neighborhood with access to extensive existing public transit, which would reduce the automobile usage of the Modified Project's future residents, office users, and other visitors, consistent with Goal LU.5. The Project Site is also located within walking distance of retail, restaurants, and other services, further contributing to a reduction in the overall automobile trips in the community. By increasing the supply of housing in Hollywood's job-rich environment and within walking distance of many employers, the Modified Project would also contribute to a reduction in the region's jobs-housing imbalance. To encourage non-automotive transportation, the Modified Project would have ample bicycle parking and showers. The Modified Project's new buildings would feature high-performance glazing. The Modified Project would also use "cool" roofs and paving materials to ensure that it does not capture excessive heat, which would otherwise cause an elevated carbon footprint from increased air conditioning. Underground parking would also reduce the heat island effect. The Modified Project's proposed office buildings would include a 35 percent reduction in water use compared to standard office buildings via the installation of low-flow fixtures. The Modified Project would also feature a comprehensive tenant recycling plan that includes composting. At least 75 percent of the wood used on the Modified Project would be certified as sustainably harvested by the Forest Stewardship Council and building materials with 10 percent recycled-content would be used for the construction of the Modified Project.[29] The Modified Project would divert a high percentage (minimum 75) of its construction waste. Finally, the paints, coatings, adhesives, sealants and agrifiber products would meet high standards for emissions, improving the indoor air quality of interior spaces.

In addition, the Hollywood Community Plan Update contains an Urban Design Guidelines chapter, which includes policies that establish baseline design guidelines for Hollywood. The goal of the Urban Design Guidelines is to guide the physical development of the Community Plan area effectively in order to enhance the experience of all individuals who live, work, or visit in the area. Smart growth and sustainability are the basis for the Urban Design Guidelines, which set forth in greater detail the ten Urban Design Principles

[29] *This LEED 4.1 credit requires the use of building materials with recycled content such that the sum of post-consumer recycled content plus one-half of the pre-consumer recycled content constitutes at least 10 percent of the total value of the total building materials in the Modified Project.*

described further below in subsection (f) Citywide Design Guidelines. The Urban Design Guidelines included in the Hollywood Community Plan Update are organized into the following topics: building orientation; scale, height, and massing; circulation, parking, and loading; pedestrian amenities; sustainability; on-site open space; landscaping; building façade; and other building elements.

The Urban Design Guidelines do not replace standards adopted by the City Council for specific neighborhoods or specially designated areas in Hollywood, such as Transit Oriented Districts, Station Area Neighborhood Plans, Community Design Overlay Districts, Historic Preservation Overlay Zones, and Specific Plans. In addition, the Hollywood Community Plan Update did not change the land use designation of Regional Center Commercial or zoning of the Project Site.

The Modified Project would also be consistent with the Urban Design Guidelines in the Hollywood Community Plan Update. For example, with respect to scale, height, and massing, the Modified Project's massing would be articulated to complement the existing scale of the area. The Modified Project's new office buildings would be massed so that they reinforce the street-walls of the abutting streets (i.e., Gower Street, Selma Avenue, and El Centro Avenue) while maintaining the dense, low-rise scale of this portion of Sunset Boulevard (east of Vine Street) that is characterized by retail, office, and sound stage buildings, as well as residential apartment buildings. The Modified Project's massing would also respect the scale and orientation of existing historic buildings located on the Project Site, as they would continue to be the Modified Project's principal identity and "front door" on Sunset. Further, with respect to circulation, parking, and loading, the visibility of the Project's parking has been minimized to the extent practicable, as most of the Project's parking is located within underground or fully-screened structures, with the exception of the small surface parking area. In addition, the perimeter of the small surface lot would incorporate pedestrian access paths and landscaped areas with signature plantings that acknowledge the parking area as one of the Modified Project's "front doors" and which minimize the appearance of the surface parking area. The various parking areas under the Modified Project would be accessed via four driveways, including two off of El Centro Avenue and one each off of Gower Street and Selma Avenue. In each case, the vehicular entry into the garage would be as small and efficient as possible to ensure that they would not overwhelm the scale of the façade and create the appearance that the street frontage is the back-side of the Modified Project to prevent any interruption to the pedestrian experience.

Based on the above, the Modified Project would not result in any new impacts associated with consistency with the land use plans nor increase the severity of any previously identified impacts, and any such impacts would be reduced compared to those

identified in the Certified EIR. Therefore, impacts associated with consistency with the land use plans under the Modified Project would be less than significant.

(b) Consistency with Zoning

As discussed above, a Zone Change was previously approved by the City Council for the Approved Project.

The Project Site is within Height District No. 2, which permits an unlimited building height. However, the Community Plan further limits the FAR to 4.5:1 for properties with the Regional Center Commercial land use uses, unless the City Planning Commission grants approval up to a 6:1 FAR. The Modified Project would have a maximum building height of approximately 295 feet (for the residential tower), with a maximum height of 315 feet when accounting for architectural projections. The six-story mixed-use and office buildings would each have an approximate building height of 115 feet, with a maximum height of 145 feet when accounting for architectural projections. The proposed two-story bungalow building would have a height of 36 feet.[30] In total, the Modified Project would have a 3.22:1 FAR, which will include approximately 82,900 square feet of rehabilitated floor area in the existing Columbia Square buildings. Overall, the Modified Project represents a less intense development program for the Project Site than currently permitted under the existing entitlements.

Based on the above, the proposed uses under the Modified Project would not result in any new impacts with respect to zoning consistency nor increase the severity of any previously identified impacts, and any such impacts would be reduced compared to those identified in the Certified EIR. Therefore, impacts associated with zoning consistency under the Modified Project would be less than significant.

(c) Land Use Compatibility

With regard to land use compatibility, the Modified Project proposes similar land uses to those previously planned for the Project Site under the Approved Project. Specifically, there are two differences between the types of land uses proposed under the Approved Project and the Modified Project. First, the Approved Project proposes hotel uses, whereas the Modified Project does not propose hotel uses. Second, the Modified Project proposes health club uses ancillary to the Modified Project's residential and

[30] *Consistent with approval documents for the Approved Project, all proposed building heights referenced herein have been measured relative to the existing floor elevation (+0' datum) of the historic Columbia Square tower, Radio Building, and Studio A, as shown on the elevations. The 0'+ datum is approximately 4.2 feet above the lowest point within 5 feet of the existing building (see elevations provided in Figure 2 and Figure 3 on pages 8 and 9).*

commercial uses, whereas the Approved Project does not include health club uses. The design of the proposed structures under the Modified Project would be compatible with the existing historic structures located on the Project Site. In addition, the proposed residential, office, restaurant, retail, and health club uses would be consistent and compatible with the land use mix of the surrounding area.

Furthermore, the Modified Project would not disrupt or divide a community. Additionally, with implementation of the proposed streetscape improvements, no public roadways or sidewalks would be permanently closed or relocated and no separation of uses or disruption of access between land uses would occur. On the contrary, the proposed open network of pedestrian circulation through the Project Site would facilitate easy access from the Project Site and its public parking out to the Hollywood/Vine Metro station, as well as businesses on Sunset and Hollywood Boulevards.

The Modified Project would result in the continued use of the internal roadways for vehicular and pedestrian access and the overall Project Site for residential, office, health club, restaurant, and retail uses, which would be consistent in terms of use and general character with the surrounding uses. In addition, the Modified Project has been designed with a particular focus on attracting and retaining entertainment, production, and media-based office uses, which is consistent with the existing uses in Hollywood. Based on the above, the Modified Project would not result in any new impacts with regard to land use compatibility nor increase the severity of any previously identified impacts, and any such impacts would be reduced compared to those identified in the Certified EIR. Therefore, impacts with regard to land use compatibility under the Modified Project would be less than significant.

J. Mineral Resources

1. Approved Project Impacts

As discussed in the Certified EIR, the Project Site is located in a developed urban area surrounded by a mix of uses. No known mineral resources currently occur on-site that would be of value to the region and to the residents of the state. In addition, the Project Site is not located in an area of a locally-important mineral resource recovery Project Site delineated on a local general plan, specific plan, or other land use plan. The City has not designated the Project Site as part of a Mineral Resource Zone where significant mineral deposits are known to be present, nor is the Project Site classified as a mineral producing area by the California Geological Survey. There are no mineral extraction operations occurring on-site or within the project vicinity. The Project Site has been developed since 1937, therefore the potential for uncovering mineral resource during project construction is

considered low. Thus, as set forth in the Certified EIR, under the Approved Project, no impacts to mineral resources would occur and no mitigation measures are necessary.

2. Modified Project Impacts

As described above, the Project Site does not contain mineral deposits and such uses are not proposed as part of the Modified Project. Based on the above, the Modified Project would not result in any new impacts with respect to mineral resources nor increase the severity of any previously identified impacts, and any such impacts would be similar to those identified in the Certified EIR. Therefore, no impacts to mineral resources would result from the Modified Project.

K. Noise

As described further in the Certified EIR, the decibel (dB) is a conventional unit for measuring the amplitude of sound because it accounts for the large variations in sound pressure amplitude and reflects the way people perceive changes in sound amplitude.[31] The human hearing system is not equally sensitive to sound at all frequencies. Therefore, to approximate this human frequency-dependent response, the A-weighted system is used to adjust measured sound levels (dBA). The term "A-weighted" refers to a filtering of the noise signal in a manner corresponding to the way the human ear perceives sound. Community noise levels usually change continuously during the day. In addition, the equivalent sound level (L_{eq}) is normally used to describe community noise. The L_{eq} is the equivalent steady-state A-weighted sound level that would contain the same acoustical energy as the time-varying A-weighted sound level during the same time interval. To assess noise levels over a given 24-hour time period, the Community Noise Equivalent Level (CNEL) descriptor is used.

In addition, as described further in the Certified EIR, ground-borne vibration is motion from waves traveling through the ground or other solid media. This oscillatory motion can be measured in terms of displacement, velocity, or acceleration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration amplitudes. PPV is defined as the maximum instantaneous peak of the vibration signal, while RMS is defined as the square root of the average of the squared amplitude of the signal. PPV is typically used for evaluating potential building damage, whereas RMS is typically more suitable for evaluating human response.

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[31] *All sound levels, measured in decibel (dB), in this study are relative to $2x10^{-5}$ N/m^2.*

1. Approved Project Impacts

(a) Construction

Construction-related noise levels under the Approved Project would impact adjacent residential uses with noise levels of up to 82 dBA. Thus, as set forth in the Certified EIR, with implementation of Mitigation Measures G-1 through G-5, below, would be implemented to reduce significance levels. However, noise impacts during construction would remain significant and unavoidable. In addition, off-site construction traffic and access to the Project Site would generate a noise level of approximately 62 dBA at residences located on Selma Street and Harold Way. However, as set forth in the Certified EIR, such noise impacts would be less than significant.

In addition, construction ground vibration level would be below the 0.5-inch-per-second PPV significance threshold for residential structures, resulting in less than significant construction vibration impact, as set forth in the Certified EIR.

(b) Operation

As discussed in the Certified EIR, roadway traffic noise impacts under the Approved Project would be less than significant. In addition, the noise generated on-site stationary sources (i.e., mechanical/electrical equipment, parking facilities, helipad and loading docks, outdoor entertainment) under the Approved Project would be less than significant. As set forth in the Certified EIR, the Approved Project would be required to comply with the City's Building Code requirements and with implementation of Mitigation Measures G-6 and G-7, below, and the interior noise levels of the new residential and hotel uses would not exceed 45 dBA (CNEL). Therefore, as set forth in the Certified EIR, operational noise impacts under the Approved Project would be less than significant with implementation of Mitigation Measures G-6 and G-7. Finally, the operation of the Approved Project would not generate significant vibration impacts, as set forth in the Certified EIR.

2. Modified Project Impacts

(a) Construction

As previously discussed, the Modified Project represents a less intense development program for the Project Site than currently permitted under the existing entitlements. The Modified Project also proposes to upgrade the streetscape on all four sides of the Project Site with new sidewalks. The uses proposed under the Modified Project and the proposed streetscape improvements would not substantially change the types of construction activities compared to the Approved Project. Therefore, peak daily construction activities and resulting noise levels of the Modified Project would be similar to

the Approved Project. Thus, as the distance to sensitive receptors and the peak intensity of construction activities would not change, construction noise levels for the Modified Project would be similar to the Approved Project. In addition, the Modified Project would implement the same construction mitigation measures, as applicable, identified for the Approved Project.

Based on the above, the Modified Project would not result in any new impacts with respect to construction noise nor increase the severity of any previously identified impacts, and any such impacts would be similar to those identified in the Certified EIR. Like the Approved Project, even with implementation of the mitigation measures provided below, construction noise impacts would be significant and unavoidable.

(b) Operation

As discussed in Subsection V.N, Transportation and Circulation, of this Addendum, the Modified Project is expected to generate fewer net external daily trips, fewer A.M. peak-hour trips, and fewer P.M. peak-hour trips than the Approved Project. Therefore, the volume of traffic under the Modified Project would be reduced compared to the Approved Project and the distribution of traffic under the Modified Project would be comparable to the Approved Project. Thus, similar to the Approved Project, operational traffic noise associated with the Modified Project would be less than the specified thresholds. In addition, although the Modified Project involves modifications to the land use mix of the Approved Project, the new health club land uses would not typically involve operations that generate noise levels that would exceed the existing noise levels within and surrounding the Project Site or those anticipated under the Approved Project. Furthermore, the Modified Project would implement the same operational mitigation measures, as applicable, that were identified for the Approved Project. Thus, the modification to the land use mix would not be anticipated to generate significant noise levels at nearby sensitive receptors and such noise levels would be considered less than significant. In addition, as required by the City's Code, appropriate noise insulation in the design of the residential buildings would be provided to reduce the exterior noise level to 45 dBA CNEL within the interior of the buildings.

Based on the above, the Modified Project would not result in any new impacts with respect to noise during operation nor increase the severity of any previously identified impacts, and any such impacts would be reduced compared to those identified in the Certified EIR. Therefore, operational noise impacts under the Modified Project would be less than significant with implementation of Mitigation Measures G-6 and G-7 provided below.

3. Mitigation Measures

The mitigation measures set forth in the MMRP included in the Certified EIR and provided below remain applicable to the Modified Project. No additional mitigation measures are required due to the development of the Modified Project.

(a) Construction

Mitigation Measure G-1: Exterior noise generating construction activities shall be limited to Monday through Friday from 7:00 A.M. to 9:00 P.M., and from 8:00 A.M. to 6:00 P.M. on Saturdays. No construction activities shall occur on Sundays or any national holidays.

Mitigation Measure G-2: Effective temporary noise barriers, when they are feasible, shall be used to block the line-of-sight between the construction equipment and the noise-sensitive receptors (residential uses on Selma Avenue and Harold Way).

Mitigation Measure G-3: Noise-generating construction equipment operated at the Project Site shall be equipped with effective noise control devices (i.e., mufflers, lagging, and/or motor enclosures). All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

Mitigation Measure G-4: Contractor shall coordinate with the Hollywood Palladium manager when noisy construction activities occur, such as during Project Site demolition and excavation, to avoid conflicts with operations of the Hollywood Palladium (i.e. during performance events).

Mitigation Measure G-5: During project construction, impact pile driving shall not be permitted for the installation of soldier piles.

(b) Operation

Mitigation Measure G-6: The outdoor amplified sound system for the restaurant outdoor dining and the outdoor pool areas shall be limited to a maximum sound level of 90 dBA at 50 feet.

Mitigation Measure G-7: An acoustical analysis of the architectural plans of the proposed residential and hotel building shall be prepared by a qualified acoustical engineer, prior to issuance of building permits, to ensure that the building construction (i.e., exterior wall, window and door) will provide adequate sound insulation to meet the acceptable interior noise level of 45 dBA CNEL, as required by the City's building code.

L. Population, Housing, and Employment

1. Approved Project Impacts

Development associated with the Approved Project would occur within an urbanized area with existing infrastructure and roadways, and would not result in the extension of roads or major infrastructure. The Approved Project would develop 200 residential units, which would result in an on-site residential population of approximately 454 residents. The non-residential uses proposed under the Approved Project would generate employment positions. The growth generated by the Approved Project would not exceed SCAG's forecasted growth projections for the Hollywood Community Plan Area. The anticipated growth also would be consistent with SCAG's subregional and regional growth projections. The Approved Project would provide a range of dwelling unit types, which would help to meet the housing demands in the City and the Hollywood Community in particular. While the Approved Project would provide new connections to existing utility systems and would include on-site fire prevention and safety measures to reduce demand for fire and police services, such improvements would not cause population growth or accelerate development in an unplanned area that exceeds projected/planned levels. As set forth in the Certified EIR, the Approved Project would result in a less than significant impact related to population, housing, and employment growth and no mitigation measures are necessary. Furthermore, the employment impacts of the Approved Project would be considered beneficial to the City and the regional economy.

2. Modified Project Impacts

Similar to the Approved Project, the Modified Project would develop 200 residential units, which would result in an on-site residential population of approximately 454 residents.[32] Therefore, the Modified Project would not result in an increase in the residential population within and surrounding the Project Site compared to the Approved Project. This direct population growth would be consistent with the growth anticipated for the Community Plan area and with SCAG growth forecast for the City of Los Angeles Subregion. Similar to the Approved Project, the Modified Project's increase in population would represent approximately 0.82 percent of the City of Los Angeles Subregion's forecasted population growth between 2013 (existing conditions) and 2016 (the anticipated buildout year of the Modified Project).[33] Therefore, the Modified Project is not expected to

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[32] *Based on the household size of 2.27 residents per household in the Hollywood Community Plan area, consistent with the Certified EIR.*

[33] *SCAG regional growth forecast adopted for the 2012–2035 Regional Transportation Plan, http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx, accessed February 25, 2013. Based on a straight-line interpolation between 2008 and 2020 values in the SCAG regional growth forecast adopted with the 2012–2035 Regional Transportation Plan.*

induce substantial population growth, nor exceed the population forecast for the City of Los Angeles. Moreover, with the Modified Project's added supply of residential units, development of the Modified Project would have a beneficial impact on the housing market.

Overall, the Modified Project represents a less intense development program for the Project Site than currently permitted under the existing entitlements. As such, the non-residential uses proposed under the Modified Project would generate fewer employment positions than the Approved Project. As discussed in the Certified EIR, there are approximately 850 employees who currently work at the Project Site. Therefore, the Modified Project would generate approximately 937 net new employees on the Project Site.[34] Therefore, similar to the Approved Project, the growth generated by the Modified Project would not exceed SCAG's forecasted growth projections for the Hollywood Community Plan Area. This employment growth would be consistent with the SCAG growth forecast for the City of Los Angeles Subregion. Specifically, the net new employees generated by the Modified Project would represent 4.5 percent of the City of Los Angeles Subregion's forecasted employment growth between 2013 (existing conditions) and 2016 (the anticipated buildout year of the Modified Project).[35]

Based on the above, the Modified Project would not result in any new impacts with respect to population, housing, and employment growth nor increase the severity of any previously identified impacts, and any such impacts would be reduced compared to those identified in the Certified EIR. Thus, the Modified Project would result in less than significant impacts related to population, housing, and employment growth. Furthermore, as with the Approved Project, the employment impacts of the Modified Project would be considered beneficial to the City and the regional economy.

M. Public Services

1. Approved Project Impacts

(a) Fire

The Los Angeles Fire Department (LAFD) provides fire protection to the Project Site. The Project Site is located within the "first-in" district boundaries of Fire Station No. 27. Fire Station No. 27 is located just over 0.5 mile from the Project Site, which is within the

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[34] *Based on generation factors from the SCAG Transportation Corridor Project (1989), consistent with the Certified EIR.*

[35] *SCAG regional growth forecast adopted for the 2012–2035 Regional Transportation Plan, http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx, accessed February 25, 2013. Based on a straight-line interpolation between 2008 and 2020 values in the SCAG regional growth forecast adopted with the 2012–2035 Regional Transportation Plan.*

recommended maximum response distance (1.5 miles). Therefore, impacts relative to the LAFD's capability to provide adequate fire protection services would be less than significant. Furthermore, as discussed above, the Approved Project would be subject to the Fire Code and the Building Code as well as to LAFD review. Thus, the Modified Project would be required to at a minimum, install automatic sprinkler systems, meet the public hydrant fire flow and private on-site fire hydrant flow requirements, submit a plot plan for LAFD review and approval, and provide adequate firefighting access for personnel and apparatus. As set forth in the Certified EIR, the Approved Project would have a less than significant impact relative to fire safety, access, and fire flow. Nonetheless, Mitigation Measures H-1 and H-2, below, are proposed to ensure compliance with Fire Code and LAFD requirements.

(b) Police

The City of Los Angeles Police Department (LAPD) provides police protection to the Project Site and surrounding area. The Project Site is specifically within the Hollywood Community Police Station's service area. The Approved Project would provide 24-hour security and numerous other security features. As set forth in the Certified EIR, impacts on the capability of the LAPD to provide adequate police protection services under the Approved Project would be less than significant. Nonetheless, Mitigation Measures H-3 and H-4, below, would further reduce impacts.

(c) Schools

The Modified Project would generate approximately 60 elementary school students, 30 middle school students, and 33 high school students, for a total of approximately 123 students. As outlined in Mitigation Measure H-5, below, the Approved Project would be subject to the development fees of the Los Angeles Unified School District, pursuant to California Government Code Section 65995. Specifically, Senate Bill 50 (SB 50), enacted in 1998, states that the payment of a fee, charge or other levy pursuant to the provisions of Section 17620 of the Education Code is deemed to provide full and complete mitigation for any impact to school facilities. Compliance with SB 50 is considered full and complete mitigation. As set forth in the Certified EIR, impacts would be mitigated to a less than significant level via the payment of developer impact fees in accordance with SB 50.

(d) Parks and Recreation

There are several park and public recreational facilities within the surrounding area, including the Hollywood Recreation Center (located 0.5 mile from the Project Site), De Longpre Park (located 0.6 mile from the Project Site), and Yucca Park (located 0.7 mile from the Project Site). The Approved Project would develop 200 residential units, which would result in an on-site residential population of approximately 454 residents. New

residents would generate a demand for parks and recreational facilities. Accordingly, the Approved Project would provide active and passive common open space and private open space. Overall, the Approved Project would provide a total of approximately 68,200 square feet of active and passive common open space and private open space. Notwithstanding, the Approved Project would not meet the Public Recreation Plan's short and intermediate range standards for community parks or the parkland dedication requirements of Section 17.12 of the LAMC. Therefore, as set forth in the Certified EIR, potential impacts to parks and recreational facilities resulting from residents generated by the Approved Project would be reduced to a less than significant level through implementation of Mitigation Measure H-6, below, which in accordance with the LAMC, provides for additional recreational and park amenities within the Project Site, payment of in-lieu fees, or a combination of the two.

(e) Libraries

Library services within the project area are provided by the City of Los Angeles Public Library (LAPL). There are three libraries located in the vicinity of the Project Site, which are the Frances Howard Goldwyn Hollywood Regional Branch Library, the Will and Ariel Durant Branch Library, and the John C. Fremont Branch Library. The Frances Howard Goldwyn Hollywood Regional Branch Library at 1623 N. Ivar Avenue is located approximately 0.5 mile east of the Project Site. The Will and Ariel Durant Branch Library at 7140 W. Sunset Boulevard is located approximately 1.3 miles east of the Project Site. The John C. Fremont Branch Library, located at 6121 Melrose Avenue is approximately 1.6 miles southwest of the Project Site. The Approved Project would develop 200 residential units and would result in an on-site residential population of approximately 454 residents. New residents would generate an increased demand on library services and facilities. However, as set forth in the Certified EIR, based on the nominal increase in the population within the library service area and the service populations of the existing libraries serving the Project Site, potential impacts to library services and facilities associated with the Approved Project would be less than significant and no mitigation measures are required.

2. Modified Project Impacts

(a) Fire

Overall, the Modified Project represents a less intense development program for the Project Site than currently permitted under the existing entitlements. However, as with the Approved Project, the Modified Project would develop 200 residential units. Therefore, the activity levels under the Modified Project compared to the Approved Project would represent a comparable overall population increase that would be served by the Fire Station No. 27. Like the Approved Project, the Modified Project would be located within the

recommended distance to Fire Station No. 27. In addition, the Modified Project would also be designed in accordance with LAFD requirements regarding access, safety and fire flows. In addition, as discussed in Subsection V.N, Transportation and Circulation, of this Addendum, the volume of traffic under the Modified Project would be reduced compared to the Approved Project and the distribution of traffic under the Modified Project would be comparable to the Approved Project. Thus, the Modified Project would not interfere with emergency vehicle access to the Project Site, similar to the Approved Project. Nonetheless, implementation of Mitigation Measures H-1 and H-2, below, would ensure compliance with Fire Code and LAFD requirements.

Based on the above, the Modified Project would not create any new impacts with respect to fire protection services nor increase the severity of any previously identified impacts, and any such impacts would be similar to those identified in the Certified EIR. Therefore, impacts on fire protection services under the Modified Project would be less than significant.

(b) Police

The LAPD utilizes an area's resident population to determine service needs, in the form of an officer-to-resident ratio. Overall, the Modified Project represents a less intense development program for the Project Site than currently permitted under the existing entitlements. The mix of land uses proposed under the Modified Project, which eliminates the hotel use and adds a health club use, is not anticipated to increase the demand for police protection services over the Approved Project. In addition, the Modified Project proposes the same number of residential units as the Approved Project, resulting in a similar residential population. Furthermore, the Modified Project would include security features such as electronically controlled access to the parking structures and buildings, security foot patrols and 24 hour closed-circuit television (CCTV) monitoring for the Project Site and building common areas.

Based on the above, the Modified Project would not create any new impacts with respect to police protection services nor increase the severity of any previously identified impacts, and any such impacts would be similar to those identified in the Certified EIR. Therefore, any impacts on police protection services associated with the Modified Project would be less than significant. Furthermore, implementation of Mitigation Measures H-3 and H-4, below, would further reduce such impacts.

(c) Schools

The Modified Project would result in a direct increase in the residential population and an associated increase in the demand for schools within the Los Angeles Unified School District. Pursuant to Section 65995 of the California Government Code, with the

payment of developer impact fees in accordance with SB 50, impacts on Los Angeles Unified School District school facilities under the Modified Project would be reduced to a less than significant level, similar to the Approved Project.

Thus, the Modified Project would not create any new impacts with respect to schools nor increase the severity of any previously identified impacts, and any such impacts would be similar to those identified in the Certified EIR. The payment of these development fees constitutes full mitigation of school impacts, and thus impacts under the Modified Project would be less than significant.

(d) Parks and Recreation

The Modified Project's 454 residents, which is the same number of residents that would be generated by the Approved Project, is anticipated to result in some increased use of the nearby De Longpre Park, Yucca, and other existing neighborhood, community, and regional parks. The Modified Project would provide substantial open space, landscaping and amenities for tenants, employees, guests, and the general public. The common open space, which would be accessible from adjoining public streets, would be landscaped and would consist of a new garden courtyard in the center of the Project Site, a new pocket park fronting Selma Avenue, and a rehabilitated Sunset Plaza fronting Sunset Boulevard. Overall, the Modified Project would provide approximately 32,620 square feet of open space. In addition, the Modified Project would also implement Mitigation Measure H-6 below regarding compliance with LAMC Section 17.12. Based on the above, the Modified Project would not create any new impacts with respect to parks and recreation nor increase the severity of any previously identified impacts, and any such impacts would be similar to those identified in the Certified EIR. Therefore, impacts on parks and recreation associated with the Modified Project would be less than significant.

(e) Libraries

The Modified Project would generate 454 residents, which would result in a direct increase in the demand for library services. However, the Modified Project and the Approved Project would result in the same increase in the residential population at the Project Site. Therefore, the Modified Project would not create any new impacts with respect to library facilities nor increase the severity of any previously identified impacts, and any such impacts would be similar to those identified in the Certified EIR. Thus, impacts on library facilities under the Modified Project would be less than significant.

3. Mitigation Measures

The mitigation measures set forth in the MMRP included in the Certified EIR and provided below remain applicable to the Modified Project. No additional mitigation measures are required due to the development of the Modified Project.

(a) Fire

Mitigation Measure H-1: The Project Applicant shall submit building plans including a plot plan for approval by the Los Angeles Fire Department prior to the recordation of the final map.

Mitigation Measure H-2: The Project Applicant shall consult with the Los Angeles Fire Department and incorporate fire prevention and suppression features appropriate to the design of the project.

(b) Police

Mitigation Measure H-3: The Project Applicant shall consult with the Los Angeles Police Department Crime Prevention Unit regarding crime prevention features appropriate for the design of the project.

Mitigation Measure H-4: Upon project completion, the Project Applicant shall provide the Hollywood Area Commanding Officer with a diagram of each portion of the property, including access routes, and provide additional information that might facilitate police response.

(c) Schools

Mitigation Measure H-5: Pursuant to California Government Code Section 65995, the Project Applicant shall pay developer impact fees to Los Angeles Unified School District prior to the issuance of building permits.

(d) Parks and Recreation

Mitigation Measure H-6: The Project Applicant shall, at its election, in compliance with LAMC Section 17.12 requirements, do one or a combination of the following: (1) develop recreational and park amenities; (2) pay in-lieu fees to improve existing facilities in the park area; or (3) provide a combination such that the project would provide a total of three acres per 1,000 residents.

N. Transportation and Circulation

1. Approved Project Impacts

(a) Construction

Construction of the Approved Project would generate traffic from construction worker trips and construction truck trips (i.e., the arrival and departure of trucks for the removal of debris and hauling of building materials). Given the level of traffic at some of the study intersections near the Project Site, the combination of construction worker trips and construction truck trips could cause temporary adverse impacts at some intersections during construction activities. However, the City of Los Angeles would require the Approved Project to devise and implement a Construction Staging and Traffic Management Plan in compliance with LAMC requirements. Thus, as set forth in the Certified EIR, compliance with regulatory requirements as outlined in Mitigation Measure I-1 below, would reduce the construction-related impacts of the Approved Project to a less than significant level.

(b) Operation

(i) Intersections

As discussed in the Certified EIR, the Approved Project would generate approximately 8,584 net new daily trips, including 738 trips during the A.M. peak hour and 719 trips during the P.M. peak hour.[36] As set forth in the Certified EIR, even with implementation of the applicable mitigation measures provided below, significant and unavoidable impacts would occur at the following seven intersections:

- Argyle Avenue/Franklin Avenue & US-101 northbound on-ramp during P.M. peak hour;
- Argyle Avenue & Hollywood Boulevard during P.M. peak hour;
- Gower Street & Franklin Avenue during A.M. peak hour;
- Gower Street & Southbound US-101 off-ramp during A.M. peak hour;
- Gower Street and Hollywood Boulevard during A.M. and P.M. peak hours;
- Gower Street and Sunset Boulevard during A.M. and P.M. peak hours; and

[36] *A traffic analysis for the Approved Project was provided in Appendix L of the Draft EIR component of the Certified EIR.*

- US-101 southbound on-ramp & Sunset Boulevard during P.M. peak hour).

(ii) Neighborhood Street Segments

The Approved Project would result in a significant impact on three neighborhood street segments (Harold Way East of Gower Street, La Baig Avenue north of Sunset Boulevard, and El Centro Avenue south of Leland Way), as set forth in the Certified EIR. The Applicant for the Certified EIR could not unilaterally impose mitigation measures to address the impact at these impacted neighborhood street segments. Therefore, as set forth in the Certified EIR, the impacts on these neighborhood street segments were determined to be significant and unavoidable under the Approved Project.

(iii) Freeways

As set forth in the Certified EIR, the impact of the Approved Project related to freeway segments would be less than significant.

(iv) Public Transit Service

Therefore, as set forth in the Certified EIR, impacts on public transit service under the Approved Project would be less than significant.

(c) Parking

Under the Approved Project, parking would be located within an up to nine-level parking facility. As discussed in the Certified EIR, it is anticipated that the parking supply for the Approved Project would be required to meet LAMC parking requirements or otherwise satisfy the requirements for a parking reduction from LAMC requirements. Therefore, as set forth in the Certified EIR, the Approved Project would result in less than significant parking impacts. The Approved Project would potentially request a waiver from the Advisory Agency's parking requirements and a 10 percent reduction for all commercial parking based on LAMC Section 12.21.4(c).

2. Modified Project Impacts

The following analysis of the Modified Project's potential impacts associated with transportation and circulation is based on the *Columbia Square Mixed-Use Project Traffic Analysis Validation & Update* memorandum (Modified Project Traffic Memo) prepared by Fehr & Peers dated March 28, 2013, and provided as Appendix C of this Addendum.

(a) Construction

As discussed in the Modified Project Traffic Memo included as Appendix C of this Addendum, the Modified Project's construction-related traffic and its effects are similar to the Approved Project. Although the Modified Project would have more daily excavation-related truck traffic compared to the Approved Project (120 arrivals and 120 departures), the period of expected daily excavation-related truck traffic is shorter than the Approved Project, which originally planned for over six months of excavation. In addition, the expected worker traffic under the construction schedule of the Modified Project is within the range of the previously anticipated 400 to 450 daily worker trips (200 to 225 arrivals and departures) expected under the construction schedule of the Approved Project. However, the duration of the construction phase that generates the highest number of trips is substantially less in the Modified Project (Phase 6: seven months) compared to the Approved Project (Phase 3: 24 months).

Based on the above, the Modified Project would not result in any new construction-related impacts with respect to traffic nor increase the severity of any previously identified impacts, and any such impacts would be similar to those identified in the Certified EIR. Therefore, compliance with regulatory requirements as outlined in Mitigation Measure I-1 below would reduce the construction-related impacts of the Modified Project to a less than significant level.

(b) Operation

(i) Intersections

As discussed in the Modified Project Traffic Memo included as Appendix C of this Addendum, the Modified Project would generate fewer trips than the Approved Project. Specifically, the Modified Project is expected to generate 6,327 net external daily trips, including 688 A.M. peak-hour trips and 682 P.M. peak-hour trips, which would be approximately 2,257 fewer daily trips, including 50 fewer A.M. peak-hour trips and 37 fewer P.M. peak-hour trips, as compared to the Approved Project. It should be noted that the trip generation analysis is conservative because it assumes that the proposed health club will be open to outside users, whereas the intent is that the health club would be for internal use by residents and office employees of the Modified Project only. The Modified Project would have five project-related significant and unavoidable impacts remaining after the implementation of feasible mitigation measures under the Cumulative plus Project traffic scenario, compared to the seven remaining significant and unavoidable impacts that would occur under the Approved Project.

Therefore, no new significantly impacted and previously unidentified intersections would be expected as a result of the Modified Project compared to the Approved Project based on an evaluation of the Cumulative plus Project traffic scenario using the required

LADOT methodologies and impact criteria. Based on the above, the Modified Project would not result in any new impacts with respect to intersections nor increase the severity of any previously identified impacts, and any such impacts would be reduced compared to those identified in the Certified EIR.

In addition, consistent with the City of Los Angeles' interpretation of Sunnyvale,[37] the Modified Project was analyzed using existing conditions as the baseline to assess the potential for project impacts, including lane configurations and the existing traffic volumes. The same intersection impacts identified under the Existing plus Project scenario were also found to be significantly impacted under the Future plus Project scenario. Therefore, no new significantly impacted and previously unidentified intersections would be expected as a result of the Modified Project based on an evaluation of the Existing plus Project traffic scenario using the required LADOT methodologies and impact criteria.

(ii) Neighborhood Street Segments

As discussed in the Modified Project Traffic Memo included as Appendix C of this Addendum, the Modified Project is expected to result in only one significant impact in the updated neighborhood street impact analysis under Future plus Project conditions. The impacted segment is located at La Baig Avenue north of Sunset Boulevard, where the Modified Project is expected to generate a total of 122 daily trips (compared with 159 trips for the Approved Project). Based on the above, the Modified Project would not result in any new impacts with respect to neighborhood street segments under Future Plus Project conditions nor increase the severity of any previously identified impacts, and any such impacts would be reduced compared to those identified in the Certified EIR. Therefore, the Modified Project would be less impactful than the Approved Project, which was determined to result in significant impacts on three neighborhood street segments (Harold Way East of Gower Street, La Baig Avenue north of Sunset Boulevard, and El Centro Avenue south of Leland Way) under Future plus Project conditions.

Under Existing plus Project conditions, the Modified Project would result in significant impacts on the La Baig Avenue north of Sunset Boulevard segment and the El Centro Avenue south of Leland Way segment. Based on the above, the Modified Project would not result in any new impacts with respect to neighborhood street segments under Existing plus Project conditions nor increase the severity of any previously identified impacts, and any such impacts would be similar compared to those identified in the Certified EIR under Future plus Project conditions. Both of the segments that were

[37] *Subsequent to the preparation of the Certified EIR, in December 2010, the California Court of Appeal for the Sixth District issued an opinion in Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council ("Sunnyvale"), concerning the environmental baselines used in an EIR. The Sunnyvale decision interprets CEQA as requiring project-specific impacts to be analyzed based on a comparison of a project's impacts against existing baseline conditions.*

determined to be significantly impacted under Existing plus Project conditions were also determined to be significantly impacted under the Future plus Project scenario for the Approved Project.

(iii) Freeways

As discussed in the Modified Project Traffic Memo included as Appendix C of this Addendum, the largest increase in the traffic demand-to-capacity (D/C) ratio due to the Modified Project was a 1.8 percent increase. Therefore, no significant impact was observed on any analyzed freeway segments under both the Existing plus Project and Future plus Project conditions. Thus, the Modified Project would not result in any new impacts with respect to freeways nor increase the severity of any previously identified impacts, and any such impacts would be similar to those identified in the Certified EIR.

(iv) Public Transit Service

Given that the number of trips generated by the Modified Project would be less than the number of trips generated by the Approved Project, the Modified Project would generate fewer public transit trips than the Approved Project. Based on the above, the Modified Project would not result in any new impacts with respect to freeways nor increase the severity of any previously identified impacts, and any such impacts would be reduced compared to those identified in the Certified EIR. Therefore, similar to the Approved Project, impacts on public transit service under the Modified Project would be less than significant. Such impacts would be less than those identified in the Certified EIR.

(c) Parking

The Modified Project would include between 1,220 and 1,420 parking spaces within a five-level subterranean parking garage and ground-level parking. Thus, the parking supply for the Modified Project would meet LAMC parking requirements. Based on the above, the Modified Project would not result in any new impacts with respect to parking nor increase the severity of any previously identified impacts, and any such impacts would be similar to those identified in the Certified EIR. Therefore, the Modified Project would result in less than significant parking impacts.

3. Mitigation Measures

The mitigation measures set forth in the MMRP included in the Certified EIR and provided below remain applicable to the Modified Project. No additional mitigation measures are required due to the development of the Modified Project.

Mitigation Measure I-1: Prior to the start of construction, the Project Applicant shall devise a Construction Staging and Traffic Management Plan to be implemented during construction of the project. The Construction Staging and Traffic Management Plan shall identify all traffic control measures, signs, and delineators to be implemented by the construction contractor through the duration of demolition and construction activities associated with the project. The Construction Staging and Traffic Management Plan shall include but not be limited to, most, if not all, truck trips being scheduled during the first eight hours of the permitted construction work period (7:00 A.M. to 3:00 P.M.) to avoid generating trips during the P.M. peak period. Additionally, the plan shall identify off-site construction worker parking locations when on-site parking is not available. Project construction managers would ensure that departures for construction trips would be staggered in an effort to minimize trucks traveling in large platoons. Additional provisions in the plan shall include designation of a construction liaison. The construction liaison shall be required to coordinate with Metro Bus Operations Control Special Events Coordinator and other potentially affected municipal bus service operators regarding any construction activities that could potentially impact bus routes. The Construction Staging and Traffic Management Plan shall be subject to final approval by LADOT.

Mitigation Measure I-1(a): Construction trucks and equipment during project construction shall be prohibited from encroaching upon Metro's bus zone at the northeast corner of Sunset Boulevard and Gower Street.

Mitigation Measure I-2: Vine Street & Sunset Boulevard: A closed-circuit television (CCTV) camera shall be installed at this intersection, fully mitigating the project's impact at this location. Traffic signal hardware upgrades are needed to provide for enhanced operation of the City's ATSAC signal system, and to allow LADOT to manage traffic in direct response to real-time traffic flow. The strategic placement of a CCTV camera affords LADOT with the ability to monitor vehicles and buses, and respond to incidents that cause excessive delays. These upgrades are expected to reduce the V/C ratio of an intersection by a minimum of 0.01.

Mitigation Measure I-3: El Centro Avenue & Hollywood Boulevard: A signal shall be installed at this intersection.

Mitigation Measure I-4: El Centro Avenue & Sunset Boulevard: Provide separate northbound and southbound left-turn lanes on El Centro Avenue. This mitigation would require re-striping the northbound and southbound approaches on El Centro Avenue. The restriping on the south leg would result in a 12-foot southbound through lane, 10-foot northbound left-turn lane, and 12-foot northbound through lane. The restriping on the north leg would result in a 15-foot southbound

through lane, 10-foot southbound left-turn lane, and 20-foot northbound through leg. This improvement would result in the loss of approximately eight metered on-street parking spaces on the north El Centro Avenue leg and seven metered spaces on the south El Centro Avenue leg.

As part of the mitigation, the traffic signal controller at this intersection will also be upgraded to a Type 2070. The traffic signals at many of the intersections within the City of Los Angeles currently operate using older Type 170 traffic signal controllers. Newer Model 2070 controllers provide for enhanced and real-time operation of the traffic signal timing. Type 2070 controllers allow LADOT to provide instant adjustments to the signal's timing parameters based on real-time traffic conditions. These traffic signal hardware upgrades are needed to provide for enhanced operation of the City's ATSAC signal system, and to allow LADOT to manage traffic in direct response to real-time traffic flow. Upgrade of the controllers is expected to reduce the V/C ratio of an intersection by a minimum of 0.01.

Mitigation Measure I-5: Gower Street & Franklin Avenue: Provide operational improvements to the signal to provide left-turn phasing for the east-west left-turn movements and an overlapping right-turn arrow for the northbound right turn.

As part of the mitigation, the traffic signal controller at this intersection will also be upgraded to a Type 2070 and a CCTV camera will be installed. The traffic signals at many of the intersections within the City of Los Angeles currently operate using older Type 170 traffic signal controllers. Newer Model 2070 controllers provide for enhanced and real-time operation of the traffic signal timing. Type 2070 controllers allow LADOT to provide instant adjustments to the signal's timing parameters based on real-time traffic conditions. These traffic signal hardware upgrades are needed to provide for enhanced operation of the City's ATSAC signal system, and to allow LADOT to manage traffic in direct response to real-time traffic flow. The strategic placement of a CCTV camera affords LADOT with the ability to monitor vehicles and buses, and respond to incidents that cause excessive delays. These upgrades are expected to reduce the V/C ratio of an intersection by a minimum of 0.01.

Mitigation Measure I-6: Gower Street and Selma Avenue: A signal shall be installed at this intersection. Due to the offset of the Selma Avenue east and west legs at Gower Street, split phasing would need to be provided for the eastbound and westbound Selma Avenue approaches. Additionally, to maintain left turns in the northbound and southbound directions, a protected leading phase would be provided for the northbound lefts beginning concurrent with the

northbound through phase and a protected lagging phase would be provided for the southbound lefts, with left-turn pockets striped on both the northbound and southbound Gower Street approaches.

Mitigation Measure I-7: Bronson Avenue and Hollywood Boulevard: Restripe the south leg of the intersection to allow the addition of a northbound right-turn lane.

Mitigation Measure I-8: Bronson Avenue and Sunset Boulevard: Restripe the south leg of Bronson Avenue to add a southbound right-turn lane. The south leg of the intersection would result in a 14-foot northbound through lane, 12-foot northbound left-turn lane and a 24-foot southbound receiving lane. The north leg of the intersection would result in a 10-foot southbound right-turn lane, 10-foot southbound through lane, and 10-foot southbound left turn lane. The northbound receiving lane would be 18 feet. This improvement would result in the loss of approximately eight unmarked on-street parking spaces on the north Bronson Avenue leg and four unmarked spaces on the south Bronson Avenue leg.

As part of the mitigation, the traffic signal controller at this intersection will also be upgraded to a Type 2070. The traffic signals at many of the intersections within the City of Los Angeles currently operate using older Type 170 traffic signal controllers. Newer Model 2070 controllers provide for enhanced and real-time operation of the traffic signal timing. Type 2070 controllers allow LADOT to provide instant adjustments to the signal's timing parameters based on real-time traffic conditions. These traffic signal hardware upgrades are needed to provide for enhanced operation of the City's ATSAC signal system, and to allow LADOT to manage traffic in direct response to real-time traffic flow. Upgrade of the controllers is expected to reduce the V/C ratio of an intersection by a minimum of 0.01.

Mitigation Measure I-9: Gower Street & Sunset Boulevard: To partially mitigate the project's traffic impact at this location, however, the traffic signal controller will be upgraded to a Type 2070. The traffic signals at many of the intersections within the City of Los Angeles currently operate using older Type 170 traffic signal controllers. Newer Model 2070 controllers provide for enhanced and real-time operation of the traffic signal timing. Type 2070 controllers allow LADOT to provide instant adjustments to the signal's timing parameters based on real-time traffic conditions. These traffic signal hardware upgrades are needed to provide for enhanced operation of the City's ATSAC signal system, and to allow LADOT to manage traffic in direct response to real-time traffic flow. Upgrade of the controllers is expected to reduce the V/C ratio of an intersection by a minimum of 0.01.

Mitigation Measure I-10: The Project Applicant shall use reasonable efforts to schedule truck deliveries during early morning hours so that trucks

entering and exiting the parking structure do not interfere with vehicles accessing the parking structure during the typical A.M. and P.M. peak periods.

O. Utilities and Service Systems

1. Approved Project Impacts

(a) Water Supply

A short-term demand for water may occur during demolition, excavation, grading, and construction activities on-site. These activities would occur incrementally through time (from the start of construction to project build-out) and would be temporary in nature. The demand for water would be for soil watering (i.e., fugitive dust control), clean up, masonry, painting, and other short-term related activities. Furthermore, the water demand generated by Approved Project construction activities would be offset by the reduction in water consumption resulting from the demolition of existing uses. Overall, demolition and construction activities would require minimal water demand and would not be expected to have any adverse impact on available water supplies or the existing water distribution system. Therefore, as set forth in the Certified EIR, impacts associated with Approved Project construction activities would be less than significant.

As discussed in the Certified EIR, the Approved Project would result in an estimated water demand of 161,593 gallons per day (gpd). Thus, water demand for the Approved Project would be increased relative to existing conditions. The Los Angeles Department of Water and Power (LADWP) concluded that it would be able to meet the water demand of the Original Project, which would generate a higher demand for water than the Approved Project. Thus, as set forth in the Certified EIR, the operational impacts of the Approved Project related to water supply would be less than significant. Nonetheless, Mitigation Measures J-1 through J-3, below, would ensure that water conservation efforts would be implemented in accordance with the requirements of LADWP.

(b) Wastewater

As discussed in the Certified EIR, the Approved Project would generate an estimated 131,584 gpd of wastewater. Thus, the wastewater generation of the Approved Project would be greater than the roughly 23,330 gpd of wastewater currently generated on the Project Site. The wastewater generation of the Approved Project could be easily accommodated within the projected available treatment capacity of the Hyperion Treatment Conveyance System for 2015 (58 mgd) and 2020 (39 mgd) without considering the 20 mgd increase in capacity to 570 mgd expected with implementation of the Integrated Resources Program improvements, as discussed in the Certified EIR. Thus, as set forth in the

Certified EIR, the impacts of the Approved Project related to wastewater infrastructure and treatment would be less than significant and no mitigation measures are required.

(c) Solid Waste

Construction activities for the Approved Project would generate construction and demolition (C&D) waste including, but not limited to, soil, wood, asphalt, concrete, paper, glass, plastic, metals, and cardboard that would be disposed of in the County's unclassified landfills. As discussed in the Certified EIR, construction of the Approved Project is estimated to generate approximately 199,500 tons of export soil, 2,381 tons of building demolition debris, 1,269 tons of renovation debris, and 642 tons of building construction debris for a total of 204,719 tons of C&D debris. Unclassified landfills generally do not face capacity shortages and would have adequate capacity to accommodate the disposal of materials associated with construction activities. Thus, as set forth in the Certified EIR, construction impacts under the Approved Project relative to solid waste would be less than significant.

As discussed in the Certified EIR, the Approved Project would generate approximately 1,474 tons of waste per year. This amount would represent a net increase of 1,337 tons of solid waste generation over existing conditions (136 tons). The solid waste generated by the Approved Project would not exacerbate the existing shortfall of landfill capacity such that the projected timeline for the County's Class III landfills to reach capacity would be altered, as set forth in the Certified EIR. Thus, as set forth in the Certified EIR, solid waste impacts during operation of the Approved Project would be less than significant.

(d) Electricity and Natural Gas

Electricity transmission to the Project Site is provided and maintained by the Los Angeles Department of Water and Power (LADWP). As discussed in the Certified EIR, the Approved Project would result in a net consumption increase of approximately 6,956 megawatt hours (MWh) of electricity per year.[38] The Approved Project-related annual electricity demand would be within the LADWP's forecasted demand. Therefore, the electricity demand of the Approved Project would be within the anticipated service capabilities of LADWP. Furthermore, the electricity demand estimates are based on consumption factors presented in the 1993 SCAQMD CEQA Air Quality Handbook, which do not take into account the energy conservation measures that would be incorporated into the Approved Project. Therefore, the actual electricity demands of the Approved Project would be less than estimated. In addition, utility providers are required to plan for

[38] *Note that the electricity demand for the Approved Project has been calculated using the same demand factors utilized for the Original Project in the Certified EIR.*

necessary upgrades and expansions to their systems to ensure that adequate service will be provided. Thus, as set forth in the Certified EIR, the electricity impacts of the Approved Project would be less than significant.

Natural gas is provided to the project site by the Southern California Gas Company (SCGC). As discussed in the Certified EIR, the Approved Project would result in a net consumption increase of approximately 30 million cubic feet of natural gas per year.[39] The Approved Project-related annual consumption of natural would be within the projected annual demand of the SCGC. Therefore, the natural gas demand of the Approved Project would be within the anticipated service capabilities of SCGC. For similar reasons discussed above related to electricity, the natural gas demand estimates for the Approved Project would be less than estimated. In addition, utility providers are required to plan for necessary upgrades and expansions to their systems to ensure that adequate service will be provided. Thus, as set forth in the Certified EIR, the natural gas impacts of the Approved Project would be less than significant.

2. Modified Project Impacts

(a) Water Supply

As with the Approved Project, the demand for water during construction would be for soil watering (i.e., fugitive dust control), clean up, masonry, painting, and other short-term related activities. The water demand generated by Modified Project construction activities would be offset by the reduction in water consumption resulting from the demolition of existing uses. Overall, demolition and construction activities would require minimal water demand and would not be expected to have any adverse impact on available water supplies or the existing water distribution system. Therefore, as with the Approved Project, the Modified Project's impacts associated with water supply would be less than significant and no mitigation measures are necessary.

Overall, the Modified Project represents a less intense development program for the Project Site than currently permitted under the existing entitlements. The Modified Project would result in an estimated net new water demand of 105,234 gpd, as shown in Table 6 on page 97. This water demand would be approximately 27,178 gpd less than the Approved Project's net new water demand. The LADWP concluded that it would be able to meet the water demand of the Original Project, which would generate a higher demand for water than the Modified Project.

[39] *Note that the natural gas demand for the Approved Project has been calculated using the same demand factors utilized for the Original Project in the Certified EIR.*

Table 6
Estimated Water Demand—Approved Project vs. Modified Project

Land Use	Development	Water Demand Factor[a]	Water Demand (gpd)
Existing Uses			
Office/Studio[b]	139,312 sf	0.15 gpd/sf	20,897 gpd
Parking	121,670 sf	0.02 gpd/sf	2,433 gpd
Outdoor Water Use			5,851 gpd
Existing Uses Total			*29,181 gpd*
Approved Project			
Residential—1 bedroom	85 DU	120 gpd/unit	10,200 gpd
Residential—2 bedroom	86 DU	160 gpd/unit	13,760 gpd
Residential—3 bedroom	29 DU	200 gpd/unit	5,800 gpd
Retail	31,900 sf	0.08 gpd/sf	2,552 gpd
Restaurant	9,500 sf	0.30 gpd/sf	2,850 gpd
Hotel	125 rooms	130 gpd/room	16,250 gpd
Office	442,610 sf	0.15 gpd/sf	66,392 gpd
Parking	689,000 sf	0.02 gpd/sf	13,780 gpd
Outdoor Water Use			30,009 gpd
Approved Project Total			161,593 gpd
Approved Project Net New Total			**132,412 gpd**
Modified Project			
Residential—1 bedroom[c]	134 DU	120 gpd/unit	16,080 gpd
Residential—2 bedroom	66 DU	160 gpd/unit	10,560 gpd
Retail	15,600 sf	0.08 gpd/sf	1,248 gpd
Restaurant	23,800 sf	0.30 gpd/sf	7,140 gpd
Office	370,100 sf	0.15 gpd/sf	55,515 gpd
Health Club	13,500 sf	0.80 gpd/sf	10,800 gpd
Parking	601,000 sf	0.02 gpd/sf	12,020 gpd
Outdoor Water Use[d]			21,052 gpd
Modified Project Total			134,415 gpd
Modified Project Net New Total			**105,234 gpd**
Comparison to Approved Project			**-27,178 gpd**

Note: Numbers may not be exact due to rounding.

[a] *As set forth in the Certified EIR, these demand factors used for the Original Project, which were also used for the Approved Project, are based on Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation Rates table dated 3/20/2002. Uses not listed are estimated by the closest type of use available in the table.*

[b] *Existing office uses include approximately 3,000 sf which were demolished, which reflects the methodology used in the Certified EIR. To maintain consistency with the Certified EIR, the same methodology is used herein. Note that the square footage of existing office and studio uses included elsewhere in this Addendum do not include the 3,000 sf that were demolished.*

Table 6 (Continued)
Estimated Water Demand—Approved Project vs. Modified Project

Land Use	Development	Water Demand Factor[a]	Water Demand (gpd)
[c] *The Modified Project would include a mix of 134 studio and one-bedroom units. This analysis assumes that all 134 units would be one-bedroom units, which would generate a higher water demand than studios. Therefore, this calculation represents a conservative analysis.*			
[d] *To be consistent with the Certified EIR, outdoor water use for the Modified Project is assumed to be 19 percent of the estimated daily Modified Project water demand.*			
Source: Matrix Environmental, 2013.			

Based on the above, the Modified Project would not result in any new impacts with respect to water supply nor increase the severity of any previously identified impacts, and any such impacts would be reduced compared to those identified in the Certified EIR. Thus, the Modified Project's impacts on water supply would be less than significant. In addition, the Modified Project would implement the same mitigation measures identified for the Approved Project.

(b) Wastewater

Overall, the Modified Project represents a less intense development program for the Project Site than currently permitted under the existing entitlements. The Modified Project would generate an estimated net new 90,033 gpd of wastewater, as shown in Table 7 on page 99. This wastewater generation would be approximately 18,221 gpd less than the Approved Project. This wastewater generation could be easily accommodated within the projected available treatment capacity of the Hyperion Treatment Conveyance System for 2015 (58 mgd) and 2020 (39 mgd) without considering the 20 mgd increase in capacity to 570 mgd expected with implementation of the Integrated Resources Program improvements, as discussed above.

Based on the above, the Modified Project would not result in any new impacts with respect to wastewater nor increase the severity of any previously identified impacts, and any such impacts would be reduced compared to those identified in the Certified EIR. Thus, the Modified Project's impacts on wastewater would be less than significant.

(c) Solid Waste

As with the Approved Project, construction activities for the Modified Project would generate C&D waste including, but not limited to, soil, wood, asphalt, concrete, paper, glass, plastic, metals, and cardboard that would be disposed of in the County's unclassified landfills. As with the Approved Project, unclassified landfills generally do not face capacity

Table 7
Estimated Wastewater Generation—Approved Project vs. Modified Project

Land Use	Development	Wastewater Generation Factor[a]	Wastewater Generation (gpd)
Existing Uses			
Office/Studio[b]	139,312 sf	0.15 gpd/sf	20,897 gpd
Parking	121,670 sf	0.02 gpd/sf	2,433 gpd
Existing Uses Total			*23,330 gpd*
Approved Project			
Residential—1 bedroom	85 DU	120 gpd/unit	10,200 gpd
Residential—2 bedroom	86 DU	160 gpd/unit	13,760 gpd
Residential—3 bedroom	29 DU	200 gpd/unit	5,800 gpd
Retail	31,900 sf	0.08 gpd/sf	2,552 gpd
Restaurant	9,500 sf	0.30 gpd/sf	2,850 gpd
Hotel	125 rooms	130 gpd/room	16,250 gpd
Office	442,610 sf	0.15 gpd/sf	66,392 gpd
Parking	689,000 sf	0.02 gpd/sf	13,780 gpd
Approved Project Total			**131,584 gpd**
Approved Project Net New Total			**108,254 gpd**
Modified Project			
Residential—1 bedroom[c]	134 DU	120 gpd/unit	16,080 gpd
Residential—2 bedroom	66 DU	160 gpd/unit	10,560 gpd
Retail	15,600 sf	0.08 gpd/sf	1,248 gpd
Restaurant	23,800 sf	0.30 gpd/sf	7,140 gpd
Office	370,100 sf	0.15 gpd/sf	55,515 gpd
Health Club	13,500 sf	0.80 gpd/sf	10,800 gpd
Parking	601,000 sf	0.02 gpd/sf	12,020 gpd
Modified Project Total			**113,363 gpd**
Modified Project Net New Total			**90,033 gpd**
Comparison to Approved Project			**-18,221 gpd**

Note: Numbers may not be exact due to rounding.

[a] *As set forth in the Certified EIR, these generation factors used for the Original Project, which were also used for the Approved Project, were provided by the City of Los Angeles Department of Public Works.*

[b] *Existing office uses include approximately 3,000 sf which were demolished, which reflects the methodology used in the Certified EIR. To maintain consistency with the Certified EIR, the same methodology is used herein. Note that the square footage of existing office and studio uses included elsewhere in this Addendum do not include the 3,000 sf that were demolished.*

[c] *The Modified Project would include a mix of 134 studio and one-bedroom units. This analysis assumes that all 134 units would be one-bedroom units, which would generate a higher water demand than studios. Therefore, this calculation represents a conservative analysis.*

Source: Matrix Environmental, 2013.

shortages and would have adequate capacity to accommodate the disposal of materials associated with construction activities.

Based on the above, the Modified Project would not result in any new construction impacts with respect to solid waste nor increase the severity of any previously identified impacts, and any such impacts would be similar to those identified in the Certified EIR. Thus, construction impacts under the Modified Project relative to solid waste would be less than significant.

Overall, the Modified Project represents a less intense development program for the Project Site than currently permitted under the existing entitlements. The Modified Project would generate approximately 1,208 tons of waste per year, as shown in Table 8 on page 101. This solid waste generation would be approximately 266 tons of waste per year less than under the Approved Project. As discussed in the Certified EIR, the solid waste generation of the Modified Project would not exacerbate the existing shortfall of landfill capacity such that the projected timeline for the County's Class III landfills to reach capacity would be altered.

Based on the above, the Modified Project would not result in any new impacts with respect to solid waste during operation nor increase the severity of any previously identified impacts, and any such impacts would be reduced compared to those identified in the Certified EIR. Thus, operation impacts under the Modified Project relative to solid waste would be less than significant.

(d) Electricity and Natural Gas

Overall, the Modified Project represents a less intense development program for the Project Site than currently permitted under the existing entitlements. The Modified Project would result in an estimated net new electricity demand of 5,636 MWh of electricity per year, as shown in Table 9 on page 103. This electricity demand would be approximately 1,320 MWh of electricity per year less than the Approved Project's net new electricity demand. As discussed in the Certified EIR, the electricity demand of the Modified Project would be within the LADWP's forecasted demand. Therefore, the Modified Project would not result in any new impacts with respect to electricity nor increase the severity of any previously identified impacts, and any such impacts would be reduced compared to those identified in the Certified EIR. Thus, the Modified Project's impacts on electricity would be less than significant.

Table 8
Estimated Annual Solid Waste Generation—Approved Project vs. Modified Project

Land Use	Development	Solid Waste Generation Factor	Annual Solid Waste Generation (lbs/year)[a]	Annual Solid Waste Generation (tons/year)
Existing Uses				
Office/Studio[b]	136,233 sf	1,998 lbs per 1,000 sf		136
Existing Uses Total				*136*
Approved Project				
Residential	200 DU	12.23 lbs per household per day[c]	892,790	446
Hotel	125 rooms	5,049 lbs per employee per year based on 0.8 employee per room[d]	631,125	316
Office	442,610 sf	1,998 lbs per 1,000 sf per year	884,335	442
Retail	31,900 sf	3,714 lbs per employees based on 3 employees per 1,000 sf[d,e]	355,430	178
Restaurant/Bar	9,500 sf	6,437 lbs per employee per year based on 3 employees per 1,000 sf[d,f]	183,455	92
Approved Project Total				**1,474**
Approved Project Net New Total				**1,338**
Modified Project				
Residential	200 DU	12.23 lbs per household per day[c]	669,593	446
Retail	15,600 sf	3,714 lbs per employee per year based on 3 employees per 1,000 sf[d]	173,815	87
Restaurant	23,800 sf	6,437 lbs per employee per year based on 3 employees per 1,000 sf[d]	459,602	230
Office	370,100 sf	1,998 lbs per 1,000 sf per year	739,460	370
Health Club	13,500 sf	3,714 lbs per employee per year based on 3 employees per 1,000 sf[d,h]	150,417	75
Modified Project Total				**1,208**
Modified Project Net New Total				**1,072**
Comparison to Approved Project				**-266**

Table 8 (Continued)
Estimated Annual Solid Waste Generation—Approved Project vs. Modified Project

Land Use	Development	Solid Waste Generation Factor	Annual Solid Waste Generation (lbs/year)[a]	Annual Solid Waste Generation (tons/year)

Numbers may not be exact due to rounding.

[a] *Yearly solid waste generation factors based on June 2006 Targeted Statewide Waste Characterization Study: Waste Disposal and Diversion Findings for Selected Industry Groups prepared for CIWMB except as noted below.*

[b] *At the time of the Notice of Preparation for the Draft EIR prepared as part of the Certified EIR, the Project Site included three buildings which were utilized as offices. Since then, however, these buildings have been demolished. While CEQA Guidelines Section 15125 generally defines baseline conditions as those which existed at the time of the Notice of Preparation, for a conservative analysis, solid waste generation associated with the office uses of these buildings are not taken into account within this analysis.*

[c] *Residential solid waste generation factor based on 12.23 lbs per household per day as set forth in L.A. CEQA Thresholds Guide (2006).*

[d] *Employment generation factors from SCAG Transportation Corridor Project (1989). These factors are recommended for use by the Community Redevelopment Agency, Hollywood and are as follows: 3 employees per 1,000 square feet of retail service uses and 0.80 employees per hotel room.*

[e] *For retail, the "other stores" retail category was utilized versus the "big-box stores" retail category.*

[g] *For restaurant/bar, the "full-service restaurants" category was utilized versus the "fast-food restaurants" category.*

[h] *For health club, "other stores" retail category was utilized because it most closely matched this land use.*

Source: Matrix Environmental, 2013.

The Modified Project would result in an estimated net new natural gas demand of 23 million cubic feet per year, as shown in Table 10 on page 104. This natural gas demand would be approximately 7 million cubic feet per year less than the Approved Project's net new natural gas demand. As discussed in the Certified EIR, the natural gas demand of the Modified Project would be within the SCGC's projected annual demand. Therefore,, the Modified Project would not result in any new impacts with respect to natural gas nor increase the severity of any previously identified impacts, and any such impacts would be reduced compared to those identified in the Certified EIR. Thus, the Modified Project's impacts on natural gas would be less than significant.

3. Mitigation Measures

The mitigation measures set forth in the MMRP included in the Certified EIR and provided below remain applicable to the Modified Project. No additional mitigation measures are required due to the development of the Modified Project.

Table 9
Estimated Electricity Demand—Approved Project vs. Modified Project

Land Use	Development	Electricity Demand Factor[a]	Annual Electricity Demand (megawatt-hour/year)
Existing Uses			
Office/Studio[b]	136,233 sf	12.95 kilowatt-hour/sf/year	1,764
Existing Uses Total			*1,764*
Approved Project			
Residential	200 DU	5,626.50 kilowatt-hour/DU/year	1,125
Retail	31,900 sf	13.55 kilowatt-hour/sf/year	432
Restaurant	9,500 sf	47.45 kilowatt-hour/sf/year	451
Hotel	98,500 sf	9.95 kilowatt-hour/sf/year	980
Office	442,610 sf	12.95 kilowatt-hour/sf/year	5,732
Approved Project Total			8,720
Approved Project Net New Total			**6,956**
Modified Project			
Residential	200 DU	5,626.50 kilowatt-hour/DU/year	1,125
Retail	15,600 sf	13.55 kilowatt-hour/sf/year	211
Restaurant	23,800 sf	47.45 kilowatt-hour/sf/year	1,129
Office	370,100 sf	12.95 kilowatt-hour/sf/year	4,793
Health Club	13,500 sf	10.50 kilowatt-hour/sf/year[c]	142
Modified Project Total			7,401
Modified Project Net New Total			**5,636**
Comparison to Approved Project			**-1,320**

Note: Numbers may not be exact due to rounding.

[a] *As set forth in the Certified EIR, these demand factors used for the Original Project, which were also used for the Approved Project, are based on factors presented in the 1993 SCAQMD CEQA Air Quality Handbook. Uses not listed are estimated by the closest type of use available in the table.*

[b] *At the time of the Notice of Preparation for the Draft EIR prepared as part of the Certified EIR, the Project Site included three buildings which were utilized as offices. Since then, however, these buildings have been demolished. While CEQA Guidelines Section 15125 generally defines baseline conditions as those which existed at the time of the Notice of Preparation, for a conservative analysis, solid waste generation associated with the office uses of these buildings are not taken into account within this analysis.*

[c] *For health club, "miscellaneous" category was utilized because it most closely matched this land use.*

Source: Matrix Environmental, 2013.

Table 10
Estimated Natural Gas Demand—Approved Project vs. Modified Project

Land Use	Development	Natural Gas Demand Factor[a]	Annual Natural Gas Demand (cubic feet/year)
Existing Uses			
Office/Studio[b]	136,233 sf	2 cubic feet/sf/month	3,269,592
Existing Uses Total			
Approved Project			
Residential	200 DU	6,665 cubic feet/DU/month	15,996,000
Retail	31,900 sf	2.9 cubic feet/sf/month	1,110,120
Restaurant	9,500 sf	2.9 cubic feet/sf/month[c]	330,600
Hotel	98,500 sf	4.8 cubic feet/sf/month	5,673,600
Office	442,610 sf	2 cubic feet/sf/month	10,622,640
Approved Project Total			33,732,960
Approved Project Net New Total			**30,463,592**
Modified Project			
Residential	200 DU	6,665 cubic feet/DU/month	15,996,000
Retail	15,600 sf	2.9 cubic feet/sf/month	542,880
Restaurant	23,800 sf	2.9 cubic feet/sf/month[c]	828,240
Office	370,100 sf	2 cubic feet/sf/month	8,882,400
Health Club	13,500 sf	2.9 cubic feet/sf/month[d]	469,800
Modified Project Total			26,719,320
Modified Project Net New Total			**23,449,728**
Comparison to Approved Project			**-7,013,640**

Note: Numbers may not be exact due to rounding.

[a] *As set forth in the Certified EIR, these demand factors used for the Original Project, which were also used for the Approved Project, are based on factors presented in the 1993 SCAQMD CEQA Air Quality Handbook. Uses not listed are estimated by the closest type of use available in the table.*

[b] *At the time of the Notice of Preparation for the Draft EIR prepared as part of the Certified EIR, the Project Site included three buildings which were utilized as offices. Since then, however, these buildings have been demolished. While CEQA Guidelines Section 15125 generally defines baseline conditions as those which existed at the time of the Notice of Preparation, for a conservative analysis, solid waste generation associated with the office uses of these buildings are not taken into account within this analysis.*

[d] *For restaurant, "retail/shopping centers" category was utilized because it most closely matched this land use*

[d] *For health club, "retail/shopping centers" category was utilized because it most closely matched this land use.*

Source: Matrix Environmental, 2013.

(a) Water

Mitigation Measure J-1: For the commercial uses on the Project Site, the applicant shall (unless otherwise required) and to the satisfaction of the Department of Building and Safety:

- Install high-efficiency toilets (maximum 1.28 gallons per flush [gpf]), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate. Rebates may be offered through the Los Angeles Department of Water and Power to offset portions of the costs of these installations.
- Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.

Mitigation Measure J-2: For the residential uses on the Project Site, the applicant shall (Unless otherwise required) and to the satisfaction of the Department of Building and Safety:

- Install a demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwelling(s);
- Install no more than one showerhead per shower stall, having a flow rate of no greater than 2.0 gallons per minute;
- Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance. Rebates may be offered through the Los Angeles Department of Water and Power to offset portions of the costs of these installations; and,
- Install and utilize only high-efficiency Energy Star–rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.

Mitigation Measure J-3: In addition to the requirements of the Landscape Ordinance, the landscape plan for the project shall incorporate the following:

- Weather-based irrigation controller with rain shutoff;
- Matched precipitation (flow) rates for sprinkler heads;
- Drip/microspray/subsurface irrigation where appropriate;
- Minimum irrigation system distribution uniformity of 75 percent;

- Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials;
- Use of landscape contouring to minimize precipitation runoff; and
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for irrigated landscape areas totaling 5,000 square feet and greater, to the satisfaction of the Department of Building and Safety.

(b) Solid Waste

Mitigation Measure J-4: The construction contractor shall only contract for waste disposal services with a company that recycles demolition and construction-related wastes. The contract specifying recycled waste service shall be presented to the Department of Building and Safety prior to issuance of demolition or construction permits.

Mitigation Measure J-5: To facilitate on-site separation and recycling of demolition and construction-related wastes, the construction contractor should provide temporary waste separation bins on-site during demolition and construction of the project.

Mitigation Measure J-6: Recycling bins shall be provided at appropriate locations on the Project Site to promote recycling of paper, metal, glass, and other recyclable materials.

VI. Conclusion

As demonstrated by the discussion above, and as summarized in Table 11 on page 107, impacts associated with the Modified Project would be similar to or less than the impacts addressed in the Certified EIR. Thus, a new or substantially greater significant impact would not result from the proposed modifications. In addition, all of the mitigation measures included as part of the Certified EIR would continue to be implemented under the Modified Project. As all of the impacts would be within the scope of impacts identified in the Certified EIR, no additional environmental analysis of the Modified Project is necessary.

Table 11
Comparison of Impacts Under the Approved Project and the Modified Project

Environmental Issue	Approved Project (Alternative 6 from the Original EIR) Impact	Modified Project Impact
Aesthetics, Views, Light/Glare and Shading		
Construction	Less than Significant with Mitigation	Similar (Less than Significant with Mitigation)
Aesthetics/Visual Quality	Significant and Unavoidable	Less (Less than Significant)
Views	Significant and Unavoidable	Less (Less than Significant)
Light/Glare	Less than Significant with Mitigation	Similar (Less than Significant with Mitigation)
Shading	Less than Significant	Less (Less than Significant)
Agriculture Resources		
Agriculture Resources	No Impact	Similar (No Impact)
Air Quality		
Construction		
Regional Emissions	Significant and Unavoidable	Similar (Significant and Unavoidable)
Local Emissions	Less Than Significant	Similar (Less Than Significant)
Operation		
Regional Emissions	Significant and Unavoidable	Less (Less Than Significant)
Local Emissions	Less Than Significant	Less (Less Than Significant)
Toxic Air Contaminants	Less Than Significant	Similar (Less Than Significant)

Table 11 (Continued)
Comparison of Impacts Under the Approved Project and the Modified Project

Environmental Issue	Approved Project (Alternative 6 from the Original EIR) Impact	Modified Project Impact
Greenhouse Gas	Less Than Significant	Less (Less Than Significant)
Odors	Less Than Significant	Similar (Less Than Significant)
Biological Resources		
Biological Resources	No Impact	Similar (No Impact)
Cultural Resources		
Archaeological Resources	Less Than Significant with Mitigation	Similar (Less Than Significant with Mitigation)
Paleontological Resources	Less Than Significant with Mitigation	Similar (Less Than Significant with Mitigation)
Historic Resources	Significant and Unavoidable	Less (Less Than Significant)
Geology and Soils		
Geology and Soils	Less Than Significant	Similar (Less Than Significant)
Hazards and Hazardous Materials		
Hazards and Hazardous Materials	Less Than Significant with Mitigation	Similar (Less Than Significant with Mitigation)
Hydrology and Water Quality		
Construction		
Hydrology	Less Than Significant	Similar (Less Than Significant)
Water Quality	Less Than Significant	Similar (Less Than Significant)

Table 11 (Continued)
Comparison of Impacts Under the Approved Project and the Modified Project

Environmental Issue	Approved Project (Alternative 6 from the Original EIR) Impact	Modified Project Impact
Operation		
Hydrology	Less Than Significant	Similar (Less Than Significant)
Water Quality	Less Than Significant	Similar (Less Than Significant)
Land Use and Planning		
Consistency with Plans	Less Than Significant	Less (Less Than Significant)
Consistency with Zoning	Less Than Significant	Less (Less Than Significant)
Land Use Compatibility	Less Than Significant	Less (Less Than Significant)
Mineral Resources		
Mineral Resources	No Impact	Similar (No Impact)
Noise		
Construction	Significant and Unavoidable	Similar (Significant and Unavoidable)
Operation	Less Than Significant with Mitigation	Less (Less Than Significant with Mitigation)
Population, Housing, and Employment		
Operation	Less Than Significant	Less (Less Than Significant)
Public Services		
Fire		
Demand on Services	Less Than Significant	Similar (Less Than Significant)

Table 11 (Continued)
Comparison of Impacts Under the Approved Project and the Modified Project

Environmental Issue	Approved Project (Alternative 6 from the Original EIR) Impact	Modified Project Impact
Consistency with Regulations	Less Than Significant	Similar (Less Than Significant)
Police	Less Than Significant	Similar (Less Than Significant)
Schools	Less Than Significant	Similar (Less Than Significant)
Parks and Recreation	Less Than Significant with Mitigation	Similar (Less Than Significant with Mitigation)
Libraries	Less Than Significant	Similar (Less Than Significant)
Transportation and Circulation		
Construction		
Traffic	Less Than Significant with Mitigation	Similar (Less Than Significant with Mitigation)
Operation		
Intersections	Significant and Unavoidable	Less (Significant and Unavoidable)
Neighborhood Street Segments	Significant and Unavoidable	Less (Significant and Unavoidable)
Freeway Segments	Less Than Significant	Less (Less Than Significant)
Public Transit Service	Less Than Significant	Less (Less Than Significant)
Parking	Less Than Significant	Similar (Less Than Significant)

Table 11 (Continued)
Comparison of Impacts Under the Approved Project and the Modified Project

Environmental Issue	Approved Project (Alternative 6 from the Original EIR) Impact	Modified Project Impact
Utilities and Service Systems		
Water Supply	Less Than Significant with Mitigation	Less (Less Than Significant with Mitigation)
Wastewater	Less Than Significant	Less (Less Than Significant)
Solid Waste		
Construction	Less Than Significant	Similar (Less Than Significant)
Operation	Less Than Significant	Less (Less Than Significant)
Electricity	Less Than Significant	Less (Less Than Significant)
Natural Gas	Less Than Significant	Less (Less Than Significant)

Source: Matrix Environmental, 2013.

Technical Appendices

Appendix A

Air Quality/Greenhouse Gas Worksheets and Construction Phasing Assumptions

Columbia Square Redevelopment Project
Addendum

Appendix A
AQ/GHG Worksheets
March 2013

Appendix A.1.1

- CalEEMod Input Files
  - Project
  - BAU

tblProjectCharacteristics

ProjectName	LocationScope	EMFAC_ID	WindSpeed	PrecipitationFrequency	ClimateZone	UrbanizationLevel	OperationalYear	UtilityCompany	TotalPopulation	TotalLotAcreage
CBS Addendum Project	C	LASC	2.2	33	11	Urban	2016	Los Angeles Department of Water & Power	454	5.1

tblLandUse

LandUseType	LandUseSubType	LandUseUnitAmount	LandUseSizeMetric	LotAcreage	LandUseSquareFeet	Population
Commercial	General Office Building	422.5	1000sqft	2.5	422500	0
Recreational	Fast Food Restaurant w/o Drive Thru	2	1000sqft	0.05	2000	0
Recreational	Health Club	15	1000sqft	0.15	15000	0
Recreational	High Turnover (Sit Down Restaurant)	23.5	1000sqft	0.1	23500	0
Residential	Apartments Mid Rise	200	Dwelling Unit	2	200000	454
Retail	Strip Mall	16.5	1000sqft	0.3	16500	0

tblConstructionPhase

PhaseNumber	PhaseName	PhaseType	PhaseStartDate	PhaseEndDate	NumDaysWeek	NumDays	PhaseDescription
1	Demolition-Rehabilitation	Demolition	2013/03/18	2013/06/14	5	65	Rehabilitation
2	Demolition	Demolition	2013/05/01	2013/06/19	5	36	New Construction
3	Renovate Existing Buildings	Building Construction	2013/06/17	2014/04/02	5	208	Renovate Existing Buildings
4	Grading	Grading	2013/06/20	2013/10/28	5	93	New Construction
5	Site Preparation	Site Preparation	2013/10/29	2014/05/28	5	152	New Construction (Foundation)
6	Building Construction	Building Construction	2014/05/29	2016/05/25	5	520	New Construction
7	Architectural Coating	Architectural Coating	2015/08/26	2016/05/25	5	196	New Construction
8	Paving	Paving	2016/02/26	2016/05/25	5	64	New Construction (Plaza Site Work)

tblOffRoadEquipment

PhaseName	OffRoadEquipmentType	OffRoadEquipmentUn	UsageHours	HorsePower	LoadFactor
Demolition-Rehabilitation	Air Compressors	1	6.7	78	0.48
Demolition-Rehabilitation	Concrete/Industrial Saws	2	6.7	81	0.73
Demolition-Rehabilitation	Excavators	0	8	157	0.57
Demolition-Rehabilitation	Other Construction Equipment	0	0	0	0
Demolition-Rehabilitation	Rubber Tired Dozers	0	8	358	0.59
Demolition-Rehabilitation	Tractors/Loaders/Backhoes	2	6.7	75	0.55
Demolition	Air Compressors	1	6.7	78	0.48
Demolition	Concrete/Industrial Saws	2	6.7	81	0.73
Demolition	Excavators	0	8	157	0.57
Demolition	Rubber Tired Dozers	1	4	358	0.59
Demolition	Scrapers	0	0	356	0.72
Demolition	Skid Steer Loaders	5	6.7	37	0.55
Demolition	Tractors/Loaders/Backhoes	2	6.7	75	0.55
Renovate Existing Buildings	Air Compressors	1	6.7	78	0.48
Renovate Existing Buildings	Cranes	1	4	208	0.43
Renovate Existing Buildings	Forklifts	1	6.7	149	0.3
Renovate Existing Buildings	Generator Sets	0	8	84	0.74
Renovate Existing Buildings	Tractors/Loaders/Backhoes	1	4	75	0.55
Renovate Existing Buildings	Welders	2	6.7	46	0.45
Grading	Bore/Drill Rigs	2	6.7	82	0.75
Grading	Excavators	2	8	157	0.57
Grading	Graders	0	4	162	0.61
Grading	Rollers	1	4	84	0.56
Grading	Rubber Tired Dozers	0	8	358	0.59
Grading	Sweepers/Scrubbers	0	2	88	0.68
Grading	Tractors/Loaders/Backhoes	2	8	75	0.55
Grading	Trenchers	1	6.7	69	0.75
Site Preparation	Cranes	1	6.7	208	0.43
Site Preparation	Pumps	1	4	84	0.74
Site Preparation	Rubber Tired Dozers	0	8	358	0.59
Site Preparation	Sweepers/Scrubbers	0	0	88	0.68
Site Preparation	Tractors/Loaders/Backhoes	0	8	75	0.55
Site Preparation	Tractors/Loaders/Backhoes	2	6.7	75	0.55
Site Preparation	Welders	2	6.7	46	0.45
Building Construction	Air Compressors	1	6.7	78	0.48
Building Construction	Cranes	2	6.7	208	0.43
Building Construction	Forklifts	2	6.7	149	0.3
Building Construction	Generator Sets	0	8	84	0.74
Building Construction	Pumps	1	6.7	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	7	75	0.55
Building Construction	Welders	1	6.7	46	0.45
Architectural Coating	Air Compressors	1	6.7	78	0.48
Paving	Pavers	0	8	89	0.62
Paving	Paving Equipment	1	6.7	82	0.53
Paving	Rollers	0	8	84	0.56
Paving	Skid Steer Loaders	2	6.7	37	0.55
Paving	Tractors/Loaders/Backhoes	1	6.7	75	0.55
Paving	Trenchers	1	6.7	69	0.75

tblTripsAndVMT

PhaseName	WorkerTripNumber	VendorTripNumber	HaulingTripNumber	WorkerTripLength	VendorTripLength	HaulingTripLength	WorkerVehicleCla	VendorVehicleClass	HaulingVehicleClass
Demolition-Rehabilitation	30	0	300	12.7	7.4	20	LD_Mix	HDT_Mix	HHDT
Demolition	30	0	300	12.7	7.4	20	LD_Mix	HDT_Mix	HHDT
Renovate Existing Buildings	60	10	0	12.7	7.4	20	LD_Mix	HDT_Mix	HHDT
Grading	20	0	15243	12.7	7.4	20	LD_Mix	HDT_Mix	HHDT
Site Preparation	15	45	0	12.7	7.4	20	LD_Mix	HDT_Mix	HHDT
Building Construction	360	100	0	12.7	7.4	20	LD_Mix	HDT_Mix	HHDT
Architectural Coating	60	0	0	12.7	7.4	20	LD_Mix	HDT_Mix	HHDT
Paving	13	10	0	12.7	7.4	20	LD_Mix	HDT_Mix	HHDT

tblVehicleTrips

PhaseName	WorkerPercentPave	VendorPercentPave	HaulingPercentPave	RoadSiltLoading	MaterialSiltContent	MaterialMoistureCo	AverageVehicleW	MeanVehicleSpeed

tblProjectCharacteristics

Demolition-Rehabilitation	100	100	100	0.02	8.5	0.5	2.4	40
Demolition	100	100	100	0.02	8.5	0.5	2.4	40
Renovate Existing Buildings	100	100	100	0.02	8.5	0.5	2.4	40
Grading	100	100	100	0.02	8.5	0.5	2.4	40
Site Preparation	100	100	100	0.02	8.5	0.5	2.4	40
Building Construction	100	100	100	0.02	8.5	0.5	2.4	40
Architectural Coating	100	100	100	0.02	8.5	0.5	2.4	40
Paving	100	100	100	0.02	8.5	0.5	2.4	40

PhaseName	DemolitionSizeMetric	DemolitionUnitAmount
Demolition-Rehabilitation	Building Square Footage	30000
Demolition	Building Square Footage	30723

PhaseName	MaterialImported	MaterialExported	GradingSizeMetric	ImportExportPhased	MeanVehicleSpeed	AcresOfGrading	MaterialMoistureC	MaterialMoistureContentTruckLoading	MaterialSiltContent
Grading	0	243890	Cubic Yards	0	7.1	5	7.9	12	6.9
Site Preparation	0	0		0	7.1	0	7.9	12	6.9

PhaseName	ArchitecturalCoatingStartDate	ArchitecturalCoatingE	EF_Residential_Inter	ConstArea_Residential_	EF_Residential_Exteri	ConstArea_Reside	EF_Nonresidentia	ConstArea_Nonresidential_Interior	EF_Nonresidential_I	ConstArea_Nonres
Architectural Coating	2008/07/01	3000/12/31	50	405000	100	135000	250	719250	250	239750

VehicleTripsLandUseSubType	VehicleTripsLandUseSizeMetric	WD_TR	ST_TR	SU_TR	HW_TL	HS_TL	HO_TL	CC_TL	CW_TL	CNW_TL
Apartments Mid Rise	Dwelling Unit	5.37	5.83	4.95	12.7	7	9.5	0	0	0
Fast Food Restaurant w/o Drive	1000sqft	274	266.35	191.34	0	0	0	13.3	8.9	7.4
General Office Building	1000sqft	7.73	1.66	0.69	0	0	0	13.3	8.9	7.4
Health Club	1000sqft	19.6	12.42	15.91	0	0	0	13.3	8.9	7.4
High Turnover (Sit Down Restau	1000sqft	77.79	96.89	80.66	0	0	0	13.3	8.9	7.4
Strip Mall	1000sqft	18.36	17.42	8.47	0	0	0	13.3	8.9	7.4

EnergyUseLandUseSubType	T24E	NT24E	LightingElect	T24NG	NT24NG
Apartments Mid Rise	239.97	2392.12	805.7	11281.92	1980.9
Fast Food Restaurant w/o Drive	9.91	28.16	8.84	45.23	187.78
General Office Building	5.62	4.62	4.29	10.54	0.39
Health Club	2.75	5.75	3.55	14.36	4.45
High Turnover (Sit Down Restau	9.91	28.16	8.84	45.23	187.78
Strip Mall	4.9	3.23	7.04	1.21	0.49

WaterLandUseSubType	WaterLandUseSizeMetric	IndoorWaterUseRate	OutdoorWaterUseRa	ElectricityIntensityFacto	ElectricityIntensityFac	ElectricityIntensityI	ElectricityIntensit	SepticTankPercent
Apartments Mid Rise	Dwelling Unit	13030805.12	8215072.8	9727	111	1272	1911	10
Fast Food Restaurant w/o Drive	1000sqft	607067.42	38748.98	9727	111	1272	1911	10
General Office Building	1000sqft	75092508.53	46024440.71	9727	111	1272	1911	10
Health Club	1000sqft	887147.16	543735.36	9727	111	1272	1911	10
High Turnover (Sit Down Restau	1000sqft	7133042.24	455300.57	9727	111	1272	1911	10
Strip Mall	1000sqft	1222196.6	749088.24	9727	111	1272	1911	10

SolidWasteLandUseSubType	SolidWasteLandUseSizeMetric	SolidWasteGeneratio	LandfillNoGasCaptu	LandfillCaptureGasFlare	LandfillCaptureGasEnergyRecovery
Apartments Mid Rise	Dwelling Unit	92	6	94	0
Fast Food Restaurant w/o Drive	1000sqft	23.04	6	94	0
General Office Building	1000sqft	392.93	6	94	0
Health Club	1000sqft	85.5	6	94	0
High Turnover (Sit Down Restau	1000sqft	279.65	6	94	0
Strip Mall	1000sqft	17.32	6	94	0

ExceedTitle24Check	ExceedTitle24CheckPercentImprovem	InstallHighEfficiencyL	InstallHighEfficiency	OnSiteRenewableEnergy	KwhGeneratedCheck	KwhGenerated	PercentOfElectric	PercentOfElectricityUseGenerated
1	15	1	15	0	0	0	0	0

ApplyWaterConservationStrat	ApplyWaterConservationStrategyPerc	ApplyWaterConserva	UseReclaimedWater	PercentOutdoorReclaim	PercentIndoorReclaim	UseGreyWaterChe	PercentOutdoorG	PercentIndoorGreyWaterUse
1	20	20	0	0	0	0	0	0

tblProjectCharacteristics

ProjectName	LocationScope	EMFAC_ID	WindSpeed	PrecipitationFrequency	ClimateZone	UrbanizationLevel	OperationalYear	UtilityCompany	TotalPopulation	TotalLotAcreage
CBS Addendum BAU	C	LASC	2.2	33	11	Urban	2016	Los Angeles Department of Water & Power	454	5.1

LandUseType	LandUseSubType	LandUseUnitAmount	LandUseSizeMetric	LotAcreage	LandUseSquareFeet	Population
Commercial	General Office Building	422.5	1000sqft	2.5	422500	0
Recreational	Fast Food Restaurant w/o Drive Thru	2	1000sqft	0.05	2000	0
Recreational	Health Club	15	1000sqft	0.15	15000	0
Recreational	High Turnover (Sit Down Restaurant)	23.5	1000sqft	0.1	23500	0
Residential	Apartments Mid Rise	200	Dwelling Unit	2	200000	454
Retail	Strip Mall	16.5	1000sqft	0.3	16500	0

VehicleTripsLandUseSubType	VehicleTripsLandUseSizeMetric	WD_TR	ST_TR	SU_TR	HW_TL	HS_TL	HO_TL	CC_TL	CW_TL	CNW_TL
Apartments Mid Rise	Dwelling Unit	6.65	7.23	6.13	12.7	7	9.5	0	0	0
Fast Food Restaurant w/o Drive	1000sqft	685.5	666.35	478.7	0	0	0	13.3	8.9	7.4
General Office Building	1000sqft	9.58	2.06	0.85	0	0	0	13.3	8.9	7.4
Health Club	1000sqft	32.93	20.87	26.73	0	0	0	13.3	8.9	7.4
High Turnover (Sit Down Restau	1000sqft	118.51	147.61	122.88	0	0	0	13.3	8.9	7.4
Strip Mall	1000sqft	37.94	35.99	17.49	0	0	0	13.3	8.9	7.4

EnergyUseLandUseSubType	T24E	NT24E	LightingElect	T24NG	NT24NG
Apartments Mid Rise	239.97	2392.12	805.7	11281.92	1980.9
Fast Food Restaurant w/o Drive	9.91	28.16	8.84	45.23	187.78
General Office Building	5.62	4.62	4.29	10.54	0.39
Health Club	2.75	5.75	3.55	14.36	4.45
High Turnover (Sit Down Restau	9.91	28.16	8.84	45.23	187.78
Strip Mall	4.9	3.23	7.04	1.21	0.49

WaterLandUseSubType	WaterLandUseSizeMetric	IndoorWaterUseRate	OutdoorWaterUseRa	ElectricityIntensityFacto	ElectricityIntensityFac	ElectricityIntensity	ElectricityIntensit	SepticTankPercent
Apartments Mid Rise	Dwelling Unit	13030805.12	8215072.8	9727	111	1272	1911	10
Fast Food Restaurant w/o Drive	1000sqft	607067.42	38748.98	9727	111	1272	1911	10
General Office Building	1000sqft	75092508.53	46024440.71	9727	111	1272	1911	10
Health Club	1000sqft	887147.16	543735.36	9727	111	1272	1911	10
High Turnover (Sit Down Restau	1000sqft	7133042.24	455300.57	9727	111	1272	1911	10
Strip Mall	1000sqft	1222196.6	749088.24	9727	111	1272	1911	10

SolidWasteLandUseSubType	SolidWasteLandUseSizeMetric	SolidWasteGeneratio	LandfillNoGasCaptu	LandfillCaptureGasFlare	LandfillCaptureGasEnergyRecovery
Apartments Mid Rise	Dwelling Unit	92	6	94	0
Fast Food Restaurant w/o Drive	1000sqft	23.04	6	94	0
General Office Building	1000sqft	392.93	6	94	0
Health Club	1000sqft	85.5	6	94	0
High Turnover (Sit Down Restau	1000sqft	279.65	6	94	0
Strip Mall	1000sqft	17.32	6	94	0

ExceedTitle24Check	ExceedTitle24CheckPercentImprovem	InstallHighEfficiencyL	InstallHighEfficiency	OnSiteRenewableEnergy	KwhGeneratedCheck	KwhGenerated	PercentOfElectric	PercentOfElectricityUseGenerated
1	0	1	0	0	0	0	0	0

ApplyWaterConservationStrat	ApplyWaterConservationStrategyPerc	ApplyWaterConserva	UseReclaimedWater	PercentOutdoorReclaim	PercentIndoorReclaim	UseGreyWaterChe	PercentOutdoorG	PercentIndoorGreyWaterUse
1	0	0	0	0	0	0	0	0

Appendix A.1.2

- CalEEMod Output Files
  - Project Maximum Daily
    - Summer
    - Winter
  - Annual
    - Project
    - BAU

CBS Addendum (Future With Project)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	422.5	1000sqft
Fast Food Restaurant w/o Drive Thru	2	1000sqft
Health Club	15	1000sqft
High Turnover (Sit Down Restaurant)	23.5	1000sqft
Apartments Mid Rise	200	Dwelling Unit
Strip Mall	16.5	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**		**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	11		2.2		
		Precipitation Freq (Days)			
			33		

1.3 User Entered Comments

Project Characteristics -

Land Use - Site Specific

Construction Phase - Site Specific Data

Off-road Equipment - Site Specific Data

Off-road Equipment - Site Specific Data

Off-road Equipment - Site Specific Data

Off-road Equipment - Site Specific Data

Off-road Equipment - Site Specific Data

Off-road Equipment - Site Specific Data

Off-road Equipment - Site Specific Data

Off-road Equipment - Site Specific Data

Off-road Equipment - Site Specific Data

Trips and VMT - Site Specific Data

On-road Fugitive Dust - http://www.arb.ca.gov/ei/areasrc/PMSJVPavedRoadMethod2003.pdf (freeway)

Demolition - Site Specific Data

Grading - Site Specific Data

Vehicle Trips - Site Specific Traffic Study and used ratio for weekend

Road Dust -

Woodstoves - Site Specific

Construction Off-road Equipment Mitigation -

Energy Mitigation -

Water Mitigation -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	17.89	142.84	97.10	0.21	32.62	7.62	40.24	0.56	7.62	8.18						21,134.17
2014	7.49	44.38	51.19	0.11	0.83	2.48	3.06	0.28	2.48	2.56						10,596.66
2015	72.33	43.67	54.03	0.12	0.94	2.31	3.25	0.31	2.31	2.62						11,570.10
2016	74.07	54.60	63.50	0.14	0.98	3.13	4.11	0.33	3.13	3.46						13,426.77
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	17.89	142.84	97.10	0.21	32.40	7.62	40.03	0.53	7.62	8.15						21,134.17
2014	7.49	44.38	51.19	0.11	0.83	2.48	3.06	0.28	2.48	2.56						10,596.66
2015	72.33	43.67	54.03	0.12	0.94	2.31	3.25	0.31	2.31	2.62						11,570.10
2016	74.07	54.60	63.50	0.14	0.98	3.13	4.11	0.33	3.13	3.46						13,426.77
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.46	0.20	16.93	0.00		0.00	0.09		0.00	0.09						30.72
Energy	0.40	3.59	2.74	0.02		0.00	0.28		0.00	0.28						4,385.09
Mobile	35.92	86.40	345.13	0.68	70.75	4.04	74.78	2.45	4.04	6.49						65,501.94
Total	**53.78**	**90.19**	**364.80**	**0.70**	**70.75**	**4.04**	**75.15**	**2.45**	**4.04**	**6.86**						**69,917.75**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.46	0.20	16.93	0.00		0.00	0.09		0.00	0.09						30.72
Energy	0.36	3.27	2.50	0.02		0.00	0.25		0.00	0.25						3,991.17
Mobile	35.92	86.40	345.13	0.68	70.75	4.04	74.78	2.45	4.04	6.49						65,501.94
Total	**53.74**	**89.87**	**364.56**	**0.70**	**70.75**	**4.04**	**75.12**	**2.45**	**4.04**	**6.83**						**69,523.83**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition-Rehabilitation - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.45	0.00	0.45	0.00	0.00	0.00						0.00
Off-Road	2.89	18.98	13.35	0.02		1.60	1.60		1.60	1.60						2,003.13
Total	**2.89**	**18.98**	**13.35**	**0.02**	**0.45**	**1.60**	**2.05**	**0.00**	**1.60**	**1.60**						**2,003.13**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.26	2.53	1.46	0.00	0.64	0.11	0.75	0.01	0.11	0.13						388.70

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Worker	0.20	0.20	2.33	0.00	0.06	0.02	0.07	0.02	0.02	0.03						385.94
Total	**0.46**	**2.73**	**3.79**	**0.00**	**0.70**	**0.13**	**0.82**	**0.03**	**0.13**	**0.16**						**774.64**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.18	0.00	0.18	0.00	0.00	0.00						0.00
Off-Road	2.89	18.98	13.35	0.02		1.60	1.60		1.60	1.60						2,003.13
Total	**2.89**	**18.98**	**13.35**	**0.02**	**0.18**	**1.60**	**1.78**	**0.00**	**1.60**	**1.60**						**2,003.13**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.26	2.53	1.46	0.00	0.64	0.11	0.75	0.01	0.11	0.13						388.70
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Worker	0.20	0.20	2.33	0.00	0.06	0.02	0.07	0.02	0.02	0.03						385.94
Total	**0.46**	**2.73**	**3.79**	**0.00**	**0.70**	**0.13**	**0.82**	**0.03**	**0.13**	**0.16**						**774.64**

3.3 Demolition - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.84	0.00	0.84	0.00	0.00	0.00						0.00
Off-Road	5.90	37.50	26.60	0.04		2.57	2.57		2.57	2.57						3,919.71
Total	**5.90**	**37.50**	**26.60**	**0.04**	**0.84**	**2.57**	**3.41**	**0.00**	**2.57**	**2.57**						**3,919.71**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.48	4.57	2.64	0.01	0.65	0.20	0.85	0.02	0.20	0.23						701.81
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Worker	0.20	0.20	2.33	0.00	0.06	0.02	0.07	0.02	0.02	0.03						385.94
Total	**0.68**	**4.77**	**4.97**	**0.01**	**0.71**	**0.22**	**0.92**	**0.04**	**0.22**	**0.26**						**1,087.75**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.33	0.00	0.33	0.00	0.00	0.00						0.00
Off-Road	5.90	37.50	26.60	0.04		2.57	2.57		2.57	2.57						3,919.71
Total	**5.90**	**37.50**	**26.60**	**0.04**	**0.33**	**2.57**	**2.90**	**0.00**	**2.57**	**2.57**						**3,919.71**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.48	4.57	2.64	0.01	0.65	0.20	0.85	0.02	0.20	0.23						701.81
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Worker	0.20	0.20	2.33	0.00	0.06	0.02	0.07	0.02	0.02	0.03						385.94
Total	**0.68**	**4.77**	**4.97**	**0.01**	**0.71**	**0.22**	**0.92**	**0.04**	**0.22**	**0.26**						**1,087.75**

3.4 Renovate Existing Buildings - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.90	15.30	10.61	0.02		1.07	1.07		1.07	1.07						1,695.89
Total	**2.90**	**15.30**	**10.61**	**0.02**		**1.07**	**1.07**		**1.07**	**1.07**						**1,695.89**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	0.16	1.69	1.10	0.00	0.01	0.06	0.08	0.01	0.06	0.07						276.92
Worker	0.40	0.40	4.67	0.01	0.11	0.03	0.14	0.03	0.03	0.07						771.88
Total	**0.56**	**2.09**	**5.77**	**0.01**	**0.12**	**0.09**	**0.22**	**0.04**	**0.09**	**0.14**						**1,048.80**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.90	15.30	10.61	0.02		1.07	1.07		1.07	1.07						1,695.89
Total	**2.90**	**15.30**	**10.61**	**0.02**		**1.07**	**1.07**		**1.07**	**1.07**						**1,695.89**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	0.16	1.69	1.10	0.00	0.01	0.06	0.08	0.01	0.06	0.07						276.92
Worker	0.40	0.40	4.67	0.01	0.11	0.03	0.14	0.03	0.03	0.07						771.88
Total	**0.56**	**2.09**	**5.77**	**0.01**	**0.12**	**0.09**	**0.22**	**0.04**	**0.09**	**0.14**						**1,048.80**

3.4 Renovate Existing Buildings - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.65	14.24	10.39	0.02		0.96	0.96		0.96	0.96						1,695.43
Total	**2.65**	**14.24**	**10.39**	**0.02**		**0.96**	**0.96**		**0.96**	**0.96**						**1,695.43**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	0.15	1.54	0.99	0.00	0.01	0.05	0.07	0.01	0.05	0.06						277.46
Worker	0.37	0.36	4.31	0.01	0.11	0.03	0.15	0.03	0.03	0.07						759.36
Total	**0.52**	**1.90**	**5.30**	**0.01**	**0.12**	**0.08**	**0.22**	**0.04**	**0.08**	**0.13**						**1,036.82**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Off-Road	2.65	14.24	10.39	0.02		0.96	0.96		0.96	0.96						1,695.43
Total	**2.65**	**14.24**	**10.39**	**0.02**		**0.96**	**0.96**		**0.96**	**0.96**						**1,695.43**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	0.15	1.54	0.99	0.00	0.01	0.05	0.07	0.01	0.05	0.06						277.46
Worker	0.37	0.36	4.31	0.01	0.11	0.03	0.15	0.03	0.03	0.07						759.36
Total	**0.52**	**1.90**	**5.30**	**0.01**	**0.12**	**0.08**	**0.22**	**0.04**	**0.08**	**0.13**						**1,036.82**

3.5 Grading - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.35	0.00	0.35	0.04	0.00	0.04						0.00
Off-Road	4.88	35.44	27.32	0.05		2.43	2.43		2.43	2.43						4,328.71
Total	**4.88**	**35.44**	**27.32**	**0.05**	**0.35**	**2.43**	**2.78**	**0.04**	**2.43**	**2.47**						**4,328.71**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.41	89.88	51.85	0.13	32.10	4.02	36.12	0.46	4.02	4.48						13,803.48
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Worker	0.13	0.13	1.56	0.00	0.04	0.01	0.05	0.01	0.01	0.02						257.29
Total	**9.54**	**90.01**	**53.41**	**0.13**	**32.14**	**4.03**	**36.17**	**0.47**	**4.03**	**4.50**						**14,060.77**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.14	0.00	0.14	0.02	0.00	0.02						0.00
Off-Road	4.88	35.44	27.32	0.05		2.43	2.43		2.43	2.43						4,328.71
Total	**4.88**	**35.44**	**27.32**	**0.05**	**0.14**	**2.43**	**2.57**	**0.02**	**2.43**	**2.45**						**4,328.71**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.41	89.88	51.85	0.13	32.10	4.02	36.12	0.46	4.02	4.48						13,803.48
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Worker	0.13	0.13	1.56	0.00	0.04	0.01	0.05	0.01	0.01	0.02						257.29
Total	**9.54**	**90.01**	**53.41**	**0.13**	**32.14**	**4.03**	**36.17**	**0.47**	**4.03**	**4.50**						**14,060.77**

3.6 Site Preparation - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00						0.00
Off-Road	3.36	19.18	12.32	0.02		1.30	1.30		1.30	1.30						2,106.75

Total	**3.36**	**19.18**	**12.32**	**0.02**	**0.00**	**1.30**	**1.30**	**0.00**	**1.30**	**1.30**						**2,106.75**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	0.73	7.62	4.94	0.01	0.07	0.28	0.34	0.03	0.28	0.31						1,246.15
Worker	0.10	0.10	1.17	0.00	0.03	0.01	0.04	0.01	0.01	0.02						192.97
Total	**0.83**	**7.72**	**6.11**	**0.01**	**0.10**	**0.29**	**0.38**	**0.04**	**0.29**	**0.33**						**1,439.12**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00						0.00
Off-Road	3.36	19.18	12.32	0.02		1.30	1.30		1.30	1.30						2,106.75
Total	**3.36**	**19.18**	**12.32**	**0.02**	**0.00**	**1.30**	**1.30**	**0.00**	**1.30**	**1.30**						**2,106.75**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	0.73	7.62	4.94	0.01	0.07	0.28	0.34	0.03	0.28	0.31						1,246.15
Worker	0.10	0.10	1.17	0.00	0.03	0.01	0.04	0.01	0.01	0.02						192.97
Total	**0.83**	**7.72**	**6.11**	**0.01**	**0.10**	**0.29**	**0.38**	**0.04**	**0.29**	**0.33**						**1,439.12**

3.6 Site Preparation - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00						0.00
Off-Road	3.07	17.87	12.05	0.02		1.17	1.17		1.17	1.17						2,106.20
Total	**3.07**	**17.87**	**12.05**	**0.02**	**0.00**	**1.17**	**1.17**	**0.00**	**1.17**	**1.17**						**2,106.20**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	0.66	6.92	4.47	0.01	0.07	0.25	0.31	0.03	0.25	0.28						1,248.55
Worker	0.09	0.09	1.08	0.00	0.03	0.01	0.04	0.01	0.01	0.02						189.84
Total	**0.75**	**7.01**	**5.55**	**0.01**	**0.10**	**0.26**	**0.35**	**0.04**	**0.26**	**0.30**						**1,438.39**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00						0.00
Off-Road	3.07	17.87	12.05	0.02		1.17	1.17		1.17	1.17						2,106.20
Total	**3.07**	**17.87**	**12.05**	**0.02**	**0.00**	**1.17**	**1.17**	**0.00**	**1.17**	**1.17**						**2,106.20**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	0.66	6.92	4.47	0.01	0.07	0.25	0.31	0.03	0.25	0.28						1,248.55
Worker	0.09	0.09	1.08	0.00	0.03	0.01	0.04	0.01	0.01	0.02						189.84
Total	**0.75**	**7.01**	**5.55**	**0.01**	**0.10**	**0.26**	**0.35**	**0.04**	**0.26**	**0.30**						**1,438.39**

3.7 Building Construction - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.77	26.82	15.38	0.03		1.49	1.49		1.49	1.49						3,265.94
Total	**3.77**	**26.82**	**15.38**	**0.03**		**1.49**	**1.49**		**1.49**	**1.49**						**3,265.94**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	1.47	15.38	9.94	0.03	0.15	0.55	0.70	0.07	0.55	0.62						2,774.56
Worker	2.25	2.18	25.86	0.05	0.68	0.19	0.87	0.21	0.19	0.40						4,556.15
Total	**3.72**	**17.56**	**35.80**	**0.08**	**0.83**	**0.74**	**1.57**	**0.28**	**0.74**	**1.02**						**7,330.71**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.77	26.82	15.38	0.03		1.49	1.49		1.49	1.49						3,265.94
Total	**3.77**	**26.82**	**15.38**	**0.03**		**1.49**	**1.49**		**1.49**	**1.49**						**3,265.94**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	1.47	15.38	9.94	0.03	0.15	0.55	0.70	0.07	0.55	0.62						2,774.56
Worker	2.25	2.18	25.86	0.05	0.68	0.19	0.87	0.21	0.19	0.40						4,556.15
Total	**3.72**	**17.56**	**35.80**	**0.08**	**0.83**	**0.74**	**1.57**	**0.28**	**0.74**	**1.02**						**7,330.71**

3.7 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.48	24.51	15.14	0.03		1.34	1.34		1.34	1.34						3,265.45
Total	**3.48**	**24.51**	**15.14**	**0.03**		**1.34**	**1.34**		**1.34**	**1.34**						**3,265.45**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	1.33	13.97	8.98	0.03	0.15	0.49	0.64	0.07	0.49	0.56						2,781.26
Worker	2.10	1.99	23.81	0.05	0.68	0.20	0.88	0.21	0.20	0.40						4,464.47
Total	**3.43**	**15.96**	**32.79**	**0.08**	**0.83**	**0.69**	**1.52**	**0.28**	**0.69**	**0.96**						**7,245.73**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.48	24.51	15.14	0.03		1.34	1.34		1.34	1.34						3,265.45
Total	**3.48**	**24.51**	**15.14**	**0.03**		**1.34**	**1.34**		**1.34**	**1.34**						**3,265.45**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	1.33	13.97	8.98	0.03	0.15	0.49	0.64	0.07	0.49	0.56						2,781.26
Worker	2.10	1.99	23.81	0.05	0.68	0.20	0.88	0.21	0.20	0.40						4,464.47
Total	**3.43**	**15.96**	**32.79**	**0.08**	**0.83**	**0.69**	**1.52**	**0.28**	**0.69**	**0.96**						**7,245.73**

3.7 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.21	22.38	14.94	0.03		1.20	1.20		1.20	1.20						3,264.95
Total	**3.21**	**22.38**	**14.94**	**0.03**		**1.20**	**1.20**		**1.20**	**1.20**						**3,264.95**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	1.22	12.96	8.26	0.03	0.15	0.44	0.59	0.07	0.44	0.52						2,787.05
Worker	1.97	1.83	22.15	0.05	0.68	0.20	0.88	0.21	0.20	0.41						4,399.44
Total	**3.19**	**14.79**	**30.41**	**0.08**	**0.83**	**0.64**	**1.47**	**0.28**	**0.64**	**0.93**						**7,186.49**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.21	22.38	14.94	0.03		1.20	1.20		1.20	1.20						3,264.95
Total	**3.21**	**22.38**	**14.94**	**0.03**		**1.20**	**1.20**		**1.20**	**1.20**						**3,264.95**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	1.22	12.96	8.26	0.03	0.15	0.44	0.59	0.07	0.44	0.52						2,787.05
Worker	1.97	1.83	22.15	0.05	0.68	0.20	0.88	0.21	0.20	0.41						4,399.44
Total	**3.19**	**14.79**	**30.41**	**0.08**	**0.83**	**0.64**	**1.47**	**0.28**	**0.64**	**0.93**						**7,186.49**

3.8 Architectural Coating - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	64.62					0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.87	2.12	0.00		0.25	0.25		0.25	0.25						314.85
Total	**65.07**	**2.87**	**2.12**	**0.00**		**0.25**	**0.25**		**0.25**	**0.25**						**314.85**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Worker	0.35	0.33	3.97	0.01	0.11	0.03	0.15	0.03	0.03	0.07						744.08
Total	**0.35**	**0.33**	**3.97**	**0.01**	**0.11**	**0.03**	**0.15**	**0.03**	**0.03**	**0.07**						**744.08**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	64.62					0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.87	2.12	0.00		0.25	0.25		0.25	0.25						314.85
Total	**65.07**	**2.87**	**2.12**	**0.00**		**0.25**	**0.25**		**0.25**	**0.25**						**314.85**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Worker	0.35	0.33	3.97	0.01	0.11	0.03	0.15	0.03	0.03	0.07						744.08
Total	**0.35**	**0.33**	**3.97**	**0.01**	**0.11**	**0.03**	**0.15**	**0.03**	**0.03**	**0.07**						**744.08**

3.8 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	64.62					0.00	0.00		0.00	0.00						0.00
Off-Road	0.41	2.65	2.10	0.00		0.22	0.22		0.22	0.22						314.77
Total	**65.03**	**2.65**	**2.10**	**0.00**		**0.22**	**0.22**		**0.22**	**0.22**						**314.77**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Worker	0.33	0.31	3.69	0.01	0.11	0.03	0.15	0.03	0.03	0.07						733.24
Total	**0.33**	**0.31**	**3.69**	**0.01**	**0.11**	**0.03**	**0.15**	**0.03**	**0.03**	**0.07**						**733.24**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	64.62					0.00	0.00		0.00	0.00						0.00
Off-Road	0.41	2.65	2.10	0.00		0.22	0.22		0.22	0.22						314.77
Total	**65.03**	**2.65**	**2.10**	**0.00**		**0.22**	**0.22**		**0.22**	**0.22**						**314.77**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Worker	0.33	0.31	3.69	0.01	0.11	0.03	0.15	0.03	0.03	0.07						733.24
Total	**0.33**	**0.31**	**3.69**	**0.01**	**0.11**	**0.03**	**0.15**	**0.03**	**0.03**	**0.07**						**733.24**

3.9 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.11	13.11	10.74	0.02		0.98	0.98		0.98	0.98						1,489.74
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**2.11**	**13.11**	**10.74**	**0.02**		**0.98**	**0.98**		**0.98**	**0.98**						**1,489.74**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	0.12	1.30	0.83	0.00	0.01	0.04	0.06	0.01	0.04	0.05						278.70
Worker	0.07	0.07	0.80	0.00	0.02	0.01	0.03	0.01	0.01	0.01						158.87
Total	**0.19**	**1.37**	**1.63**	**0.00**	**0.03**	**0.05**	**0.09**	**0.02**	**0.05**	**0.06**						**437.57**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.11	13.11	10.74	0.02		0.98	0.98		0.98	0.98						1,489.74
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**2.11**	**13.11**	**10.74**	**0.02**		**0.98**	**0.98**		**0.98**	**0.98**						**1,489.74**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	0.12	1.30	0.83	0.00	0.01	0.04	0.06	0.01	0.04	0.05						278.70
Worker	0.07	0.07	0.80	0.00	0.02	0.01	0.03	0.01	0.01	0.01						158.87
Total	**0.19**	**1.37**	**1.63**	**0.00**	**0.03**	**0.05**	**0.09**	**0.02**	**0.05**	**0.06**						**437.57**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	35.92	86.40	345.13	0.68	70.75	4.04	74.78	2.45	4.04	6.49						65,501.94
Unmitigated	35.92	86.40	345.13	0.68	70.75	4.04	74.78	2.45	4.04	6.49						65,501.94
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,074.00	1,166.00	990.00	3,580,843	3,580,843
Fast Food Restaurant w/o Drive Thru	548.00	532.70	382.68	1,389,499	1,389,499
General Office Building	3,265.93	701.35	291.53	7,902,746	7,902,746
Health Club	294.00	186.30	238.65	696,695	696,695
High Turnover (Sit Down Restaurant)	1,828.07	2,276.92	1895.51	3,462,076	3,462,076
Strip Mall	302.94	287.43	139.76	637,346	637,346
Total	7,312.93	5,150.70	3,938.12	17,669,205	17,669,205

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Apartments Mid Rise	12.70	7.00	9.50	40.20	19.20	40.60
Fast Food Restaurant w/o Drive Thru	8.90	13.30	7.40	1.50	79.50	19.00
General Office Building	8.90	13.30	7.40	33.00	48.00	19.00
Health Club	8.90	13.30	7.40	16.90	64.10	19.00
High Turnover (Sit Down Restaurant)	8.90	13.30	7.40	8.50	72.50	19.00
Strip Mall	8.90	13.30	7.40	16.60	64.40	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.36	3.27	2.50	0.02		0.00	0.25		0.00	0.25						3,991.17
NaturalGas Unmitigated	0.40	3.59	2.74	0.02		0.00	0.28		0.00	0.28						4,385.09
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Apartments Mid Rise	7267.3	0.08	0.67	0.28	0.00		0.00	0.05		0.00	0.05						860.18
Fast Food Restaurant w/o	1276.77	0.01	0.13	0.11	0.00		0.00	0.01		0.00	0.01						151.12
General Office Building	12651.8	0.14	1.24	1.04	0.01		0.00	0.09		0.00	0.09						1,497.51
Health Club	773.014	0.01	0.08	0.06	0.00		0.00	0.01		0.00	0.01						91.50
High Turnover (Sit Down Restaurant)	15002	0.16	1.47	1.24	0.01		0.00	0.11		0.00	0.11						1,775.68
Strip Mall	76.8493	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00						9.10
Total		**0.40**	**3.60**	**2.74**	**0.02**		**0.00**	**0.27**		**0.00**	**0.27**						**4,385.09**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Apartments Mid Rise	6.34002	0.07	0.58	0.25	0.00		0.00	0.05		0.00	0.05						750.42
Fast Food Restaurant w/o	1.23959	0.01	0.12	0.10	0.00		0.00	0.01		0.00	0.01						146.72
General Office Building	10.8218	0.12	1.06	0.89	0.01		0.00	0.08		0.00	0.08						1,280.90
Health Club	0.684493	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01						81.02
High Turnover (Sit Down Restaurant)	14.5652	0.16	1.43	1.20	0.01		0.00	0.11		0.00	0.11						1,723.98
Strip Mall	0.0686445	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00						8.12
Total		**0.37**	**3.27**	**2.51**	**0.02**		**0.00**	**0.26**		**0.00**	**0.26**						**3,991.16**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	17.46	0.20	16.93	0.00		0.00	0.09		0.00	0.09						30.72
Unmitigated	17.46	0.20	16.93	0.00		0.00	0.09		0.00	0.09						30.72
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.47					0.00	0.00		0.00	0.00						0.00
Consumer Products	13.45					0.00	0.00		0.00	0.00						0.00
Hearth	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00						0.00
Landscaping	0.53	0.20	16.93	0.00		0.00	0.09		0.00	0.09						30.72
Total	**17.45**	**0.20**	**16.93**	**0.00**		**0.00**	**0.09**		**0.00**	**0.09**						**30.72**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.47					0.00	0.00		0.00	0.00						0.00
Consumer Products	13.45					0.00	0.00		0.00	0.00						0.00
Hearth	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00						0.00
Landscaping	0.53	0.20	16.93	0.00		0.00	0.09		0.00	0.09						30.72
Total	**17.45**	**0.20**	**16.93**	**0.00**		**0.00**	**0.09**		**0.00**	**0.09**						**30.72**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

CBS Addendum (Future with Project)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	422.5	1000sqft
Fast Food Restaurant w/o Drive Thru	2	1000sqft
Health Club	15	1000sqft
High Turnover (Sit Down Restaurant)	23.5	1000sqft
Apartments Mid Rise	200	Dwelling Unit
Strip Mall	16.5	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**		**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	11		2.2		
		Precipitation Freq (Days)			
			33		

1.3 User Entered Comments

Project Characteristics -

Land Use - Site Specific

Construction Phase - Site Specific Data

Off-road Equipment - Site Specific Data

Off-road Equipment - Site Specific Data

Off-road Equipment - Site Specific Data

Off-road Equipment - Site Specific Data

Off-road Equipment - Site Specific Data

Off-road Equipment - Site Specific Data

Off-road Equipment - Site Specific Data

Off-road Equipment - Site Specific Data

Off-road Equipment - Site Specific Data

Trips and VMT - Site Specific Data

On-road Fugitive Dust - http://www.arb.ca.gov/ei/areasrc/PMSJVPavedRoadMethod2003.pdf (freeway)

Demolition - Site Specific Data

Grading - Site Specific Data

Vehicle Trips - Site Specific Traffic Study and used ratio for weekend

Road Dust -

Woodstoves - Site Specific

Construction Off-road Equipment Mitigation -

Energy Mitigation -

Water Mitigation -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	18.16	147.93	100.76	0.21	32.62	7.66	40.28	0.56	7.66	8.21						20,992.59
2014	7.76	45.41	51.10	0.10	0.83	2.48	3.07	0.28	2.48	2.56						10,241.55
2015	72.60	44.61	53.73	0.11	0.94	2.32	3.26	0.31	2.32	2.63						11,165.96
2016	74.34	55.48	63.30	0.14	0.98	3.14	4.12	0.33	3.14	3.47						13,013.92
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2013	18.16	147.93	100.76	0.21	32.40	7.66	40.06	0.53	7.66	8.19						20,992.59
2014	7.76	45.41	51.10	0.10	0.83	2.48	3.07	0.28	2.48	2.56						10,241.55
2015	72.60	44.61	53.73	0.11	0.94	2.32	3.26	0.31	2.32	2.63						11,165.96
2016	74.34	55.48	63.30	0.14	0.98	3.14	4.12	0.33	3.14	3.47						13,013.92
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.46	0.20	16.93	0.00		0.00	0.09		0.00	0.09						30.72
Energy	0.40	3.59	2.74	0.02		0.00	0.28		0.00	0.28						4,385.09
Mobile	38.35	92.38	342.42	0.63	70.75	4.08	74.82	2.45	4.08	6.53						61,595.33
Total	**56.21**	**96.17**	**362.09**	**0.65**	**70.75**	**4.08**	**75.19**	**2.45**	**4.08**	**6.90**						**66,011.14**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.46	0.20	16.93	0.00		0.00	0.09		0.00	0.09						30.72
Energy	0.36	3.27	2.50	0.02		0.00	0.25		0.00	0.25						3,991.17
Mobile	38.35	92.38	342.42	0.63	70.75	4.08	74.82	2.45	4.08	6.53						61,595.33
Total	**56.17**	**95.85**	**361.85**	**0.65**	**70.75**	**4.08**	**75.16**	**2.45**	**4.08**	**6.87**						**65,617.22**

3.0 Construction Detail

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition-Rehabilitation - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.45	0.00	0.45	0.00	0.00	0.00						0.00
Off-Road	2.89	18.98	13.35	0.02		1.60	1.60		1.60	1.60						2,003.13
Total	**2.89**	**18.98**	**13.35**	**0.02**	**0.45**	**1.60**	**2.05**	**0.00**	**1.60**	**1.60**						**2,003.13**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.27	2.67	1.57	0.00	0.64	0.11	0.75	0.01	0.11	0.13						386.89

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Worker	0.22	0.23	2.21	0.00	0.06	0.02	0.07	0.02	0.02	0.03						357.56
Total	**0.49**	**2.90**	**3.78**	**0.00**	**0.70**	**0.13**	**0.82**	**0.03**	**0.13**	**0.16**						**744.45**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.18	0.00	0.18	0.00	0.00	0.00						0.00
Off-Road	2.89	18.98	13.35	0.02		1.60	1.60		1.60	1.60						2,003.13
Total	**2.89**	**18.98**	**13.35**	**0.02**	**0.18**	**1.60**	**1.78**	**0.00**	**1.60**	**1.60**						**2,003.13**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.27	2.67	1.57	0.00	0.64	0.11	0.75	0.01	0.11	0.13						386.89
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Worker	0.22	0.23	2.21	0.00	0.06	0.02	0.07	0.02	0.02	0.03						357.56
Total	**0.49**	**2.90**	**3.78**	**0.00**	**0.70**	**0.13**	**0.82**	**0.03**	**0.13**	**0.16**						**744.45**

3.3 Demolition - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.84	0.00	0.84	0.00	0.00	0.00						0.00
Off-Road	5.90	37.50	26.60	0.04		2.57	2.57		2.57	2.57						3,919.71
Total	**5.90**	**37.50**	**26.60**	**0.04**	**0.84**	**2.57**	**3.41**	**0.00**	**2.57**	**2.57**						**3,919.71**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.49	4.82	2.83	0.01	0.65	0.21	0.85	0.02	0.21	0.23						698.56
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Worker	0.22	0.23	2.21	0.00	0.06	0.02	0.07	0.02	0.02	0.03						357.56
Total	**0.71**	**5.05**	**5.04**	**0.01**	**0.71**	**0.23**	**0.92**	**0.04**	**0.23**	**0.26**						**1,056.12**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.33	0.00	0.33	0.00	0.00	0.00						0.00
Off-Road	5.90	37.50	26.60	0.04		2.57	2.57		2.57	2.57						3,919.71
Total	**5.90**	**37.50**	**26.60**	**0.04**	**0.33**	**2.57**	**2.90**	**0.00**	**2.57**	**2.57**						**3,919.71**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.49	4.82	2.83	0.01	0.65	0.21	0.85	0.02	0.21	0.23						698.56
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Worker	0.22	0.23	2.21	0.00	0.06	0.02	0.07	0.02	0.02	0.03						357.56
Total	**0.71**	**5.05**	**5.04**	**0.01**	**0.71**	**0.23**	**0.92**	**0.04**	**0.23**	**0.26**						**1,056.12**

3.4 Renovate Existing Buildings - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.90	15.30	10.61	0.02		1.07	1.07		1.07	1.07						1,695.89
Total	**2.90**	**15.30**	**10.61**	**0.02**		**1.07**	**1.07**		**1.07**	**1.07**						**1,695.89**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	0.17	1.78	1.23	0.00	0.01	0.06	0.08	0.01	0.06	0.07						274.97
Worker	0.44	0.46	4.43	0.01	0.11	0.03	0.14	0.03	0.03	0.07						715.13
Total	**0.61**	**2.24**	**5.66**	**0.01**	**0.12**	**0.09**	**0.22**	**0.04**	**0.09**	**0.14**						**990.10**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.90	15.30	10.61	0.02		1.07	1.07		1.07	1.07						1,695.89
Total	**2.90**	**15.30**	**10.61**	**0.02**		**1.07**	**1.07**		**1.07**	**1.07**						**1,695.89**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	0.17	1.78	1.23	0.00	0.01	0.06	0.08	0.01	0.06	0.07						274.97
Worker	0.44	0.46	4.43	0.01	0.11	0.03	0.14	0.03	0.03	0.07						715.13
Total	**0.61**	**2.24**	**5.66**	**0.01**	**0.12**	**0.09**	**0.22**	**0.04**	**0.09**	**0.14**						**990.10**

3.4 Renovate Existing Buildings - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.65	14.24	10.39	0.02		0.96	0.96		0.96	0.96						1,695.43
Total	**2.65**	**14.24**	**10.39**	**0.02**		**0.96**	**0.96**		**0.96**	**0.96**						**1,695.43**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	0.16	1.61	1.13	0.00	0.01	0.06	0.07	0.01	0.06	0.06						275.45
Worker	0.41	0.42	4.07	0.01	0.11	0.03	0.15	0.03	0.03	0.07						703.52
Total	**0.57**	**2.03**	**5.20**	**0.01**	**0.12**	**0.09**	**0.22**	**0.04**	**0.09**	**0.13**						**978.97**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Off-Road	2.65	14.24	10.39	0.02		0.96	0.96		0.96	0.96						1,695.43
Total	**2.65**	**14.24**	**10.39**	**0.02**		**0.96**	**0.96**		**0.96**	**0.96**						**1,695.43**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	0.16	1.61	1.13	0.00	0.01	0.06	0.07	0.01	0.06	0.06						275.45
Worker	0.41	0.42	4.07	0.01	0.11	0.03	0.15	0.03	0.03	0.07						703.52
Total	**0.57**	**2.03**	**5.20**	**0.01**	**0.12**	**0.09**	**0.22**	**0.04**	**0.09**	**0.13**						**978.97**

3.5 Grading - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.35	0.00	0.35	0.04	0.00	0.04						0.00
Off-Road	4.88	35.44	27.32	0.05		2.43	2.43		2.43	2.43						4,328.71
Total	**4.88**	**35.44**	**27.32**	**0.05**	**0.35**	**2.43**	**2.78**	**0.04**	**2.43**	**2.47**						**4,328.71**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.63	94.80	55.70	0.13	32.10	4.05	36.15	0.46	4.05	4.51						13,739.52
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Worker	0.15	0.15	1.48	0.00	0.04	0.01	0.05	0.01	0.01	0.02						238.38
Total	**9.78**	**94.95**	**57.18**	**0.13**	**32.14**	**4.06**	**36.20**	**0.47**	**4.06**	**4.53**						**13,977.90**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.14	0.00	0.14	0.02	0.00	0.02						0.00
Off-Road	4.88	35.44	27.32	0.05		2.43	2.43		2.43	2.43						4,328.71
Total	**4.88**	**35.44**	**27.32**	**0.05**	**0.14**	**2.43**	**2.57**	**0.02**	**2.43**	**2.45**						**4,328.71**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	9.63	94.80	55.70	0.13	32.10	4.05	36.15	0.46	4.05	4.51						13,739.52
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Worker	0.15	0.15	1.48	0.00	0.04	0.01	0.05	0.01	0.01	0.02						238.38
Total	**9.78**	**94.95**	**57.18**	**0.13**	**32.14**	**4.06**	**36.20**	**0.47**	**4.06**	**4.53**						**13,977.90**

3.6 Site Preparation - 2013

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00						0.00
Off-Road	3.36	19.18	12.32	0.02		1.30	1.30		1.30	1.30						2,106.75

Total	**3.36**	**19.18**	**12.32**	**0.02**	**0.00**	**1.30**	**1.30**	**0.00**	**1.30**	**1.30**						**2,106.75**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	0.77	7.99	5.55	0.01	0.07	0.28	0.35	0.03	0.28	0.31						1,237.38
Worker	0.11	0.12	1.11	0.00	0.03	0.01	0.04	0.01	0.01	0.02						178.78
Total	**0.88**	**8.11**	**6.66**	**0.01**	**0.10**	**0.29**	**0.39**	**0.04**	**0.29**	**0.33**						**1,416.16**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00						0.00
Off-Road	3.36	19.18	12.32	0.02		1.30	1.30		1.30	1.30						2,106.75
Total	**3.36**	**19.18**	**12.32**	**0.02**	**0.00**	**1.30**	**1.30**	**0.00**	**1.30**	**1.30**						**2,106.75**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	0.77	7.99	5.55	0.01	0.07	0.28	0.35	0.03	0.28	0.31						1,237.38
Worker	0.11	0.12	1.11	0.00	0.03	0.01	0.04	0.01	0.01	0.02						178.78
Total	**0.88**	**8.11**	**6.66**	**0.01**	**0.10**	**0.29**	**0.39**	**0.04**	**0.29**	**0.33**						**1,416.16**

3.6 Site Preparation - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00						0.00
Off-Road	3.07	17.87	12.05	0.02		1.17	1.17		1.17	1.17						2,106.20
Total	**3.07**	**17.87**	**12.05**	**0.02**	**0.00**	**1.17**	**1.17**	**0.00**	**1.17**	**1.17**						**2,106.20**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	0.70	7.23	5.07	0.01	0.07	0.25	0.32	0.03	0.25	0.28						1,239.52
Worker	0.10	0.11	1.02	0.00	0.03	0.01	0.04	0.01	0.01	0.02						175.88
Total	**0.80**	**7.34**	**6.09**	**0.01**	**0.10**	**0.26**	**0.36**	**0.04**	**0.26**	**0.30**						**1,415.40**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.00	0.00	0.00	0.00	0.00	0.00						0.00
Off-Road	3.07	17.87	12.05	0.02		1.17	1.17		1.17	1.17						2,106.20
Total	**3.07**	**17.87**	**12.05**	**0.02**	**0.00**	**1.17**	**1.17**	**0.00**	**1.17**	**1.17**						**2,106.20**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	0.70	7.23	5.07	0.01	0.07	0.25	0.32	0.03	0.25	0.28						1,239.52
Worker	0.10	0.11	1.02	0.00	0.03	0.01	0.04	0.01	0.01	0.02						175.88
Total	**0.80**	**7.34**	**6.09**	**0.01**	**0.10**	**0.26**	**0.36**	**0.04**	**0.26**	**0.30**						**1,415.40**

3.7 Building Construction - 2014

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.77	26.82	15.38	0.03		1.49	1.49		1.49	1.49						3,265.94
Total	**3.77**	**26.82**	**15.38**	**0.03**		**1.49**	**1.49**		**1.49**	**1.49**						**3,265.94**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	1.55	16.06	11.27	0.03	0.15	0.56	0.71	0.07	0.56	0.63						2,754.50
Worker	2.44	2.53	24.45	0.04	0.68	0.19	0.87	0.21	0.19	0.40						4,221.11
Total	**3.99**	**18.59**	**35.72**	**0.07**	**0.83**	**0.75**	**1.58**	**0.28**	**0.75**	**1.03**						**6,975.61**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.77	26.82	15.38	0.03		1.49	1.49		1.49	1.49						3,265.94
Total	**3.77**	**26.82**	**15.38**	**0.03**		**1.49**	**1.49**		**1.49**	**1.49**						**3,265.94**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	1.55	16.06	11.27	0.03	0.15	0.56	0.71	0.07	0.56	0.63						2,754.50
Worker	2.44	2.53	24.45	0.04	0.68	0.19	0.87	0.21	0.19	0.40						4,221.11
Total	**3.99**	**18.59**	**35.72**	**0.07**	**0.83**	**0.75**	**1.58**	**0.28**	**0.75**	**1.03**						**6,975.61**

3.7 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.48	24.51	15.14	0.03		1.34	1.34		1.34	1.34						3,265.45
Total	**3.48**	**24.51**	**15.14**	**0.03**		**1.34**	**1.34**		**1.34**	**1.34**						**3,265.45**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	1.40	14.53	10.30	0.03	0.15	0.50	0.65	0.07	0.50	0.57						2,760.58
Worker	2.27	2.31	22.44	0.04	0.68	0.20	0.88	0.21	0.20	0.40						4,135.79
Total	**3.67**	**16.84**	**32.74**	**0.07**	**0.83**	**0.70**	**1.53**	**0.28**	**0.70**	**0.97**						**6,896.37**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.48	24.51	15.14	0.03		1.34	1.34		1.34	1.34						3,265.45
Total	**3.48**	**24.51**	**15.14**	**0.03**		**1.34**	**1.34**		**1.34**	**1.34**						**3,265.45**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	1.40	14.53	10.30	0.03	0.15	0.50	0.65	0.07	0.50	0.57						2,760.58
Worker	2.27	2.31	22.44	0.04	0.68	0.20	0.88	0.21	0.20	0.40						4,135.79
Total	**3.67**	**16.84**	**32.74**	**0.07**	**0.83**	**0.70**	**1.53**	**0.28**	**0.70**	**0.97**						**6,896.37**

3.7 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.21	22.38	14.94	0.03		1.20	1.20		1.20	1.20						3,264.95
Total	**3.21**	**22.38**	**14.94**	**0.03**		**1.20**	**1.20**		**1.20**	**1.20**						**3,264.95**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	1.28	13.43	9.55	0.03	0.15	0.45	0.60	0.07	0.45	0.52						2,765.79
Worker	2.14	2.13	20.80	0.04	0.68	0.20	0.88	0.21	0.20	0.41						4,075.63
Total	**3.42**	**15.56**	**30.35**	**0.07**	**0.83**	**0.65**	**1.48**	**0.28**	**0.65**	**0.93**						**6,841.42**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.21	22.38	14.94	0.03		1.20	1.20		1.20	1.20						3,264.95
Total	**3.21**	**22.38**	**14.94**	**0.03**		**1.20**	**1.20**		**1.20**	**1.20**						**3,264.95**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	1.28	13.43	9.55	0.03	0.15	0.45	0.60	0.07	0.45	0.52						2,765.79
Worker	2.14	2.13	20.80	0.04	0.68	0.20	0.88	0.21	0.20	0.41						4,075.63
Total	**3.42**	**15.56**	**30.35**	**0.07**	**0.83**	**0.65**	**1.48**	**0.28**	**0.65**	**0.93**						**6,841.42**

3.8 Architectural Coating - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	64.62					0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.87	2.12	0.00		0.25	0.25		0.25	0.25						314.85
Total	**65.07**	**2.87**	**2.12**	**0.00**		**0.25**	**0.25**		**0.25**	**0.25**						**314.85**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Worker	0.38	0.39	3.74	0.01	0.11	0.03	0.15	0.03	0.03	0.07						689.30
Total	**0.38**	**0.39**	**3.74**	**0.01**	**0.11**	**0.03**	**0.15**	**0.03**	**0.03**	**0.07**						**689.30**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	64.62					0.00	0.00		0.00	0.00						0.00
Off-Road	0.45	2.87	2.12	0.00		0.25	0.25		0.25	0.25						314.85
Total	**65.07**	**2.87**	**2.12**	**0.00**		**0.25**	**0.25**		**0.25**	**0.25**						**314.85**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Worker	0.38	0.39	3.74	0.01	0.11	0.03	0.15	0.03	0.03	0.07						689.30
Total	**0.38**	**0.39**	**3.74**	**0.01**	**0.11**	**0.03**	**0.15**	**0.03**	**0.03**	**0.07**						**689.30**

3.8 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	64.62					0.00	0.00		0.00	0.00						0.00
Off-Road	0.41	2.65	2.10	0.00		0.22	0.22		0.22	0.22						314.77
Total	**65.03**	**2.65**	**2.10**	**0.00**		**0.22**	**0.22**		**0.22**	**0.22**						**314.77**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Worker	0.36	0.36	3.47	0.01	0.11	0.03	0.15	0.03	0.03	0.07						679.27
Total	**0.36**	**0.36**	**3.47**	**0.01**	**0.11**	**0.03**	**0.15**	**0.03**	**0.03**	**0.07**						**679.27**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	64.62					0.00	0.00		0.00	0.00						0.00
Off-Road	0.41	2.65	2.10	0.00		0.22	0.22		0.22	0.22						314.77
Total	**65.03**	**2.65**	**2.10**	**0.00**		**0.22**	**0.22**		**0.22**	**0.22**						**314.77**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Worker	0.36	0.36	3.47	0.01	0.11	0.03	0.15	0.03	0.03	0.07						679.27
Total	**0.36**	**0.36**	**3.47**	**0.01**	**0.11**	**0.03**	**0.15**	**0.03**	**0.03**	**0.07**						**679.27**

3.9 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.11	13.11	10.74	0.02		0.98	0.98		0.98	0.98						1,489.74
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**2.11**	**13.11**	**10.74**	**0.02**		**0.98**	**0.98**		**0.98**	**0.98**						**1,489.74**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	0.13	1.34	0.96	0.00	0.01	0.05	0.06	0.01	0.05	0.05						276.58
Worker	0.08	0.08	0.75	0.00	0.02	0.01	0.03	0.01	0.01	0.01						147.18
Total	**0.21**	**1.42**	**1.71**	**0.00**	**0.03**	**0.06**	**0.09**	**0.02**	**0.06**	**0.06**						**423.76**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.11	13.11	10.74	0.02		0.98	0.98		0.98	0.98						1,489.74
Paving	0.00					0.00	0.00		0.00	0.00						0.00
Total	**2.11**	**13.11**	**10.74**	**0.02**		**0.98**	**0.98**		**0.98**	**0.98**						**1,489.74**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00						0.00
Vendor	0.13	1.34	0.96	0.00	0.01	0.05	0.06	0.01	0.05	0.05						276.58
Worker	0.08	0.08	0.75	0.00	0.02	0.01	0.03	0.01	0.01	0.01						147.18
Total	**0.21**	**1.42**	**1.71**	**0.00**	**0.03**	**0.06**	**0.09**	**0.02**	**0.06**	**0.06**						**423.76**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	38.35	92.38	342.42	0.63	70.75	4.08	74.82	2.45	4.08	6.53						61,595.33
Unmitigated	38.35	92.38	342.42	0.63	70.75	4.08	74.82	2.45	4.08	6.53						61,595.33
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,074.00	1,166.00	990.00	3,580,843	3,580,843
Fast Food Restaurant w/o Drive Thru	548.00	532.70	382.68	1,389,499	1,389,499
General Office Building	3,265.93	701.35	291.53	7,902,746	7,902,746
Health Club	294.00	186.30	238.65	696,695	696,695
High Turnover (Sit Down Restaurant)	1,828.07	2,276.92	1895.51	3,462,076	3,462,076
Strip Mall	302.94	287.43	139.76	637,346	637,346
Total	7,312.93	5,150.70	3,938.12	17,669,205	17,669,205

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Apartments Mid Rise	12.70	7.00	9.50	40.20	19.20	40.60
Fast Food Restaurant w/o Drive Thru	8.90	13.30	7.40	1.50	79.50	19.00
General Office Building	8.90	13.30	7.40	33.00	48.00	19.00
Health Club	8.90	13.30	7.40	16.90	64.10	19.00
High Turnover (Sit Down Restaurant)	8.90	13.30	7.40	8.50	72.50	19.00
Strip Mall	8.90	13.30	7.40	16.60	64.40	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.36	3.27	2.50	0.02		0.00	0.25		0.00	0.25						3,991.17
NaturalGas Unmitigated	0.40	3.59	2.74	0.02		0.00	0.28		0.00	0.28						4,385.09
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Apartments Mid Rise	7267.3	0.08	0.67	0.28	0.00		0.00	0.05		0.00	0.05						860.18
Fast Food Restaurant w/o	1276.77	0.01	0.13	0.11	0.00		0.00	0.01		0.00	0.01						151.12
General Office Building	12651.8	0.14	1.24	1.04	0.01		0.00	0.09		0.00	0.09						1,497.51
Health Club	773.014	0.01	0.08	0.06	0.00		0.00	0.01		0.00	0.01						91.50
High Turnover (Sit Down Restaurant)	15002	0.16	1.47	1.24	0.01		0.00	0.11		0.00	0.11						1,775.68
Strip Mall	76.8493	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00						9.10
Total		**0.40**	**3.60**	**2.74**	**0.02**		**0.00**	**0.27**		**0.00**	**0.27**						**4,385.09**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
Apartments Mid Rise	6.34002	0.07	0.58	0.25	0.00		0.00	0.05		0.00	0.05						750.42
Fast Food Restaurant w/o	1.23959	0.01	0.12	0.10	0.00		0.00	0.01		0.00	0.01						146.72
General Office Building	10.8218	0.12	1.06	0.89	0.01		0.00	0.08		0.00	0.08						1,280.90
Health Club	0.684493	0.01	0.07	0.06	0.00		0.00	0.01		0.00	0.01						81.02
High Turnover (Sit Down Restaurant)	14.5652	0.16	1.43	1.20	0.01		0.00	0.11		0.00	0.11						1,723.98
Strip Mall	0.0686445	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00						8.12
Total		**0.37**	**3.27**	**2.51**	**0.02**		**0.00**	**0.26**		**0.00**	**0.26**						**3,991.16**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	17.46	0.20	16.93	0.00		0.00	0.09		0.00	0.09						30.72
Unmitigated	17.46	0.20	16.93	0.00		0.00	0.09		0.00	0.09						30.72
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.47					0.00	0.00		0.00	0.00						0.00
Consumer Products	13.45					0.00	0.00		0.00	0.00						0.00
Hearth	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00						0.00
Landscaping	0.53	0.20	16.93	0.00		0.00	0.09		0.00	0.09						30.72
Total	**17.45**	**0.20**	**16.93**	**0.00**		**0.00**	**0.09**		**0.00**	**0.09**						**30.72**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.47					0.00	0.00		0.00	0.00						0.00
Consumer Products	13.45					0.00	0.00		0.00	0.00						0.00
Hearth	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00						0.00
Landscaping	0.53	0.20	16.93	0.00		0.00	0.09		0.00	0.09						30.72
Total	**17.45**	**0.20**	**16.93**	**0.00**		**0.00**	**0.09**		**0.00**	**0.09**						**30.72**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

CBS Addendum (Project)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	422.5	1000sqft
Fast Food Restaurant w/o Drive Thru	2	1000sqft
Health Club	15	1000sqft
High Turnover (Sit Down Restaurant)	23.5	1000sqft
Apartments Mid Rise	200	Dwelling Unit
Strip Mall	16.5	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**		**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	11		2.2		
		Precipitation Freq (Days)			
			33		

1.3 User Entered Comments

Project Characteristics -
Land Use - Site Specific
Construction Phase - Site Specific Data
Off-road Equipment - Site Specific Data
Off-road Equipment - Site Specific Data
Off-road Equipment - Site Specific Data
Off-road Equipment - Site Specific Data
Off-road Equipment - Site Specific Data
Off-road Equipment - Site Specific Data
Off-road Equipment - Site Specific Data
Off-road Equipment - Site Specific Data
Trips and VMT - Site Specific Data
On-road Fugitive Dust - http://www.arb.ca.gov/ei/areasrc/PMSJVPavedRoadMethod2003.pdf (freeway)
Demolition - Site Specific Data
Grading - Site Specific Data
Vehicle Trips - Site Specific Traffic Study and used ratio for weekend
Road Dust -
Woodstoves - Site Specific
Construction Off-road Equipment Mitigation -
Energy Mitigation -
Water Mitigation -

2.0 Emissions Summary

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2013	1.25	9.15	6.58	0.01	1.39	0.53	1.92	0.03	0.53	0.56						1,184.51
2014	0.89	5.30	5.43	0.01	0.07	0.28	0.35	0.03	0.28	0.31						978.15
2015	3.92	5.43	6.53	0.01	0.11	0.28	0.38	0.04	0.28	0.32						1,258.52
2016	3.81	2.55	3.05	0.01	0.05	0.14	0.19	0.02	0.14	0.16						585.16
Total	**9.87**	**22.43**	**21.59**	**0.04**	**1.62**	**1.23**	**2.84**	**0.12**	**1.23**	**1.35**						**4,006.34**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.19	0.04	3.09	0.00		0.00	0.02		0.00	0.02						5.08
Energy	0.07	0.60	0.46	0.00		0.00	0.05		0.00	0.05						4,988.65
Mobile	5.39	13.17	51.99	0.10	9.53	0.61	10.14	0.37	0.61	0.98						8,570.00
Waste						0.00	0.00		0.00	0.00						405.08
Water						0.00	0.00		0.00	0.00						925.36
Total	**8.65**	**13.81**	**55.54**	**0.10**	**9.53**	**0.61**	**10.21**	**0.37**	**0.61**	**1.05**						**14,894.17**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.39	13.17	51.99	0.10	9.53	0.61	10.14	0.37	0.61	0.98						8,570.00
Unmitigated	5.39	13.17	51.99	0.10	9.53	0.61	10.14	0.37	0.61	0.98						8,570.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,074.00	1,166.00	990.00	3,580,843	3,580,843
Fast Food Restaurant w/o Drive Thru	548.00	532.70	382.68	1,389,499	1,389,499
General Office Building	3,265.93	701.35	291.53	7,902,746	7,902,746
Health Club	294.00	186.30	238.65	696,695	696,695
High Turnover (Sit Down Restaurant)	1,828.07	2,276.92	1895.51	3,462,076	3,462,076
Strip Mall	302.94	287.43	139.76	637,346	637,346
Total	7,312.93	5,150.70	3,938.12	17,669,205	17,669,205

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Apartments Mid Rise	12.70	7.00	9.50	40.20	19.20	40.60
Fast Food Restaurant w/o Drive Thru	8.90	13.30	7.40	1.50	79.50	19.00
General Office Building	8.90	13.30	7.40	33.00	48.00	19.00
Health Club	8.90	13.30	7.40	16.90	64.10	19.00
High Turnover (Sit Down Restaurant)	8.90	13.30	7.40	8.50	72.50	19.00
Strip Mall	8.90	13.30	7.40	16.60	64.40	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Apartments Mid Rise	2.31411e+006	0.01	0.11	0.05	0.00		0.00	0.01		0.00	0.01						124.24
Fast Food Restaurant w/o	452451	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00						24.29
General Office Building	3.94995e+006	0.02	0.19	0.16	0.00		0.00	0.01		0.00	0.01						212.07
Health Club	249840	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00						13.41
High Turnover (Sit Down Restaurant)	5.3163e+006	0.03	0.26	0.22	0.00		0.00	0.02		0.00	0.02						285.42
Strip Mall	25055.3	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00						1.35
Total		**0.06**	**0.59**	**0.46**	**0.00**		**0.00**	**0.04**		**0.00**	**0.04**						**660.78**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Apartments Mid Rise	656188								369.83
Fast Food Restaurant w/o	88195								49.71
General Office Building	5.51088e+006								3,105.97
Health Club	166575								93.88
High Turnover (Sit Down Restaurant)	1.03629e+006								584.06
Strip Mall	220754								124.42
Total									**4,327.87**

6.0 Area Detail

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.63					0.00	0.00		0.00	0.00						0.00
Consumer Products	2.46					0.00	0.00		0.00	0.00						0.00
Hearth	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00						0.00
Landscaping	0.10	0.04	3.09	0.00		0.00	0.02		0.00	0.02						5.08
Total	**3.19**	**0.04**	**3.09**	**0.00**		**0.00**	**0.02**		**0.00**	**0.02**						**5.08**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Apartments Mid Rise	10.4246 / 6.57206								126.90
Fast Food Restaurant w/o	0.485654 / 0.0309992								4.19
General Office Building	60.074 / 36.8196								724.70
Health Club	0.709718 / 0.434988								8.56
High Turnover (Sit Down Restaurant)	5.70643 / 0.36424								49.22
Strip Mall	0.977757 / 0.599271								11.80
Total									**925.37**

8.0 Waste Detail

8.2 Waste by Land Use

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Apartments Mid Rise	92								41.85
Fast Food Restaurant w/o	23.04								10.48
General Office Building	392.93								178.75
Health Club	85.5								38.90
High Turnover (Sit Down Restaurant)	279.65								127.22
Strip Mall	17.32								7.88
Total									**405.08**

CBS Addendum (Future Condition-BAU)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	422.5	1000sqft
Fast Food Restaurant w/o Drive Thru	2	1000sqft
Health Club	15	1000sqft
High Turnover (Sit Down Restaurant)	23.5	1000sqft
Apartments Mid Rise	200	Dwelling Unit
Strip Mall	16.5	1000sqft

1.2 Other Project Characteristics

Urbanization Urban

Climate Zone 11

Wind Speed (m/s) 2.2

Precipitation Freq (Days) 33

Utility Company Los Angeles Department of Water & Power

1.3 User Entered Comments

Project Characteristics -

Land Use - Site Specific

Trips and VMT - Site Specific Data

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.19	0.04	3.09	0.00		0.00	0.02		0.00	0.02						5.08
Energy	0.07	0.66	0.50	0.00		0.00	0.05		0.00	0.05						5,490.58
Mobile	7.83	19.09	75.35	0.14	13.74	0.88	14.62	0.53	0.88	1.41						12,361.24
Waste						0.00	0.00		0.00	0.00						405.08
Water						0.00	0.00		0.00	0.00						1,156.70
Total	**11.09**	**19.79**	**78.94**	**0.14**	**13.74**	**0.88**	**14.69**	**0.53**	**0.88**	**1.48**						**19,418.68**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	7.83	19.09	75.35	0.14	13.74	0.88	14.62	0.53	0.88	1.41						12,361.24
Unmitigated	7.83	19.09	75.35	0.14	13.74	0.88	14.62	0.53	0.88	1.41						12,361.24
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,330.00	1,446.00	1226.00	4,435,374	4,435,374
Fast Food Restaurant w/o Drive Thru	1,371.00	1,332.70	957.40	3,476,275	3,476,275
General Office Building	4,047.55	870.35	359.13	9,793,622	9,793,622
Health Club	493.95	313.05	400.95	1,170,533	1,170,533
High Turnover (Sit Down Restaurant)	2,784.99	3,468.84	2887.68	5,274,334	5,274,334
Strip Mall	626.01	593.84	288.59	1,316,933	1,316,933
Total	10,653.50	8,024.77	6,119.74	25,467,071	25,467,071

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
Apartments Mid Rise	12.70	7.00	9.50	40.20	19.20	40.60
Fast Food Restaurant w/o Drive Thru	8.90	13.30	7.40	1.50	79.50	19.00
General Office Building	8.90	13.30	7.40	33.00	48.00	19.00
Health Club	8.90	13.30	7.40	16.90	64.10	19.00
High Turnover (Sit Down Restaurant)	8.90	13.30	7.40	8.50	72.50	19.00
Strip Mall	8.90	13.30	7.40	16.60	64.40	19.00

5.0 Energy Detail

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
Apartments Mid Rise	2.65256e+006	0.01	0.12	0.05	0.00		0.00	0.01		0.00	0.01						142.41
Fast Food Restaurant w/o	466020	0.00	0.02	0.02	0.00		0.00	0.00		0.00	0.00						25.02
General Office Building	4.61793e+006	0.02	0.23	0.19	0.00		0.00	0.02		0.00	0.02						247.93
Health Club	282150	0.00	0.01	0.01	0.00		0.00	0.00		0.00	0.00						15.15
High Turnover (Sit Down Restaurant)	5.47574e+006	0.03	0.27	0.23	0.00		0.00	0.02		0.00	0.02						293.98
Strip Mall	28050	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00						1.51
Total		**0.06**	**0.65**	**0.50**	**0.00**		**0.00**	**0.05**		**0.00**	**0.05**						**726.00**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
Apartments Mid Rise	687558								387.51
Fast Food Restaurant w/o	93820								52.88
General Office Building	6.13893e+006								3,459.94
Health Club	180750								101.87
High Turnover (Sit Down Restaurant)	1.10239e+006								621.31
Strip Mall	250305								141.07
Total									**4,764.58**

6.0 Area Detail

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.63					0.00	0.00		0.00	0.00						0.00
Consumer Products	2.46					0.00	0.00		0.00	0.00						0.00
Hearth	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00						0.00
Landscaping	0.10	0.04	3.09	0.00		0.00	0.02		0.00	0.02						5.08
Total	**3.19**	**0.04**	**3.09**	**0.00**		**0.00**	**0.02**		**0.00**	**0.02**						**5.08**

7.0 Water Detail

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
Apartments Mid Rise	13.0308 / 8.21507								158.63
Fast Food Restaurant w/o	0.607067 / 0.038749								5.24

Appendix A.1.3

- Supporting Calculations
  - Summary of GHG Emissions
  - Calculation of 30-Year Average Construction GHG Emissions
  - Calculation of Construction Localized Impacts
  - Calculation of Operational Trip Generation and Saturday/Sunday Correction Factors

Summary of Emissions (tons CO2eq):

Source	Project	BAU	Redcution	%Reduction
area	5.08	5.08	0	0%
energy	4988.65	5490.58	-501.93	-9%
mobile	8570	12361.24	-3791.24	-31%
waste	405.08	405.08	0	0%
water	925.36	1156.7	-231.34	-20%
construction	133.54	133.54	0	0%
total	15027.71	19552.22	-4524.51	-23%
		19418.68		

Construction Year		CO2e
	2013	1185
	2014	978
	2015	1259
	2016	585
		4006
30 Year Average		134

Note: Please refer to the CalEEMod Output for additional information.

Construction Localized Summary:

2013	NOX	CO	PM10	PM2.5
Demo Rehab	18.98	13.35	1.78	1.6
Demo	37.5	26.6	2.9	2.57
	56.48	39.95	4.68	4.17

2013	NOX	CO	PM10	PM2.5
Rehab	15.3	10.6	1.07	1.07
Grading	35.4	27.3	2.59	2.45
	50.7	37.9	3.66	3.52

2014	NOX	CO	PM10	PM2.5
Rehab	14.24	10.39	0.96	0.96
Site Prep	17.87	12.05	1.17	1.17
	32.11	22.44	2.13	2.13

2015	NOX	CO	PM10	PM2.5
Building Construction	24.51	15.14	1.3	1.3
Architectural Coating	2.87	2.12	0.25	0.25
	27.38	17.26	1.55	1.55

2016	NOX	CO	PM10	PM2.5
Building Construction	22.38	14.94	1.2	1.2
Plaza	13.11	10.74	0.98	0.98
	35.49	25.68	2.18	2.18

Project Trip Generation and Saturday/Sunday Correc Internal

			Trip Reduction ADT					BAU (Passby)		Project(Internal/Transit/Passby)	
	Size	**Units**	**ITE ADT**	**Internal**	**Transit**	**Passby**	**ADT**	**Trip Rate**	**ADT**	**Trip Rate**	
Apartments	200	du	1330	67	189	0		1330	**6.65**	1074	5.37
Office	422.5	ksf	4046	202	577	0		4046	**9.58**	3267	7.73
Health Club	15	ksf	494	148	52	0		494	**32.93**	294	19.60
High-turn Over Restaurant	23.5	ksf	2988	598	359	203		2785	**118.51**	1828	77.79
Quick Service Restaurant	2	ksf	1432	716	107	61		1371	**685.50**	548	274.00
Retail	16.5	ksf	660	264	59	34		626	**37.94**	303	18.36
								10652		**7314**	

	CalEEMod Trip Rates			**Adustment for Project**				**Adjustment for BAU**	
	Weekd	**SA**	**SU**	**Factor**	**SA**	**SU**	**Factor**	**SA**	**SU**
Apartments	6.59	7.16	6.07	0.81	5.83	4.95		1.01	7.23	6.13
Office	11.01	2.37	0.98	0.70	1.66	0.69		0.87	2.06	0.85
Health Club	32.93	20.9	26.73	0.60	12.42	15.91		1.00	20.87	26.73
High-turn Over Restaurant	127.2	158	131.84	0.61	96.89	80.66		0.93	147.61	122.88
Quick Service Restaurant	716	696	500	0.38	266.35	191.34		0.96	666.35	478.70
Retail	44.32	42	20.43	0.41	17.42	8.47		0.86	35.99	17.49

General Office Building	75.0925 / 46.0244								905.87
Health Club	0.887147 / 0.543735								10.70
High Turnover (Sit Down Restaurant)	7.13304 / 0.455301								61.52
Strip Mall	1.2222 / 0.749088								14.74
Total									**1,156.70**

8.0 Waste Detail

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
Apartments Mid Rise	92								41.85
Fast Food Restaurant w/o	23.04								10.48
General Office Building	392.93								178.75
Health Club	85.5								38.90
High Turnover (Sit Down Restaurant)	279.65								127.22
Strip Mall	17.32								7.88
Total									**405.08**

Appendix B

Historic Resources Memorandum

To: Paul, Hastings, Janofsky & Walker LLP

Attn: Mitch Menzer

From: Christy McAvoy and Christine Lazzaretto

Date: March 21, 2013

INTRODUCTION

This memo serves as an update to the Historic Resources Technical Report for CBS Columbia Square at 6121 Sunset Boulevard dated April 20, 2009. Since the time of that report, there is a new property owner (Kilroy Realty, the "Applicant"), and the project has been revised. This memo analyzes the potential impacts to historic resources based on the details of the revised project (the "Revised Project").

PROJECT SITE

The Project Site is currently improved with the Columbia Square complex, which is housed in four discrete volumes occupying a total of approximately 136,000 square feet fronting Sunset Boulevard. The four volumes are: the Radio Building, Studio A, and the Commercial/Television Building, which were designed in 1937; and Studio B/C, designed in 1938. The northern portion of the Project Site consists of a surface parking lot containing approximately 374 parking spaces. A site plan for the existing Project Site is attached as Exhibit A.

Columbia Square was designated as City of Los Angeles Historic-Cultural Monument 947 on March 10, 2009. The Los Angeles City Council determined that the original 1937 complex successfully meets the designation criteria, but concluded that Studio B/C lacks historic integrity and therefore is not a character-defining feature of the site.

MEMO

CBS Columbia Square Impacts Analysis

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BACKGROUND

On March 3, 2010, the City of Los Angeles approved the proposed project for the Project Site, which consisted of an approximately 875,410 square foot mixed use development, including a new 28-story, 315 foot tall tower with 200 residential units and a 125 room hotel; a new 17-story, 246 foot tall, 351,000 square foot office building; and an approximately 1,700 space parking structure with three subterranean levels and six at- and above-grade levels (the "Approved Project"). The Approved Project was the subject of the Historic Resources Technical Report dated April 20, 2009. The Technical Report concluded that the Approved Project as proposed constituted a significant adverse impact to the CBS Columbia Square building, as well as the adjacent Selma-La Baig residential district.

The Approved Project proposed two substantial new towers on the Project Site, which were not compatible in size, scale, or design with the historic building. It was determined that the size and scale of the new construction would dominate the Project Site and significantly alter the historic spatial relationships and the experience of the complex from its public spaces. The 17-story office tower was located immediately adjacent to the historic building and therefore did not provide adequate separation between the old and new construction. It was determined that the demolition of Studio B/C could constitute a significant adverse change to the historic resource due to its size, spatial relationship to the complex, and function.

The introduction of significant new construction proposed by the Approved Project would have negatively impacted the aesthetic character of the historic Selma-La Baig residential neighborhood, as well as impair view sheds from the adjacent historic district along Selma Avenue and Gower Street.

REVISED PROJECT DESCRIPTION

The Revised Project proposed by the Applicant is the Columbia Square Redevelopment Project. The Project Site is approximately 362 x 574.5 feet with an approximate area of 207,790 square feet. The Applicant proposes a total floor area for the Revised Project of 668,600 square feet: 82,900 square feet in the existing building, and 585,700 square feet of new construction. The Revised Project proposes 200 residential units, approximately 370,100 square feet of office space, approximately 23,800 square feet of restaurant uses, 15,600 square feet of retail space, and 13,500 square feet of health club uses. The Revised Project proposes landscaped courtyards, pathways, and other open space features connecting the proposed uses and establishing a more pedestrian-oriented environment. The Revised Project will provide 1,420 off-street parking spaces, located in a five-level subterranean parking garage, and a small surface parking lot located off of El Centro Avenue.

The Revised Project proposes to retain and rehabilitate the three original components of the Columbia Square Complex according to the *Secretary of the Interior's Standards*. The non-character-defining Studio B/C will be demolished and replaced with a new one-story building that generally follows the footprint and height of the existing. Character-defining features of Studio B/C will be salvaged prior to demolition, and reincorporated as feasible into the proposed new construction.

The Revised Project proposes new construction on the existing surface parking to the north of the existing CBS Columbia Square complex, along the El Centro Avenue, Selma Avenue, and Gower Street frontages. The northwest portion of the Project Site will contain a 30-story residential tower, with ground floor retail uses. A six-story, mixed-use building with office, restaurant, and health club uses will be located to the south of the residential tower, fronting El Centro Avenue. There will be two six-story office buildings on the northeast portion of the Project Site; the first on the corner of Selma Avenue and Gower Street, and the second immediately to the south of the first, along Gower Street.

There will be a total of approximately 32,600 square feet of open space on the Project Site. The common open space will be landscaped and would consist of a garden courtyard, a pocket park fronting Selma Avenue near Gower Street, and the rehabilitated Sunset Plaza, fronting Sunset Boulevard. Landscaping will occupy approximately 32,423 square feet, and will consist of courtyards, terraces, and amenity deck level landscaping. Primary pedestrian entries to the Project Site are from Sunset Boulevard through Sunset Plaza at the south and from Selma Avenue at the north. Additional pedestrian entries are provided at two locations along Gower Street and two locations along El Centro Avenue. Various courtyards and pathways provide a continuous pedestrian network within the Project Site. As part of the Revised Project, the streetscape on all four sides of the Project Site will be upgraded with new sidewalks. On Gower Street, El Centro Avenue, and Selma Avenue, new street trees will be planted. The open space in the Revised Project will include seating areas, outdoor dining areas and other amenities that will attract employees in the office buildings and visitors to use the outdoor amenities, thereby activating the open space.

In the Revised Project, passenger vehicles will enter the subterranean parking from Gower Street and El Centro Avenue. The primary service vehicle entry for the office buildings is off of El Centro Avenue, with a secondary entrance on Gower Street; the service entry for the residential tower is also off of Selma Avenue. The site plan, elevation, and renderings of the Revised Project are attached as Exhibit B.

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A building is considered historically significant, and therefore an "historical resource" under CEQA, if it falls into one of three historical resource categories as defined by Section 21084.1 of the Public Resources Code. Mandatory historical resources are sites listed in, or eligible for listing in, the California Register of Historical Resources. Presumptive historical resources include sites officially designated on a local register or sites found significant by the State Historic Preservation Officer (SHPO) under Section 5024.1(j) of the Public Resources Code. Discretionary historical resources are those resources that are not listed but determined to be eligible under the criteria for the California Register of Historical Resources. Properties designated by local municipalities can also be considered historical resources. A review of properties that are potentially affected by a project for historic eligibility is required under CEQA.[1]

The purpose of this section of the report is to analyze whether or not the Revised Project would result in a "substantial adverse change" to a "historical resource." Under the California Environmental Quality Act (CEQA), adopted in 1970 and most recently revised in 1998, the potential impacts of a project on historical resources must be considered. The purpose of CEQA is to evaluate whether a proposed project may have an adverse effect on the environment and, if so, if that effect can be reduced or eliminated by pursuing an alternative course of action or through mitigation measures.

The impacts of a project on a historical resource may be considered an environmental impact. Section 21084.1 of the California Public Resources Code states:

> A project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. For purposes of this section, an historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources.

Moreover, Section 15064.5 of the CEQA Guidelines provides that "[s]ubstantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."[2]

[1] California Public Resources Code Section 21084.1.
[2] California CCR Title 14, Chapter 3, Section 15064.5(b)(1).

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Pursuant to CEQA Guideline Section 15064.5(b)(2)(A),(B) and (C), the significance of a historic resource is materially impaired when the project "demolishes or materially alters in an adverse manner those physical characteristics: (A) of an historic resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in the California Register of Historical Resources; (B) that account for its inclusion in a local register of historical resources as determined by a Lead Agency for purposes of CEQA; or (C) of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources."

Generally, a project that follows the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitation, Restoring, and Reconstructing Historic Building*s or the *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (collectively the "Standards") shall be considered as mitigated to a level of less than a significant impact on the historical resource.[3] The Standards apply to the exterior and interior of historic buildings, as well as encompassing related landscape features and the building's site and environment, as well as attached, adjacent, or related new construction.

The City of Los Angeles' CEQA Thresholds Guide, which are intended to provide guidance consistent with the State's CEQA Standards and Guidelines, states that a substantial adverse change in significance occurs if the project involves the "conversion, rehabilitation, or alteration of a significant resource which does not conform to the *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*."[4]

Therefore, an evaluation of project impacts under CEQA requires a two-part inquiry: a determination of whether or not the Revised Project involves a resource that is historically significant and a determination of whether the Revised Project will result in a "substantial adverse change" in the significance of the resource.

EVALUATION OF REVISED PROJECT IMPACTS

CBS Columbia Square is considered a historical resource under CEQA. It was designated as City of Los Angeles Historic-Cultural Monument 947 in 2009. The designation of the CBS Columbia Square property as a Historic-Cultural Monument in accordance with Chapter 9, Article 1, of the City of Los Angeles Administrative Code ("LAAC") means that any future construction activities involving the subject property are regulated in accordance with

[3] California CCR, Title 14, Chapter 3, Section 15064.5 (C)(3).
[4] See Los Angeles CEQA Thresholds Guide Section D.3.2.A.

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Section 22.171.14 of the LAAC. The purpose of the designation is to prevent significant impacts to a Historic-Cultural Monument through the application of the standards set forth in the LAAC. The *Secretary of the Interior's Standards for Rehabilitation* are expressly incorporated into the LAAC and provide standards concerning the historically appropriate construction activities which will ensure the continued preservation of the subject property.[5]

In 2012, CBS Columbia Square was formally determined eligible for listing in the National Register of Historic Places as the result of a Part 1 application for the Historic Preservation Tax Credit program.[6] The Part 1 application is an evaluation of significance for potential historic buildings that are not listed in the National Register. CBS Columbia Square was determined eligible for listing in the National Register by the National Park Service on December 17, 2012; as a result of that determination the building was listed in the California Register.[7]

The National Park Service determined that the three original components -- the Radio Building, Studio A, and the Commercial/Television Building -- are eligible for listing in the National Register under Criterion C as excellent examples of International Style architecture, and as the only West Coast work of nationally renowned architect William Lescaze. Studio B/C was determined a non-character-defining feature of the site.

Analysis of Proposed Rehabilitation

The Revised Project proposes to rehabilitate the majority of the complex (Radio Building, Studio A, the Commercial/Television Building, and the Sunset Courtyard) according to the Standards. The intent of the rehabilitation program is to restore the exteriors of the Lescaze buildings and the Sunset Courtyard to their appearance as originally designed. The Revised Project will remove incompatible alterations and substantially restore the complex's exterior to its original appearance, including replication of documented but missing exterior features. Rehabilitation plans will be based on original drawings, historic photographs, and existing conditions. Identified character-defining features on both the interior and exterior will be substantially retained.

The Revised Project proposes the demolition of a number of non-character-defining components of the complex, including Studio B/C, and the subsequent additions to the

[5] City of Los Angeles Office of Historic Resources Staff Report, January 27, 2009.
[6] "Historic Preservation Certification Application Part 1 – Evaluation of Significance," approved by the National Park Service on December 17, 2012.
[7] Properties determined eligible for listing in the National Register of Historic Places as the result of a tax credit review are assigned California Historical Resources Status Codes of 2S2 and listed in the California Register.

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south façade of Studio A (facing the Sunset Courtyard). Any remaining original fabric on the south façade of Studio A will be retained and rehabilitated, and the original portal canopy extending from Studio A separating the Sunset Courtyard and the north end of the site will be re-opened and repurposed for pedestrian use.

The Standards were created to facilitate appropriate changes for today's needs while retaining significant character-defining spaces, features, and materials from the period of significance. The Standards are to be used to guide applicants and reviewers in defining project components which facilitate current uses. A discussion of how the proposed rehabilitation conforms to each of the Standards follows:

> Standard 1: A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

Under the Revised Project, the CBS Columbia Square complex will be used primarily as it was historically, with office, commercial, and studio spaces contained within three distinct volumes. Extant character-defining features on the interior and exterior will be retained and rehabilitated. Interior character-defining features that will be retained include the size, configuration, proportion, and relationship of original corridors; the extant elevator lobbies in the Radio tower; and original features and finishes throughout the interior as feasible. Some partitions, many the result of remodeling in the past several decades, will be demolished to allow for the reuse of existing office spaces. Some original hollow clay tile partitions may be replaced due to a lack of structural integrity. The Revised Project will address life safety and code compliance issues that need to be met in the reuse of the building. Mechanical systems will need to be upgraded, augmented, or entirely replaced in order to meet code requirements.

The Revised Project proposes a compatible use for the three Lescaze-designed volumes that requires minimal change to character-defining spaces and materials; therefore, the proposed rehabilitation of the Radio Building, Studio A and the Commercial/Television Building will meet Standard 1.

> Standard 2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

Undedr the Revised Project, the rehabilitation of the Radio Building, Studio A, the Commercial/Television Building, and the Sunset Courtyard will, to the extent feasible, be performed with little impact to spaces with character-defining features and materials. Extant character-defining spaces, spatial relationships, and architectural features (interior and

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exterior) will be retained and preserved. The historic character of these components will be maintained, and therefore the rehabilitation of the Lescaze buildings will meet Standard 2.

> Standard 3: Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

The proposed Revised Project will retain and enhance the character-defining features that represent a physical record of the property's historic time, place, and use. Alterations will be distinguishable yet compatible, thereby avoiding the creation of a false sense of history. The Revised Project proposes to rehabilitate the ground floor facades of the three Lescaze-designed components to their original appearance. The Revised Project will remove the non-original solid partition wall that was added to the southeast corner and along the east façade of the ground floor of the Radio Building behind the *piloti* and return the exterior wall to its original footprint and appearance. The solid partition wall will be replaced with a new aluminum and glass curtain wall that will be compatible in configuration, style, and materials with the original. The existing, non-original solid stucco wall that enclosed the original entry to Studio A will be removed. The original entry has been infilled; the infill construction will be removed, and four pairs of fully glazed aluminum framed doors will be installed in the original opening. The Revised Project will remove the non-original curtain wall that was added to the south and west facades of the ground floor of the Commercial/Television Building, and a new aluminum and glass curtain wall that replicates the pattern and curved footprint of the original will be installed. The Revised Project proposes to rehabilitate the Sunset Courtyard so that it more closely resembles its original appearance with the introduction of a curvilinear pattern adapted to pedestrian use that reflects the original circular driveway. Remaining historic fabric will be preserved, and the portal connecting the courtyard with the north end of the site will be recreated to its original dimensions. The façade and courtyard rehabilitation will be undertaken using original drawings, historic photographs, and existing conditions and will meet Standard 3.

> Standard 4: Changes to a property that have acquired historic significance in their own right will be retained and preserved.

Alterations to the property, including alterations to the fenestration and entrances within the interior and exterior, have not acquired historic significance. Later additions to the complex designed by Parkinson & Parkinson, Allison and Rible, and William Pereira will be demolished as part of the Revised Project. These additions have not acquired historic significance over time, and therefore their removal conforms to Standard 4.

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Standard 5: Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

Important features, finishes, construction techniques and examples of craftsmanship that characterize the property will be preserved by the proposed Revised Project. Materials such as concrete, glass, and ornamental metal will be preserved. Distinctive components that characterize the building will be retained and protected, where feasible, including the contributing spaces, materials, features, and finishes on the exterior and interior. The rehabilitation will meet Standard 5.

Standard 6: Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

Deteriorated historic features will be repaired where feasible. Where the severity of deterioration would require the replacement of a distinctive feature, the new feature will match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features will be substantiated by documentary, physical, or pictorial evidence. Deterioration of exterior windows and missing windows that were removed in previous non-significant alterations should result in the installation of new windows which will be compatible with the original. Any materials found in the rehabilitation that are currently obscured by non-original fabric, particularly where openings have since been enclosed, will be retained and repaired.

The Revised Project proposes to rehabilitate the ground floor facades of the three Lescaze-designed components to their original appearance. The Revised Project will remove the non-original solid partition wall that was added to the southeast corner and along the east façade of the ground floor of the Radio Building behind the *piloti* and return the exterior wall to its original footprint and appearance. The solid partition wall will be replaced with a new aluminum and glass curtain wall that will be compatible in configuration, style, and materials with the original. The existing, non-original solid stucco wall that enclosed the original entry to Studio A will be removed. The original entry has been infilled; the infill construction will be removed, and four pairs of fully glazed aluminum framed doors will be installed in the original opening. The Revised Project will remove the non-original curtain wall that was added to the south and west facades of the ground floor of the Commercial/Television Building, and a new aluminum and glass curtain wall that replicates the pattern and curved footprint of the original will be installed. The

façade and courtyard rehabilitation will be undertaken using original drawings, historic photographs, and existing conditions

The rehabilitation under the Revised Project will conform to Standard 6.

> Standard 7: Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

The surface cleaning of the Radio Building, Studio A, and the Commercial/Television Building will be undertaken using the gentlest means possible. Chemical or physical treatments that cause damage to historic materials will not be used. Accordingly, the Revised Project would conform to Standard 7.

> Standard 8: Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.

The Revised Project includes excavation for subterranean parking, which could reveal archaeological resources. Standard archaeological monitoring would occur during construction and if any prehistoric or historic materials are encountered, then proper mitigation would occur. The proposed Revised Project will conform to Standard 8 if archaeological resources are protected and preserved in place.

> Standard 9: New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

No new additions to the historic buildings slated for rehabilitation are contemplated. All new materials and features used in the rehabilitation will be compatible in size, scale, material, and color. Matching original windows in style, configuration, and profile should occur where feasible. The rehabilitation of the Lescaze-designed components will conform to Standard 9. Related new construction on the Project Site is discussed in further detail below.

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Standard 10: New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment will be unimpaired.

Under the Revised Project, the character-defining features of the Radio Building, Studio A, the Commercial/Television Building, and the Sunset Courtyard will remain and will be rehabilitated according to the Standards. The rehabilitation portion of the proposed Revised Project does not involve any additions to the historic buildings. The Revised Project proposes substantial new construction on the Project Site. However, care will be taken to minimize the interaction between the historic buildings and the proposed new construction, and the new construction has been designed in such a way that the original features continue to reflect the historic significance of the complex. The future removal of any of the proposed new construction will not impair the essential form and integrity of the historic property, and therefore the Revised Project meets Standard 10.

Analysis of Proposed Demolition of Studio B/C and Related New Construction

The Revised Project proposes the demolition of Studio B/C. The removal of Studio B/C will allow for construction of the subterranean parking. A new one-story building will be constructed in its place, in approximately the same location and with approximately the same footprint and height as the existing Studio B/C building. The new building will function as the primary entrance to the Project Site from the subterranean parking; it will house office space and public lobby space with proposed interpretive displays of the historic CBS Columbia Square development. Studio B/C was determined a non-character-defining feature of the complex by the Los Angeles City Council and the National Park Service. It is not visible from Sunset Boulevard except where it continued the Lescaze-designed entrance canopy to Studio A. It is utilitarian in nature, and has minimal International Style detailing along the façade facing Sunset Boulevard (which has since been altered). Character-defining features of Studio B/C will be salvaged prior to demolition, and reincorporated as feasible into the proposed new construction. Following the demolition of Studio B/C, the remaining portions of the complex will continue to convey their historic significance, and will remain eligible for listing in the National Register of Historic Places. Therefore, there are no significant adverse impacts to historic resources from the demolition of Studio B/C.

Analysis of Proposed New Construction

The proposed Revised Project includes new construction adjacent to a historic resource; therefore, three types of impacts need to be examined: impacts related to *construction methods*, impacts related to the *design* of adjacent new construction, and impacts related to the *location*, *scale*, *and massing* of new construction.

Construction Methods

Construction involving excavation, such as excavation required for the subterranean parking, could cause vibration and undermine the seismic conditions of the Project Site.

A mitigation measureis in place to ensure the protection of the historic resources on the Project Site during construction:

Mitigation Measure C-5: Structural engineers with expertise in historic preservation shall provide a shoring solution, if necessary, to protect the Columbia Square Complex from construction procedures and mitigate the possibility of settlement due to the removal of adjacent soil. Structural engineers shall also evaluate the potential impacts of the proposed subterranean parking adjacent to historic foundations. Temporary seismic movement during new construction shall also be analyzed, and recommendations to allow for this movement shall be provided. This plan shall be part of the HSR and reviewed and approved by the City of Los Angeles Office of Historic resources.[8]

With the implementation of the appropriate mitigation, including monitoring, shoring, and other safety measures, new construction should not result in damage to the Lescaze-designed components of the complex.

Design of the New Construction

The design of the new construction also has the potential to disrupt or detract from the historic character of the complex. Design issues are referenced in Standard 9.

Standard 9 requires that new construction be "differentiated from the old" and "compatible" with the historic resource. Guidelines to implementing the Standards further state that scale, massing, height, materials, and color of new construction should be visually compatible with the character of the adjacent buildings, and should preserve the relationships between the buildings and the landscape features. This generalized language allows for flexibility to fit the Standards to local conditions and specific circumstances, and there is a recent trend to use clearly modern architecture in historic settings to differentiate it from the existing architecture. The most successful additions of new architecture in historic settings do not simply mirror the surface appearance of the existing buildings, but respond to, and attempt to reveal underlying principles in the adjacent historic architecture.

[8] Mitigation measures for the Approved Project outlined in "Environmental Impact Report, Columbia Square Project, IV. Environmental Impacts Analysis, C. Cultural Resources," May 2009. (IV.C-49)

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While the designs for the new construction in the proposed Revised Project are still being finalized, the current plans indicate that the new construction will be clearly differentiated but compatible with the existing historic structures. The design of the new buildings in the Revised Project is clearly contemporary, but the architects propose to integrate several references to Lescaze's International Style design for the new construction. The proposed six-story office buildings incorporate *pilotis*, recessed ground floors, and curved facades that reference Lescaze's design for the CBS Columbia Square complex. The office buildings in the Revised Project include uninterrupted bands of windows with metal frames, which reference the historic windows and introduce an element of horizontality to the new construction. The exteriors of the new buildings will be clad in smooth stucco that is consistent with the smooth exterior treatment of the historic buildings on the site.

Location, Scale, and Massing of New Construction

In addition to requiring compatibility of design, Standard 9 states that new construction should be compatible in "size, scale and proportion, and massing to protect the integrity of the property and its environment."

The proposed new construction for the Revised Project is located to the north of the existing historic building, on a portion of the Project Site that is currently used for surface parking. The new construction is located largely to the north of Harold Way, which historically bisected the property, leaving the majority of the original CBS Columbia Square property intact. There is clear and ample separation between the new construction and the historic buildings.

The location of the Residential Tower at the rear of the property allows the historic building to retain its presence and visual prominence on Sunset Boulevard, and ensures that the historic resource is not overwhelmed by the new tower. The Project Site is unified by landscaping and pedestrian pathways, along with the reincorporation of the original opening connecting Sunset Boulevard to the rear portion of the property.

The Lescaze-designed Radio Building, the tallest of the historic buildings on the Project Site, is five stories tall and approximately 78 feet in height; Studio A comprises two stories and 43 feet in height; and the Commercial/Television Building is one story with a mezzanine level at 22 feet in height. The three six-story mixed use/office buildings will each have an approximate building height of 115 feet. The tallest of the proposed new construction is the Residential Tower, located in the northwest corner of the Project Site. It is 30 stories tall, and will have a maximum building height of approximately 295 feet. The six-story mixed use/office buildings provide a vertical transition between the historic building and the Residential Tower, and help preserve view corridors to and from the Hollywood Hills.

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The proposed new construction is designed as stacked objects, in order to break the buildings down into a more pedestrian scale along the street edges, and to be more compatible with the size, scale, and massing of the historic building. The lower floors of the proposed six-story mixed use/office buildings are designed to appear as two- to three-story masses with the larger portions separated, set-back, or articulated.

The Revised Project represents a significant improvement over the Approved Project in the design, location, scale, and massing of the proposed new construction. The Approved Project proposed massive new construction that was primarily concentrated into two vertical towers: a 17-story Office Tower and a 28-story Residential Tower. The towers dominated the Project Site, and significantly altered the way the historic buildings would have been experienced from Sunset Boulevard. The contemporary design of the towers featured an extensive use of glass, creating a transparent façade that is not compatible with the solid to void ratio created by the design of the historic buildings.

The Office Tower in the Approved Project was located immediately to the north of the Commercial/Television Building, on the former site of Studio B/C. As proposed in the Approved Project, the distance between the Commercial/Television Building and the proposed Office Tower was only six to twelve feet; this is not an adequate separation between the old and new buildings and would have constituted a significant impact. The Approved Project included a six-story, above-ground parking structure that occupied the majority of the northern portion of the Project Site, detracting from the site and setting of the historic buildings.

The location, design, size, scale, and massing of the proposed new construction on the Project Site under the Revised Project is compatible with the existing CBS Columbia Square complex. The subterranean parking structure eliminates the six-story parking podium that occupied much of the Project Site under the Approved Project, and instead the site is unified with landscaping and pedestrian pathways. There is adequate separate between old and new construction, and the buildings are designed to be compatible with the historic architecture. The historic complex will retain eligibility for listing in the National Register of Historic Places following the completion of the new construction, and therefore implementation of the proposed Revised Project would not have a significant adverse effect on the historic resource.

RESOURCES ADJACENT TO THE PROJECT SITE

The size, scale, and massing of the proposed Revised Project could impact existing historic resources adjacent to the Project Site. The residential neighborhood located between Gower and Gordon Streets and Carlton Way and Sunset Boulevard contains a number of contributors to the Selma-La Baig Historic District. The Selma-La Baig Historic District

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encompasses properties on the south side of the 6000 block of Carlton Way between Gordon and Gower Streets, both sides of Selma and La Baig Avenues, and Harold Way. The Selma-La Baig Historic District has been determined eligible for listing in the National Register, and many of the contributing structures are currently listed in the California Register.

The Selma-La Baig Historic District is a low-density residential enclave comprised primarily of one-story, single-family residences. The core streets in the Historic District (Selma, La Baig, and Harold Way) are characterized by one-story residences primarily in the Craftsman style. The Historic District's architectural unity is enhanced by mature Camphor trees that are located along the street.

Under the Approved Project, significant impacts to the adjacent Selma La-Baig Historic District were identified. The density, size, scale, and massing of the new construction under the Approved Project, in particular the introduction of the two massive tower elements, would have materially affected the aesthetic character of the historic district such that it no longer retained its integrity of setting and feeling. View corridors from the neighborhood to Sunset Boulevard would have been severely compromised, and the towers would have created a visual and physical barrier that isolated the residential enclave from the surrounding neighborhood.

Under the Revised Project, the introduction of new construction on the CBS Columbia Square sitewill not have a substantial negative impact on the adjacent Selma-La Baig Historic District. The six-story mixed use/office buildings provide a visual transition between surrounding lower-scale development and the proposed Residential Tower, and will preserve the primary view corridors from the Selma-La Baig District. Proposed open space and landscaping, including new street trees along Gower Street, Selma Avenue, and El Centro Avenue, will provide an additional visual barrier between the neighborhood and the new construction. Following implementation of the Revised Project, the Selma-La Baig Historic District will maintain eligibility for listing in the National Register of Historic Places, and therefore implementation of the proposed Revised Project would not have a significant adverse impact on this historic resource.

In addition to the Selma-La Baig Historic District, the Sunset corridor to the east and west has a number of identified historic resources, including the Palladium, Warner Brothers Studio, and the Earl Carroll Theater. Such resources add to the general character of the area and contribute to its historical context associated with the entertainment industry in Hollywood. The introduction of the proposed new buildings of the Revised Project on the CBS Columbia Square site would not have an adverse impact on these adjacent resources. The new six-story buildings are compatible in design, size, scale, and massing with the

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surrounding commercial area. The location of the pedestrian-oriented retail and restaurant uses along Sunset Boulevard, along with the commercial and office uses along El Centro Avenue and Gower Street would be compatible with, and complement, the surrounding commercial uses. The Residential Tower is set back substantially from Sunset Boulevard and should not constitute a significant visual intrusion into the neighborhood.

CONCLUSION

The Revised Project as currently proposed would not result in a significant adverse impact to historic resources, either on the Project Site or in the immediate vicinity. The rehabilitation of the CBS Columbia Square complex and the proposed new construction on the Project Site will conform to the Standards. The rehabilitation of the Radio Building, Studio A, the Commercial/Television Building, and the Sunset Courtyard will not result in the "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."[6] The rehabilitation plans provide for the removal of alterations and additions that detract from the original design of the complex; original features including the primary facades and the Sunset Courtyard will be restored or recreated such that the building more closely reflects the complex as designed by William Lescaze. The demolition of Studio B/C, which has been identified as a non-character-defining feature of the complex, will not result in a significant adverse change to the historic resource.

As proposed in the Revised Project, there is adequate separation between the new construction and the existing historic resource. The Project Site will be unified at the pedestrian level with the articulation of the facades of the new buildings to be complementary to the Lescaze-designed components, along with the addition of open space, landscaping, and pathways on the Project Site. The location, size, and scale of the office buildings in the Revised Project will not significantly alter the way the original complex is viewed and experienced from Sunset Boulevard.

The proposed new construction on the CBS Columbia Square site will not have a significant adverse impact on the adjacent Selma-La Baig Historic District, or on nearby resources along Sunset Boulevard. The introduction of new buildings as part of the Revised Project will not impact the aesthetic character of the historic residential neighborhood, or the view sheds from the adjacent historic district along Selma Avenue and Gower Street.

[6] CEQA Guidlines, Section 15064.5(b)(1).

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Following implementation of the Revised Project, adjacent historic resources will retain eligibility for historic designation.

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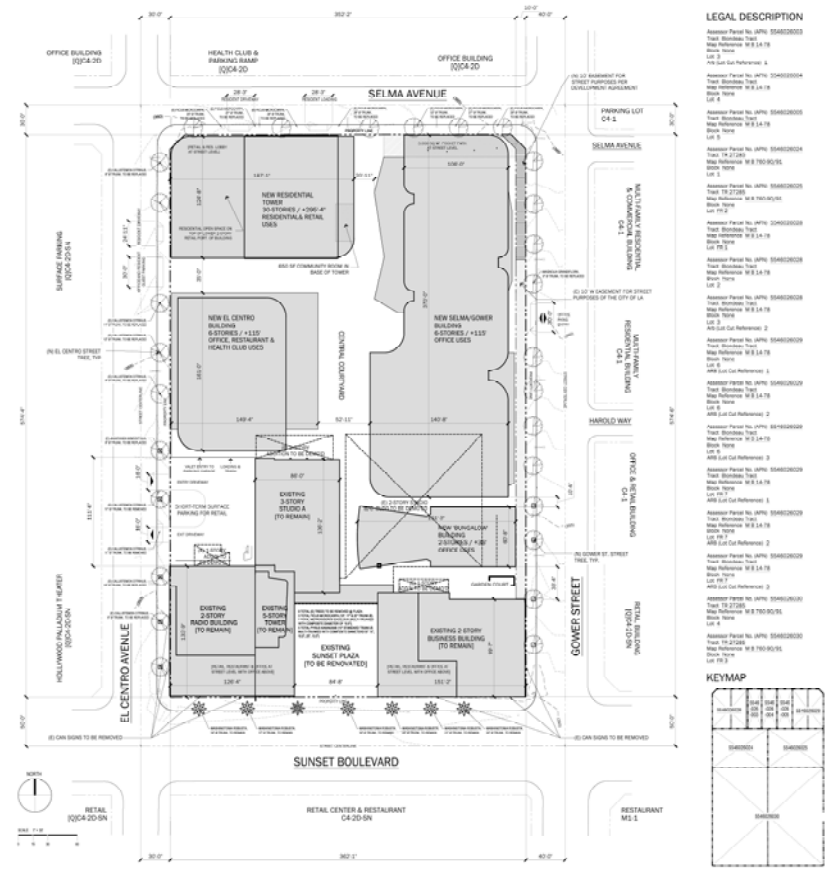
EXHIBIT A: EXISTING SITE CONDITIONS

EXISTING SITE CONDITIONS
COLUMBIA SQUARE REDEVELOPMENT | 6121 SUNSET BOULEVARD | 16 JANUARY 2013

KILROY REALTY CORPORATION
HOUSE & ROBERTSON
RIOS CLEMENTI HALE STUDIOS

EXHIBIT B: REVISED PROJECT -- SITE PLANS AND ELEVATIONS



LEGAL DESCRIPTION

KEYMAP

PROJECT SUMMARY CHART

AREA CALCULATIONS

Zone	(T)(Q) C4-2-SN
Total Site Area	207,790 SF
Total Floor Area (per LAMC)	668,600 SF
Office Uses in (E) Buildings	53,400 SF
Office Uses in (N) Buildings	216,700 SF
Restaurants (E) Buildings	22,000 SF
Retail in (E) Buildings	7,500 SF
Retail in (N) Buildings	8,100 SF
Residential in (N) Building	245,600 SF
Health Club in (N) Building	13,500 SF
Restaurants in (N) Building	1,800 SF
FAR	3.22
Landscaping (% of site)	42.5% *

* Includes at grade and planting areas & accessible hardscape

BUILDING HEIGHTS

(E) Tower [no change proposed]	+ 78'
(N) El Centro Building [6-stories]	+ 115' max. *
(N) Selma/Gower Building [6-stories]	+ 115' max. *
(N) Bungalow office & Pavilion [2 stories]	+ 36' max. *
(N) Residential Tower [30-stories]	+ 295'-4" max. *

* Measured from top of existing building curb; height above adjacent grade may be less

PARKING CALCULATIONS

PARKING REQUIRED

(E) Buildings	30 Spaces *
(N) Retail & Restaurant	16 Spaces
(N) Office	664 Spaces
(N) Residential	500 Spaces
Residents = 400 Spaces **	
Guests = 100 Spaces ***	
Total Spaces Required	1,210 Spaces

* Per existing Certificates of Occupancy
** Per Development Agreement
*** All required Guest spaces are shared with the Office parking

Parking Provided

Total Spaces Provided	1,420 Spaces
Office, Retail, Restaurant & Residential Guest Parking	1,020 Spaces
Residential Tenant Parking	400 Spaces

RESIDENTIAL OPEN SPACE CALCULATIONS

Number of Units	200
1 Bedroom/Studios	134
2 Bedroom	66
Open Space Required	
Per Q Condition	
25% of common open space required to be planted	23,950 SF 5,988 SF
Open Space Provided	
[see Landscape Plan for breakdown]	31,800 SF
Planted common open space Provided	6,220 SF

PLOT PLAN: COLUMBIA SQUARE REDEVELOPMENT

6121 SUNSET BOULEVARD, LOS ANGELES, CA 90028
19 MARCH 2013

KILROY REALTY CORPORATION

HOUSE & ROBERTSON

RIOS CLEMENTI HALE STUDIOS

EXHIBIT B: REVISED PROJECT -- SITE PLANS AND ELEVATIONS

LEGAL DESCRIPTION

Assessor Parcel No. (APN) [illegible]
Tract TR 27285
Map Reference M B 760-90/91
Block None
Lot 4

Assessor Parcel No. (APN) [illegible]
Tract TR 27285
Map Reference M B 760-90/91
Block None
Lot FR 3

Assessor Parcel No. (APN) [illegible]
Tract TR 27285
Map Reference M B 760-90/91
Block None
Lot 1

Assessor Parcel No. (APN) [illegible]
Tract TR 27285
Map Reference [illegible]
Block None
Lot FR 2

Assessor Parcel No. (APN) 5546029026
Tract BLONDEAU TRACT
Map Reference M B 14-75
Block None
Lot FR 1

Assessor Parcel No. (APN) 5546029026
Tract BLONDEAU TRACT
Map Reference M B 14-75
Block None
Lot 2

Assessor Parcel No. (APN) 5546029003
Tract BLONDEAU TRACT
Map Reference M B 14-75
Block None
Lot 3
Arb (Lot Cut Reference) 1

Assessor Parcel No. (APN) 5546029029
Tract BLONDEAU TRACT
Map Reference M B 14-75
Block None
Lot 3
Arb (Lot Cut Reference) 2

Assessor Parcel No. (APN) 5546029004
Tract BLONDEAU TRACT
Map Reference M B 14-75
Block None
Lot 4

Assessor Parcel No. (APN) 5546029005
Tract BLONDEAU TRACT
Map Reference M B 14-75
Block None
Lot 6

Assessor Parcel No. (APN) 5546029029
Tract BLONDEAU TRACT
Map Reference M B 14-75
Block None
Lot 6
Arb (Lot Cut Reference) 1

Assessor Parcel No. (APN) 5546029029
Tract BLONDEAU TRACT
Map Reference M B 14-75
Block None
Lot 6
Arb (Lot Cut Reference) 2

Assessor Parcel No. (APN) 5546029029
Tract BLONDEAU TRACT
Map Reference M B 14-75
Block None
Lot 6
Arb (Lot Cut Reference) 3

Assessor Parcel No. (APN) 5546029029
Tract BLONDEAU TRACT
Map Reference M B 14-75
Block None
Lot FR 7
Arb (Lot Cut Reference) 1
Tract BLONDEAU TRACT
Map Reference M B 14-75
Block None
Lot FR 7
Arb (Lot Cut Reference) 2

Assessor Parcel No. (APN) 5546029029
Tract BLONDEAU TRACT
Map Reference M B 14-75
Block None
Lot FR 7
Arb (Lot Cut Reference) 3

RESIDENTIAL OPEN SPACE CALCULATION

RESIDENTIAL OPEN SPACE REQUIRED BY LAMC
PER LAMC SECTION 12.21 G.2:
134 UNITS @ 100 SF + 66 UNITS @ 125 SF .... 21,650 SF

OPEN SPACE REQUIRED BY DEVELOPMENT AGREEMENT
PER SECTION 3.2.14:
POCKET PARK .... 3,000 SF
RENOVATE AND MAINTAIN (E) COURTYARD .... 18,400 SF
TOTAL OPEN SPACE REQUIRED BY DA .... 21,400 SF

OPEN SPACE REQUIRED BY Q-CONDITIONS
200 UNITS. REQUIREMENT PER ZONING
"Q" CONDITIONS, ORDINANCE #181394,
SECTION # A-6 .... 23,950 SF

RESIDENTIAL OPEN SPACE PROVIDED
RESIDENTIAL TOWER AMENITY DECK LANDSCAPE:
EXTERIOR PODIUM (OPEN TO SKY) .... 11,204 SF
EXTERIOR PODIUM (COVERED) .... 5,986 SF
INTERIOR RECREATION ROOMS (GYM, YOGA, ETC) .... 4,930 SF
RESIDENTIAL TOWER AMENITY DECK SUBTOTAL .... 22,120 SF

COMMON OPEN SPACE PROVIDED
SUNSET PLAZA LANDSCAPE SUBTOTAL .... 10,500 SF

TOTAL OPEN SPACE PROVIDED
RESIDENTIAL + COMMON OPEN SPACE .... 32,620 SF

OPEN SPACE PLANTING REQUIREMENT PER LAMC 12.21 G.2(a)(3)
OPEN SPACE PLANTING REQUIRED:
25% OF LAMC REQUIRED OPEN SPACE .... 5,413 SF
25% OF DA REQUIRED OPEN SPACE .... 5,350 SF
25% OF "Q" CONDITION REQUIRED OPEN SPACE .... 5,988 SF

OPEN SPACE PLANTING PROVIDED
AT RESIDENTIAL TOWER PODIUM .... 5,020 SF
AT SUNSET PLAZA .... 1,200 SF
TOTAL OPEN SPACE PLANTING PROVIDED .... 6,220 SF

TOTAL AREA CALCULATIONS

LANDSCAPE PROVIDED

BUILDING FOOTPRINTS .... 120,800 SF
SURFACE PARKING AND VEHICULAR RAMPS .... 12,510 SF
LANDSCAPE AT THE COURTYARD LEVEL:
PLANTING + HARDSCAPE AREA THAT IS
PUBLICLY ACCESSIBLE DURING SITE OPERATING HOURS .... 86,520 SF
TOTAL SITE AREA .... 207,790 SF

TOTAL SITE PLANTING:
INCLUDING COURTYARD, TERRACE AND ROOF LEVELS .... 32,423 SF
TOTAL % OF SITE AREA PLANTED .... 16 %

SITE PLANTING BREAKDOWN AT THE COURTYARD LEVEL:
SUNSET PLAZA PLANTING .... 2,674 SF
GARDEN COURT PLANTING .... 1,078 SF
CAMPUS COURT PLANTING .... 13,177 SF
EL CENTRO COURT PLANTING (PARKING LOT) .... 1,050 SF
SELMA POCKET PARK PLANTING .... 3,000 SF
GOWER STREETSCAPE PLANTING (INSIDE P.L.) .... 2,290 SF
COURTYARD LEVEL PLANTING SUBTOTAL .... 23,374 SF

SITE PLANTING BREAKDOWN AT TERRACE, AMENITY DECK LEVELS:
OFFICE TERRACE LEVEL PLANTING .... 4,029 SF
RESIDENTIAL TOWER AMENITY DECK PLANTING .... 5,020 SF
TERRACE AND AMENITY DECK PLANTING SUBTOTAL .... 9,049 SF

PROPOSED PLANTING

PLANTING PER SITE ZONE	QUANTITY / SIZE / SPACING	NOTES
SUNSET PLAZA:		
TREES:		
WASHINGTONIA ROBUSTA	1 TOTAL @ 50' BTH	TO MATCH 7 (E) PALMS @ SUNSET BOULEVARD
WASHINGTONIA ROBUSTA	8 TOTAL @ 30' BTH	
SPECIMEN SUCCULENTS:		
AGAVE 'BLUE FLAME'	8 TOTAL @ 24" BOX SIZE	
AGAVE DESERTI		
AGAVE DESMETTIANA		
ALOE FEROX		
ALOE MARLOTHII		
ALOE PLICATILIS		
DRACAENA DRACO	1 TOTAL @ 8' TALL	
SHRUBS & GROUNDCOVER:		
LANTANA 'SPREADING CARPET'	5 GAL. @ 30" O.C.	
SENECIO BARBERTONICUS		
SENECIO MANDRALISCAE		
GARDEN COURT PLANTING:		
TREES:		
ARCHONTOPHOENIX CUNNINGHAMIANA	2 TOTAL @ 48" BOX	
ALBIZIA JULIBRISSIANA	5 @ 60"BOX, 3 @ 48" BOX	
SHRUBS & GROUNDCOVER:		
DIANELLA 'BIG REV'	15%: 15 GAL. @ 42" O.C.	
GREVILLEA 'MASON'S HYBRID'	50%: 5 GAL. @ 24" O.C.	
GREVILLEA 'MAGIC LANTERN'	35%: 1 GAL. @ 18" O.C.	
KALANCHOE BEHARENSIS		
ASTELIA NERVOSA		
LOMANDRA LONGIFOLIA		
MISCANTHUS TRANSMORRISONENSIS		
KNIPHOFIA UVARIA		
CAMPUS COURT PLANTING:		
TREES:		
POPULUS FREMONTII	5 @ 48"BOX, 5 @ 60" BOX,	
CASSIA LEPTOPHYLLA	10 @ 72" BOX	
SPECIMEN SUCCULENTS:		
DRACAENA DRACO	24 TOTAL @ 6-8' TALL	
BRAHEA ARMATA		
ALOE BARBARAE		
SHRUBS & GROUNDCOVER:		
GREVILLEA 'MASON'S HYBRID'	15%: 15 GAL. @ 42" O.C.	
GREVILLEA 'MAGIC LANTERN'	50%: 5 GAL. @ 24" O.C.	
KALANCHOE BEHARENSIS	35%: 1 GAL. @ 18" O.C.	
ASTELIA NERVOSA		
LOMANDRA LONGIFOLIA		
MISCANTHUS TRANSMORRISONENSIS		
KNIPHOFIA UVARIA		

PROPOSED PLANTING (CONTINUED)

PLANTING PER SITE ZONE	QUANTITY / SIZE / SPACING	NOTES
EL CENTRO STREETSCAPE PLANTING:		
TREES:		
TABEBUIA IMPETIGINOSA	8 TOTAL @ 48" BOX SIZE	**TO REPLACE 1 (E) JACARANDA MIMOSIFOLIA
PHOENIX CANARIENSIS	2 TOTAL @ 28' BTH	AND 9 (E) CALLISTEMON CITRINUS
EL CENTRO COURT PLANTING:		
TREES:		
PHOENIX CANARIENSIS	4 TOTAL @ 28' BTH	
SPECIMEN SUCCULENTS:		
CHAMAEROPS HUMILIS	5 TOTAL @ 24" BOX SIZE	
SHRUBS & GROUNDCOVER:		
ALOE STRIATA	15%: 15 GAL. @ 42" O.C.	
AEONIUM SPP.	50%: 5 GAL. @ 24" O.C.	
BOUGAINVILLEA ROSENKA	35%: 1 GAL. @ 18" O.C.	
WESTRINGIA FRUTICOSA		
SELMA STREETSCAPE PLANTING:		
TREES:		
MAGNOLIA GRANDIFLORA	8 TOTAL @ 48" BOX SIZE	**TO REPLACE 7 (E) FICUS MICROCARPA
SELMA POCKET PARK PLANTING:		
BAMBOO:		
BAMBUSA SPP.	24" BOX SIZE @ 48" O.C.	
SHRUBS & GROUNDCOVER:		
PHORMIUM DUET	15%: 15 GAL. @ 42" O.C.	
LANTANA MONTEVIDENSIS	50%: 5 GAL. @ 24" O.C.	
LOMANDRA LONGIFOLIA	35%: 1 GAL. @ 18" O.C.	
SENECIO CYLINDRICUS		
AGAVE ATTENUATA		
GOWER STREETSCAPE PLANTING:		
STREET TREE:		
MAGNOLIA GRANDIFLORA	12 TOTAL @ 48" BOX SIZE	**TO REPLACE 2 (E) MAGNOLIA GRANDIFLORA AND 3 (E) UNIDENTIFIED TREES
SITE TREE:		
ARBUTUS 'MARINA'	17 TOTAL @ 48" BOX SIZE	
MELALEUCA NESOPHILA		
PRUNUS CAROLINIANA		
SHRUBS & GROUNDCOVER:		
DODONEA VISCOSA	15%: 15 GAL. @ 42" O.C.	
PITTOSPORUM CRASSIFOLIUM	50%: 5 GAL. @ 24" O.C.	
PITTOSPORUM TENUIFOLIUM 'SILVER SHEEN'	35%: 1 GAL. @ 18" O.C.	
WESTRINGIA FRUTICOSA		

** THERE ARE NO EXISTING PROTECTED TREES (AS DEFINED BY LAMC 17.02) WITHIN SITE BOUNDARY OR WITHIN RIGHT OF WAY.

CONCEPTUAL LANDSCAPE PLAN: COLUMBIA SQUARE REDEVELOPMENT COURTYARD LEVEL

6121 SUNSET BOULEVARD, LOS ANGELES, CA 90028
19 MARCH 2013

KILROY REALTY CORPORATION

HOUSE & ROBERTSON
10126 Washington Boulevard / Los Angeles, CA 90232
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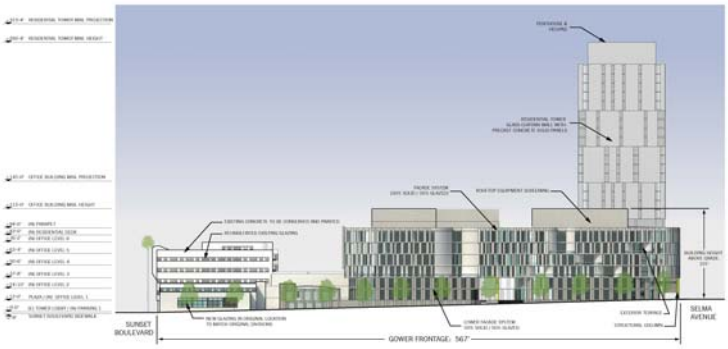
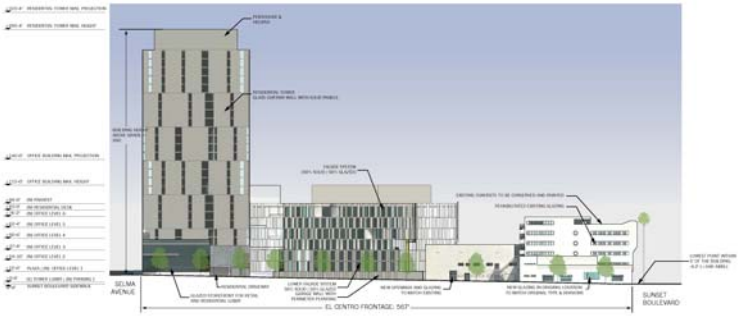
PH: 323.785.1800 FAX: 323.785.1801 / www.rchstudios.com

EXHIBIT B: REVISED PROJECT -- SITE PLANS AND ELEVATIONS



GOWER STREET ELEVATION [EAST]



EL CENTRO STREET ELEVATION [WEST]

ELEVATIONS: COLUMBIA SQUARE REDEVELOPMENT

6121 SUNSET BOULEVARD, LOS ANGELES, CA 90028

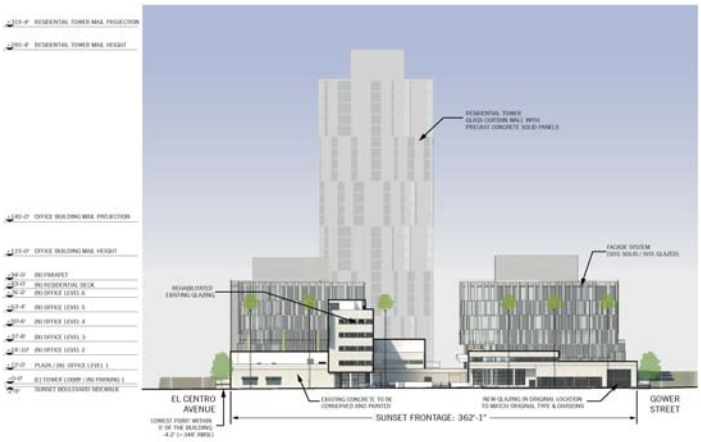
19 MARCH 2013

KILROY REALTY CORPORATION

HOUSE & ROBERTSON

RIOS CLEMENTI HALE STUDIOS

EXHIBIT B: REVISED PROJECT -- SITE PLANS AND ELEVATIONS



SUNSET BOULEVARD ELEVATION [SOUTH]

SELMA STREET ELEVATION [NORTH]

ELEVATIONS: COLUMBIA SQUARE REDEVELOPMENT

6121 SUNSET BOULEVARD, LOS ANGELES, CA 90028

19 MARCH 2013

KILROY REALTY CORPORATION

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RIOS CLEMENTI HALE STUDIOS

Appendix C

Traffic Memorandum

FEHR PEERS

MEMORANDUM

Date: March 28, 2013

To: Elizabeth Smagala and David Simon, Kilroy Realty Corporation

From: Tom Gaul and Christine Mercado, Fehr & Peers

Subject: ***Columbia Square Mixed-Use Project Traffic Analysis Validation & Update***

Ref: SM12-2553

Fehr & Peers prepared a traffic study in 2009 as part of the environmental impact report for the Columbia Square Mixed-Use Project at 6121 West Sunset Boulevard (*Traffic Study for the Columbia Square Mixed-Use Project*, May 2009, hereafter referred to as the 2009 Traffic Study). In 2010, the Columbia Square Mixed-Use Project was approved by the Los Angeles City Council and a Final Environmental Impact Report (EIR) was certified; however, after the project approval, the site was sold to new owners who propose a modified plan for a mixed-use development that is different from the original project studied in the 2009 Traffic Study. Table 1 below provides a comparison between the original approved project (Alternative 6 as analyzed in the 2009 Traffic Study) and the revised project as now proposed. Fehr & Peers has validated and updated the traffic analysis prepared as part of the original project's environmental impact report based on the revised project proposal on the Columbia Square site.

TABLE 1: PROJECT DESCRIPTION COMPARISON

	Original Approved Project (Alternative 6 in 2009 Traffic Study)	**Revised Project**
Residential Uses	• 200 multi-family dwelling units	• 200 apartment units
Office Uses	• 442,500 gross square feet (GSF) of office space	• 422,500 gross square feet (GSF) office (348,000 GSF in new buildings and 74,500 GSF in existing buildings)
Restaurant Uses	• 20,000 SF in restaurants and bars • 11,000 SF quick service restaurant	• 23,500 GSF high-turnover restaurant (in existing buildings) • 2,000 GSF fast food restaurant (new building)
Retail Uses	• 10,300 SF retail	• 16,500 GSF retail (9,000 GSF in new buildings and 7,500 GSF in existing buildings)
Hotel Uses	• 125-room hotel	• None
Health Club Uses	• None	• 15,000 GSF health club

The purposes of this update effort were threefold: (1) to conduct sufficient analysis to determine whether the original traffic study baseline (traffic counts and cumulative analysis) developed in 2008/2009 remains sufficient or a new full traffic study with the new Columbia Square project would be required; (2) to determine whether the newly revised project description, smaller than the original project, could create new significant traffic impacts not previously identified or result in fewer impacts than the original project; and (3) to conduct an "existing plus project" impact analysis consistent with the City of Los Angeles' interpretation of recent California case law.

This technical memorandum summarizes the results of this validation and analysis update.

BASELINE VALIDATION

Base Year

Baseline traffic counts for the original traffic study for the Columbia Square Mixed-Use project were collected primarily in 2007 and 2008. Counts collected in 2007 were adjusted by 1% to reflect 2008 conditions. To determine whether the counts accurately represent current conditions, new traffic counts were collected in November 2012 at 13 of the 27 study intersections and three study roadway segments in order to determine whether traffic volumes have increased in the intervening years since the original traffic study was prepared. Intersections and roadway segments that experienced previous project-related impacts in the 2009 Traffic Study were selected for this comparison, because these 13 intersections and three segments would have the highest potential for project-related traffic impacts generated by the revised project if baseline traffic volumes had grown since the original traffic study.

New traffic volumes were collected in November 28, 2012, during a non-holiday week when schools were in session. Table 2 lists the study intersections that were counted in 2012, and compares the total AM and PM peak hour turning movement volumes between 2008 and 2012. As shown in the table, total traffic volumes at the 13 comparison study intersections in 2012 are less than the traffic volumes at the same study intersections in 2008 in both the AM and PM peak periods, with the exception of four intersections in at least one of the peak hours. However, the increases in total turning movement volumes in 2012 at the four study intersections were relatively minor. Overall, traffic volumes at the 13 comparison study intersections ranged from approximately 115% to 75% of the 2008 traffic volumes at the same study intersections (15% more to 25% less). In addition, the year 2012 intersection traffic volumes total for all 13 comparison intersections are approximately 5% and 9% lower than year 2008 traffic volumes in the AM peak hour and PM peak hour, respectively.

TABLE 2: BASE YEAR PEAK HOUR TRAFFIC VOLUME COMPARISON

Intersection		Peak Hour Turning Movement Volumes (Total)				Change in Volume	
		2008		2012			
		AM	PM	AM	PM	AM	PM
5.	Vine Street & Sunset Boulevard	4,972	5,246	5,166	5,308	4%	1%
6.	Argyle Avenue & Franklin Avenue/US-101 NB On-Ramps	3,164	3,903	2,935	3,157	-7%	-19%
7.	Argyle Avenue & Hollywood Boulevard	1,920	2,265	2,095	2,598	9%	15%
10.	El Centro Avenue & Hollywood Boulevard	1,989	2,354	1,805	1,931	-9%	-18%
11.	El Centro Avenue & Sunset Boulevard	3,443	3,979	3,108	3,399	-10%	-15%
12.	Gower Street & Franklin Avenue	3,075	3,544	2,733	2,969	-11%	-16%
14.	Gower Street & US-101 SB Off-Ramp	1,569	1,530	1,565	1,437	0%	-6%
15.	Gower Street & Hollywood Boulevard	2,769	3,127	2,904	3,043	5%	-3%
16.	Gower Street & Selma Avenue	1,227	1,369	1,192	1,279	-3%	-7%
17.	Gower Street & Sunset Boulevard	4,036	4,191	4,063	4,276	1%	2%
20.	Bronson Avenue & Hollywood Boulevard	2,564	3,056	2,300	2,588	-10%	-15%
21.	Bronson Avenue & Sunset Boulevard	4,853	5,462	3,787	4,117	-22%	-25%
24.	US-101 SB On-Ramp & Sunset Boulevard	4,014	4,138	3,941	4,024	-2%	-3%
Total for All 13 Comparison Intersections		**39,595**	**44,164**	**37,594**	**40,126**	**-5%**	**-9%**

The same day that the peak period intersection turning movement counts were collected, 24-hour roadway segment counts were conducted on Harold Way east of Gower Street, Labaig Avenue north of Sunset Boulevard, and El Centro Avenue south of Leland Way. As shown in Table 3, 2012 counts at two of the three comparison study street segments during a 24-hour period are less than the 24-hour period counts for the same study intersections in 2008. The Harold Way east of Gower Street segment was the only segment that had a higher 24-hour period count in 2012 compared to its 2008 count. However, the increase in daily trips was only 58 additional daily trips. Thus, 2012 daily volumes at the three study segments ranged from approximately 117% to 67% of the 2008 daily volumes at the same study segments (17% more to 33% less). In addition, year 2012 total segment volumes total for all three comparison intersections are approximately 28% lower than year 2008 segment volumes.

TABLE 3: BASE NEIGHBORHOOD STREET SEGMENT DAILY TRAFFIC VOLUME COMPARISON

Street Segment	Weekday Two-Way Daily Volume		
	2008	2012	% Change in Volume
Harold Way East of Gower Street	337	395	17%
Labaig Avenue North of Sunset Boulevard	544	536	-1%
El Centro Avenue South of Leland Way	5,677	3,776	-33%
Total for All 3 Comparison Segments	**6,558**	**4,707**	**-28%**

Both the peak period intersection turning movement traffic counts and the 24-hour roadway segment counts are included in Attachment A.

In addition to conducting new traffic counts at a representative sampling of study intersections and study street segments, new traffic volume data were obtained for the US 101 freeway study segments. Table 4 shows the volume comparison between 2008 and 2012 data for the four freeway segments locations analyzed in the 2009 Traffic Study. As shown in the Table 4, 2012 peak hour volume at the four freeway segments are less than the 2008 peak hour volume at those same segment locations. Overall, freeway volumes at the four comparison study segments ranged from approximately 97% to 83% of the 2008 freeway volumes at the same study locations (3% to 17% less).

Because the 2012 peak hour intersection counts, the 24-hour neighborhood segment counts, and the freeway segment volume data are primarily less than the baseline 2008 traffic volumes in the original traffic study, the base year traffic analysis contained in the original traffic study is a valid and acceptable surrogate for 2012 conditions. For all study intersections, use of the base year analysis from the 2009 Traffic Study is a conservative assessment of 2012 existing conditions, because traffic volumes have declined at most locations relative to 2008 traffic volumes and the four exceptions had only marginal increases.

Cumulative Baseline

Per the requirements of the Los Angeles Department of Transportation (LADOT), the potential for project impacts was assessed against a future cumulative baseline, which accounted for growth in regional traffic (ambient growth), as well as traffic from known development projects in the study area (related projects).

Following professionally accepted practice and LADOT guidelines, the original traffic study adjusted the 2008 base year traffic volumes by 1% per year for five years to reflect ambient growth in traffic (5% total growth). As shown above in Table 2, this level of ambient growth in traffic has not occurred, as 2012 traffic volumes are either slightly higher, or for the most part less than the 2008 traffic volumes. Thus, the use of the Cumulative Base scenario from the original traffic study would result in a conservative assessment of regional traffic growth, and is an appropriate baseline to assess the potential for project-related impacts for a new future base year five years hence that reflects the delayed implementation and updated project description of the Columbia Square Mixed-Use project.

To determine the adequacy of the analysis of related projects in the original traffic study, a new related project list was obtained from LADOT in October 2012 for related projects within a 1.5-mile radius of the Columbia Square Mixed-Use project. Some projects that were analyzed in the original traffic study are still on the list, but several new projects have been added, and many old projects have been removed. Table 5 details the current related projects list, as well as LADOT's estimates for daily, AM and PM peak hour trips generated for each related project. Table 5 compares the total daily, AM and PM peak hour trip generation for all related projects against the totals for the related projects on the list from the original traffic study.

As shown in Table 5, the projects on the 2012 related project list are estimated to generate approximately 96,352 daily, including 6,330 AM peak hour, and 9,143 PM peak hour trips, approximately 35% fewer daily trips, 37% fewer AM peak hour trips, and 46% fewer PM peak hour trips than the related projects list from the original traffic study. Because the related projects from the 2009 Traffic Study generated significantly more trips than the current list, the use of the original Cumulative Base scenario results in a more conservative baseline to assess the potential for project impacts.

Because both the ambient growth rate and related project trip generation for the original Cumulative Base scenario result in a more conservative baseline for assessing the potential for project impacts, the cumulative baseline from the original traffic study has been retained for the updated cumulative traffic analysis detailed in this memorandum.

UPDATED PROJECT DESCRIPTION AND TRIP GENERATION ANALYSIS

The description of the Columbia Square Mixed-Use project has changed since it was analyzed in the original traffic study. Table 1 compares the original approved project (Alternative 6 as analyzed in the 2009 Traffic Study) and the revised project as now proposed. Similar to the original project, the revised project plans on renovating existing buildings in addition to constructing new buildings on the project site.

Revised trip generation estimates have been prepared based on the new proposed land uses for the Columbia Square Mixed-Use Project. As shown in Table 6, the revised project is expected to generate 6,327 net external daily trips, including 688 AM peak hour trips, and 682 PM peak hour trips, approximately 2,257 fewer daily trips, 50 fewer AM peak hour trips, and 37 fewer PM peak hour trips as compared to the original approved project (Alternative 6 as analyzed in the 2009 Traffic Study).

It should be noted that the trip generation analysis is conservative because it assumes that the proposed health club will be open to outside users, whereas the intent is that the health club will be for internal use by project residents and office employees only.

REVISED FUTURE WITH PROJECT IMPACT ANALYSIS

The revised project trip generation detailed in Table 6 was distributed to the street network using the trip distribution pattern specified in the 2009 Traffic Study. Project trips were assigned to the original study's Cumulative Base traffic volumes to develop Cumulative plus Project traffic volumes reflecting the updated project description. Volume-to-capacity (V/C) ratios and corresponding level of service (LOS) values were calculated using the Critical Movement Analysis (CMA) (Transportation Research Board, 2000) methodology, as implemented in LADOT's CalcaDB software consistent with the original traffic study, and as required by LADOT.

In the 2009 Traffic Study, a number of unsignalized intersections were analyzed as signalized intersections with a reduced capacity of 1,200 vehicles per lane per hour in order to determine the incremental increase in traffic volumes at each unsignalized intersection associated with the project per LADOT's standard procedure in place at the time of the preparation of the original traffic study. Since the 2009 Traffic Study, LADOT has revised their impact analysis procedures for unsignalized intersections.

According to LADOT's revised *Traffic Study Policies and Procedures* (May 2012), unsignalized intersections should not be included in the impact analysis. Unsignalized intersections should only be evaluated to determine the need for the installation of a traffic signal if the intersection is an integral part to the project's site access and circulation plan. Therefore, an impact analysis for unsignalized intersections has not been included in this memorandum. However, because Intersection #10 (El Centro Avenue & Hollywood Boulevard) and Intersection #16 (Gower Street &

Selma Avenue) were impacted using the old methodology in the 2009 Traffic Study, and both intersections provide relatively direct access to the project site, a signal warrant analysis was performed at each location.

Significant project-related impacts at intersections were determined using the threshold criteria established in *Traffic Study Policies and Procedures*. Under the LADOT guidelines, an intersection would be significantly impacted with an increase in V/C ratio equal to or greater than 0.04 for intersections operating at LOS C, equal to or greater than 0.02 for intersections operating at LOS D, and equal to or greater than 0.01 for intersections operating at LOS E or F after the addition of project traffic. Intersections operating at LOS A or B after the addition of the project traffic are not considered significantly impacted regardless of the increase in V/C ratio.

The following summarizes the impact criteria:

Intersection Conditions with Project Traffic		Project-related Increase in V/C Ratio
LOS	V/C Ratio	
C	0.701 to 0.800	Equal to or greater than 0.040
D	0.801 to 0.900	Equal to or greater than 0.020
E, F	0.901 or more	Equal to or greater than 0.010

Table 7 presents the V/C ratios and corresponding LOS for the Cumulative Base scenario from the original traffic study, as well as the updated Cumulative plus Project scenario reflecting the revised project description. As indicated in Table 7, the proposed project would result in significant impacts during at least one of the analyzed peak hours at the following locations:

5. Vine Street & Sunset Boulevard (PM peak)
6. Argyle Avenue & Franklin Avenue/US 101 Northbound On-Ramp (PM peak)
7. Argyle Avenue & Hollywood Boulevard (PM peak)
11. El Centro Avenue & Sunset Boulevard (PM Peak)
12. Gower Street & Franklin Avenue (AM and PM peak)
15. Gower Street & Hollywood Boulevard (AM peak)
17. Gower Street & Sunset Boulevard (AM and PM peak)
20. Bronson Avenue & Hollywood Boulevard (PM peak)
21. Bronson Avenue & Sunset Boulevard (AM and PM peak)

The aforementioned significantly impacted intersections were also found to be significantly impacted under the Cumulative plus Project scenario in the 2009 Traffic Study. Under the Cumulative plus Project scenario analyzed in this memorandum, there are four fewer impacted intersections identified compared to the Future plus Project scenario in the 2009 Traffic Study, which determined that 13 of the 27 study intersections were significantly impacted with the original project.

Overall, no new significantly impacted and previously unidentified impacted intersections were identified in the Future plus Project scenario with the new proposed project description. Detailed LOS calculations are provided in Attachment B.

EXISTING PLUS PROJECT TRAFFIC IMPACT ANALYSIS

The original traffic study for the Columbia Square Mixed-Use project was prepared in accordance with the methodology prescribed in *Traffic Study Policies and Procedures* applicable when the study was prepared. Consistent with LADOT's methodology, the study evaluated the potential for project-related intersection traffic impacts against a future baseline condition at the date of anticipated project buildout.

Subsequently, in December 2010, the California Court of Appeal for the Sixth District issued an opinion in *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council* ("Sunnyvale"), concerning the environmental baselines used in an EIR. The Sunnyvale decision interprets CEQA as requiring project-specific impacts to be analyzed based on a comparison of a project's impacts against existing baseline conditions.

Analysis Methodology

Consistent with the City of Los Angeles' interpretation of Sunnyvale, the project has been analyzed using existing conditions as the baseline to assess the potential for project impacts, including lane configurations and the existing traffic volumes. Project-only trips reflecting the revised project description were assigned to existing traffic volumes using the same procedure as described above for the Cumulative plus Project scenario to develop Existing plus Project traffic volumes. Consistent with other scenarios, Existing plus Project traffic volumes were analyzed using CMA methodology for signalized intersections as required by LADOT. Per LADOT's current *Traffic Study Policies and Procedures*, unsignalized intersections were not included in the analysis. However, signal warrant analyses were performed at the Intersection #10 (El Centro Avenue & Hollywood Boulevard) and Intersection #16 (Gower Street & Selma Avenue). The potential for project impacts under this scenario was assessed using the same traffic impact threshold criteria used for other scenarios as required by LADOT.

Analysis Results

Table 8 presents the V/C ratios, and corresponding LOS for Existing and Existing plus Project conditions. Under the Existing plus Project scenario analyzed in this memorandum, five intersections were determined to be significantly impacted by the proposed project in at least one of the analyzed peak hours:

6. Argyle Avenue & Franklin Avenue/US 101 Northbound On-Ramp (PM peak)
12. Gower Street & Franklin Avenue (AM and PM peak)
15. Gower Street & Hollywood Boulevard (AM peak)
17. Gower Street & Sunset Boulevard (AM and PM peak)
21. Bronson Avenue & Sunset Boulevard (AM and PM peak)

The aforementioned significantly impacted intersections were also found to be significantly impacted under the Future plus Project scenario. Therefore, no new significantly impacted and previously unidentified intersections were identified as the increase in traffic from the project would not exceed any LADOT thresholds of significance. Detailed LOS calculations are provided in Attachment B.

PROPOSED MITIGATION PROGRAM

The traffic impact analysis presented above determined that the proposed project results in significant impacts at nine intersections under Future conditions, of which five of these nine intersections are also significantly impacted under Existing plus Project conditions. Intersection improvements to increase the capacity and/or efficiency of the roadway system and to reduce impacts to a level below significance were explored and discussed in the 2009 Traffic Study for these nine intersections. Therefore, the identification of physical and/or operational mitigation measures for the impacted intersections under the Existing and Future plus Project scenarios with the new proposed project is consistent with the corresponding intersection improvements discussed in the Traffic Mitigation Measures section in Chapter 4 of the 2009 Traffic Study. Although the revised project would impact fewer intersections than did the prior project, all of the intersection mitigation measures identified for the prior project would still be required.

A detailed summary of the mitigation measure effectiveness is presented in Table 8 for the Existing plus Project scenario and Table 7 for the Future plus Project scenario. Both tables identify intersection impacts according to the City's designated impact criteria and indicate the effectiveness and whether each impact can be mitigated. The effectiveness of the recommended mitigation measures from the 2009 Traffic Study under new plus project conditions are discussed in the sections below. Detailed LOS calculations at the impacted intersections with the mitigation measures are provided in Attachment B.

Existing plus Project and Future plus Project Mitigation Measures

5. Vine Street & Sunset Boulevard (PM peak) – A closed-circuit television (CCTV) camera installation at this intersection would fully mitigate the project's impact at this location that occur under the Future plus Project scenario. Traffic signal hardware upgrades are needed to provide for enhanced operation of the City's ATSAC signal system, and to allow LADOT to manage traffic in direct response to real-time traffic flow. The strategic placement of a CCTV camera affords LADOT with the ability to monitor vehicles and buses, and respond to incidents that cause excessive delays. These upgrades are expected to reduce the V/C ratio of an intersection by a minimum of 0.01.

6. Argyle Avenue & Franklin Avenue/US 101 Northbound On-Ramp (PM peak) – Partial mitigation of the project impact would require restriping Argyle Avenue to separate the northbound shared through/left movement, resulting in dual left-turn lanes (leading to the US 101 northbound on-ramp), a single through lane (leading to Argyle Avenue north of Franklin Avenue), and a separate right-turn lane on the northbound approach. This would require removal of on-street parking spaces along the west side of Argyle Avenue south of the intersection beneath the US 101 overpass and restriping of the southbound travel lanes plus the addition of a new overhead sign for traffic bound for US 101 northbound. This mitigation would reduce the V/C ratio in the AM and PM peak hour; however, it would not fully mitigate the project impact to a level below the LADOT significance criteria during the PM peak hour under the Existing plus Project and Future plus Project scenarios.

In addition, LADOT had determined that the mitigation strategy is not feasible because of geometric design limitations. The City lengthened the southbound left-turn lane on Argyle Avenue leading to the US 101 southbound on-ramp just south of the freeway overpass. It is not possible to shift this lane and the adjacent southbound Argyle Avenue through lanes a sufficient distance to the west to accommodate the mitigation measure without creating a substantial offset in the southbound through lanes as they cross Franklin Avenue. Once past the left-turn lanes, the southbound through lanes would then need to transition quickly back to match the existing lanes on Argyle Avenue at Yucca Street. Therefore, the impact at this location under existing year and cumulative year conditions would be significant and unavoidable.

7. Argyle Avenue & Hollywood Boulevard (PM peak) – No physical, feasible mitigation measures have been identified at this location. Restriping the westbound Hollywood Boulevard approach to provide an exclusive right-turn lane would fully mitigate the project impact identified in the PM peak hour under the Future plus Project scenario. This improvement, however, has been identified as a mitigation measure for the Pantages Theater Office Project. Therefore, the impact at this location under cumulative year conditions would be significant and unavoidable.

10. El Centro Avenue & Hollywood Boulevard – The intersection is currently unsignalized. The 2009 Traffic Study recommended a signal at this intersection because the original project using the previous LADOT unsignalized methodology procedures had a PM peak hour impact at this location. Per LADOT's current Traffic Study Guidelines, unsignalized intersections were not

included in the existing and cumulative impact analysis. Instead for the purpose of this memorandum, a signal warrant analysis was performed at this location and is presented in Attachment C. This analysis determined that the projected both the existing plus project and future plus project traffic volumes would satisfy the Four Hour Volume traffic signal and Peak Hour Volume traffic signal warrants from the MUTCD. Level of service results for the intersection when signalized under Future plus Project conditions are shown in the "with mitigation" columns in Table 7, while level of service results for the intersection when signalized under Existing plus Project conditions are shown in the "with mitigation" columns in Table 8.

11. El Centro Avenue & Sunset Boulevard (PM Peak) – Mitigation of the future plus project impact would require providing separate northbound and southbound left-turn lanes on El Centro Avenue. The mitigation would require re-striping the northbound and southbound approaches on El Centro Avenue. The restriping on the south leg would result in a 12-foot northbound through lane, 10-foot northbound left-turn lane, and 12-foot northbound through lane. The restriping on the north leg would result in a 15-foot southbound through lane, 10-foot southbound left-turn lane, and 20-foot northbound through lane. This improvement would result in the loss of approximately eight metered on-street parking spaces on the north El Centro Avenue leg (immediately adjacent to the project site) and seven metered spaces on the south El Centro Avenue leg.

As part of the mitigation, the traffic signal controller at this intersection will also be upgraded to a Type 2070. The traffic signals at many of the intersections within the City of Los Angeles currently operate using older Type 170 traffic signal controllers. Newer Model 2070 controllers provide for enhanced and real-time operation of the traffic signal timing. Type 2070 controllers allow LADOT to provide instant adjustments to the signal's timing parameters based on real-time traffic conditions. These traffic signal hardware upgrades are needed to provide for enhanced operation of the City's ATSAC signal system, and to allow LADOT to manage traffic in direct response to real-time traffic flow. Upgrade of the controllers is expected to reduce the V/C ratio of an intersection by a minimum of 0.01.

Both this physical mitigation measure and signal controller upgrade originally proposed in the 2009 Traffic Study would mitigate the project impact to a level below significance in the PM peak hour under the Future plus Project scenario.

12. Gower Street & Franklin Avenue (AM and PM peak) – No physical mitigations are proposed at this intersection. However, operational improvements could be made to the signal to provide left-turn phasing for the east-west left-turn movements and an overlapping right-turn arrow for the northbound right turn. The operational improvements proposed and accepted by LADOT in the 2009 Traffic Study would fully mitigate the project impact to a level below significance in both the AM and PM peak hours under the Existing plus Project scenario; however, it would only partially mitigate the project impacts at this intersection by only removing the PM peak impact under the Future plus Project scenario. Therefore, the impact at this location under cumulative year conditions would be significant and unavoidable.

As part of the mitigation, the traffic signal controller at this intersection will also be upgraded to a Type 2070 and a CCTV camera will be installed. The traffic signals at many of the intersections within the City of Los Angeles currently operate using older Type 170 traffic signal controllers. Newer Model 2070 controllers provide for enhanced and real-time operation of the traffic signal timing. Type 2070 controllers allow LADOT to provide instant adjustments to the signal's timing parameters based on real-time traffic conditions. These traffic signal hardware upgrades are needed to provide for enhanced operation of the City's ATSAC signal system, and to allow LADOT to manage traffic in direct response to real-time traffic flow. The strategic placement of a CCTV camera affords LADOT with the ability to monitor vehicles and buses, and respond to incidents that cause excessive delays. These upgrades are expected to reduce the V/C ratio of an intersection by a minimum of 0.01.

15. Gower Street & Hollywood Boulevard (AM peak) – Mitigation of the project impact would require providing a second southbound through lane on Gower Street by converting the existing right-turn lane into a shared through/right-turn lane, resulting in one left-turn lane, one through lane, and one shared through/right-turn lane on the southbound approach. The two southbound through lanes would transition to a single lane south of the intersection. In order to accommodate this transition, the south leg would need to be widened by two feet for a distance of approximately 160 feet. The widening would require narrowing the sidewalk on the west side from 11 to nine feet. The lanes on the south leg would be restriped to transition to match the existing lane configuration south of the intersection. This improvement would improve the LOS and would fully mitigate the project AM impact to a less than significant level under the Existing plus Project and Future plus Project scenarios.

LADOT has determined that this mitigation strategy is not acceptable because of secondary impacts related to the narrowing of the sidewalk. Therefore, the impact at this location under existing year and cumulative year conditions would be significant and unavoidable.

16. Gower Street & Selma Avenue (AM and PM peak) – The intersection of Gower Street & Selma Avenue is currently unsignalized. The 2009 Traffic Study recommended a signal at this intersection because the original project using the previous LADOT unsignalized methodology procedures had AM and PM peak hour impacts at this location. Per LADOT's current guidelines, unsignalized intersections were not included in the existing impact analysis. Instead for the purpose of this memorandum, a signal warrant analysis was performed at this location and is presented in Attachment C. This analysis determined that the projected the existing plus project traffic volumes would satisfy the Four Hour Volume traffic signal warrant and the future plus project traffic volumes would satisfy the Four Hour and Peak Hour Volume signal warrants from the *Manual on Uniform Traffic Control Devices* (MUTCD).

Due to the offset of the Selma Avenue east and west legs at Gower Street, split phasing would need to be provided for the eastbound and westbound Selma Avenue approaches. Additionally, to maintain left turns in the northbound and southbound directions, a protected leading phase would need to be provided for the northbound lefts beginning concurrent with the northbound

through phase and a protected lagging phase would need to be provided for the southbound lefts, with left-turn pockets striped on both the northbound and southbound Gower Street approaches. Level of service results for the intersection when signalized under Future plus Project conditions are shown in the "with mitigation" columns in Table 7, while level of service results for the intersection when signalized under Existing plus Project conditions are shown in the "with mitigation" columns in Table 8.

17. Gower Street & Sunset Boulevard (AM and PM peak) – Partial mitigation of the project impact would require restriping Gower Street to provide a second northbound through lane, resulting in an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the northbound approach. The northbound departure would be restriped to provide two receiving lanes to accommodate the additional through lane, connecting to the two northbound lanes that already exist further to the north of the intersection. The mitigation would require reducing the width of the existing shared through/right-turn lane on the northbound approach from 26 feet to 18 or 19 feet, which could affect the operation of the valet passenger loading zone for the restaurant on the southeast corner of the intersection. It would also require the removal of on-street parking along northbound Gower Street. This physical mitigation measure explored in the original traffic study would only mitigate the project impact during the PM peak hour at this location under the Existing plus Project and Future plus Project scenarios. LADOT has determined, however, that this mitigation strategy is not feasible because of geometric design limitations.

Consistent with the original traffic study, upgrading the signal traffic controller to a Type 2070 controller is expected to reduce the V/C ratio of this intersection by a minimum of 0.01; however, with the operational improvement implemented, both the AM and PM impacts would still remain. The intersection would therefore remain significantly impacted by the project-related traffic under existing year and cumulative year conditions.

20. Bronson Avenue & Hollywood Boulevard (PM peak) – The addition of a northbound right-turn lane would fully mitigate the project impact at this intersection to a less than significant level under the Future plus Project scenario. This could be accomplished by restriping the south leg of the intersection. This physical mitigation measure originally proposed in the 2009 Traffic Study was accepted by LADOT.

21, Bronson Avenue & Sunset Boulevard (AM and PM peak) – The addition of a southbound right-turn lane would mitigate the project impact at this intersection. In order to minimize the intersection offset, the south leg would need to be re-striped. The south leg of the intersection would become a 14-foot northbound through lane, 12-foot northbound left-turn lane and a 24-foot southbound receiving lane. The north leg of the intersection would become a 10-foot southbound right-turn lane, 10-foot southbound through lane, and 10-foot southbound left-turn lane. The northbound receiving lane would be 18 feet. This improvement would result in the loss of approximately eight unmarked on-street parking spaces on the north Bronson Avenue leg and four unmarked spaces on the south Bronson Avenue leg.

As part of the mitigation, the traffic signal controller at this intersection will also be upgraded to a Type 2070. The traffic signals at many of the intersections within the City of Los Angeles currently operate using older Type 170 traffic signal controllers. Newer Model 2070 controllers provide for enhanced and real-time operation of the traffic signal timing. Type 2070 controllers allow LADOT to provide instant adjustments to the signal's timing parameters based on real-time traffic conditions. These traffic signal hardware upgrades are needed to provide for enhanced operation of the City's ATSAC signal system, and to allow LADOT to manage traffic in direct response to real-time traffic flow. Upgrade of the controllers is expected to reduce the V/C ratio of an intersection by a minimum of 0.01.

Both the physical mitigation measure and signal controller upgrade, which was originally proposed in the 2009 Traffic Study, would mitigate the project impact to a level below significance in both the AM and PM peak hours under the Existing plus Project and Future plus Project scenarios.

Using the City of Los Angeles CMA methodology, Table 7 indicates that the project impacts on cumulative conditions could not be fully mitigated at five of the nine impacted intersections while Table 8 indicates that the project impacts on existing conditions could not be fully mitigated at three of the five impacted intersections. Compared to the mitigation measure analysis conducted in the 2009 Traffic Study, the revised project description would have five project-related significant and unavoidable impacts remaining after the implementation of feasible mitigation measures under cumulative conditions, compared to the seven remaining significant and unavoidable impacts in the original traffic study with the previous project description.

RESIDENTIAL STREET SEGMENT ANALYSIS

Under the City of Los Angeles guidelines, a project impact on a local residential street would be considered significant if the project's share of daily traffic volumes is as follows:

Projected Average Daily Traffic with Project (Final ADT)	Project-Related Percent of Final ADT
0 to 999	16 percent or more of final ADT
1,000 or more	12 percent or more of final ADT
2,000 or more	10 percent or more of final ADT
3,000 or more	8 percent or more of final ADT

The residential street segment analysis from the original traffic study was updated based on the revised trip generation estimates and analysis results are shown in Table 9. Using the criteria for significant impacts described above, under Existing plus Project conditions, the proposed project would result in significant impacts on the Labaig Avenue north of Sunset Boulevard segment and the El Centro Avenue south of Leland Way segment. Both of these segments were determined to be significantly impacted under the Future plus Project scenario in the 2009 Traffic Study.

Since existing total daily traffic at a segment is lower than the cumulative conditions, the project traffic makes up a greater percentage of the total traffic under existing conditions when compared with cumulative conditions. As shown in Table 9, the revised project is expected to result in only one significant impact in the updated neighborhood street impact analysis under Future plus Project conditions. The impacted segment is located at Labaig Avenue north of Sunset Boulevard, where the project is expected to generate a total of 122 daily trips (compared with 159 trips for the project as analyzed in 2009). The revised project is thus less impactful than the prior project, since the 2009 Traffic Study found that the prior project would impact three segments (Harold, Labaig and El Centro) under Future plus Project conditions.

FREEWAY SEGMENT ANALYSIS

The freeway segment analysis from the original traffic study was updated based on the revised trip generation estimates in Table 6. Note that the project trip freeway distribution estimates used in the updated freeway segment analysis is consistent with the previous study. Tables 10A and 10B show the results of the project impact on nearby freeway segments under existing and future conditions.

The CMP freeway monitoring station closest to the project site is the US 101 south of Santa Monica Boulevard. Based on the procedures outlined in the *L.A. Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles* (City of Los Angeles, 2006) and the CMP traffic impact analysis guidelines established in the *2010 Congestion Management Program for Los Angeles County* (Metro, October 2010), significant project impact occurs when the following threshold is exceeded:

- The proposed project increase traffic demand on a CMP facility by 2% of capacity (V/C ≥0.02), causing LOS F (V/C > 1.00)

- If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C ≥ 0.02).

The analysis conducted determined that the largest increase in the traffic demand-to-capacity (D/C) ratio due to the revised project was a 1.8% increase; therefore, no significant impact was observed on any analyzed freeway segments under both the Existing plus Project and Future plus Project conditions.

CONSTRUCTION PERIOD IMPACT ANALYSIS

LADOT considers construction-related traffic effects adverse, but not significant, impacts because such effects, while sometimes inconvenient, are temporary. Additionally, LADOT requires implementation of Worksite Traffic Control Plans to ensure that any construction-related effects are minimized to the greatest extent possible.

The LAMC provides that construction activities are limited to the hours from 7:00 AM to 9:00 PM on weekdays and from 8:00 AM to 6:00 PM on Saturdays and holidays. No construction is permitted on Sundays.

Construction Traffic

Site construction will consist of seven phases: demolition, shoring and excavation, foundations, substructure, super structure, exterior enclosure, and plaza site work. The total construction time is estimated at 35 months from demolition to building finish, as follows:

- Phase 1, demolition, 4 months
- Phase 2, shoring and excavation, 5 months
- Phase 3, foundation construction, 2 months
- Phase 4, substructure construction, 5 months
- Phase 5, super structure construction, 7 months
- Phase 6, exterior enclosure, 7 months
- Phase 7, plaza site work, 5 months

Overall, the total construction duration of the revised project is 13 months less than the original project, which had a total construction duration of 48 months.

Similar to the original project, five potential areas of construction traffic impacts are associated with the revised project, including:

- Trucks traveling to and from the site to remove fill and other items (haul trucks)
- Equipment and material delivery/staging
- Worker traffic
- Worker parking
- Sidewalk closures

<u>Truck Traffic</u>

It is anticipated that the project site excavation would involve the removal of approximately243,890 cubic yards of earth. An average of approximately 200 entering and exiting dump truck trips per day are expected to visit the site during the approximately 93-day excavation period. It is assumed that excavation truck trips are expected to be relatively constant throughout the excavation period, yielding an estimated 25 trucks entering and 25 trucks exiting

the site per hour (or about one truck entering and one truck leaving the site every 2.5 minutes on average).

The truck route for the project will most likely be via the Hollywood Freeway west on Sunset Boulevard and north on El Centro Avenue for trucks traveling inbound and via Gower St south to Sunset Boulevard east to the Hollywood Freeway for trucks traveling outbound. These trucks could impact the adjacent roadway network since the major roadways anticipated as the truck route for the project already experience congestion during peak traffic periods.

Excavation trucks would queue along the El Centro Avenue and Selma Avenue property frontages on the west and north sides of the site. In order to provide space for these trucks to queue along El Centro and Selma Avenues, temporary street parking prohibitions would be required. The removal of on-street parking adjacent to the project site to accommodate truck queuing during the excavation period would have a temporary adverse impact on street parking.

In addition to excavation trucks, another source of construction traffic would derive from the transportation of materials and equipment to the site. One example would be concrete, of which substantial quantities would be required for the parking garage and the buildings on-site. Other materials could include plumbing supplies, electrical fixtures, and even items used in furnishing the building. These materials would have to be delivered to the site and stored on-site. These deliveries are expected to occur in variously sized vehicles including small delivery trucks to cement mixer trucks and 18-wheel trucks.

Additionally, construction equipment would have to be delivered to the site. This equipment could include cranes, bulldozers, excavators, and other large items of machinery. Most of the heavy equipment is expected to be transported to the site on large trucks such as 18-wheelers or other similar vehicles.

The influx of this material and equipment could create impacts on the adjacent roadway network based on the following considerations:

- There may be intermittent periods when large numbers of material deliveries are required, such as when concrete trucks will be needed for the parking garage and the buildings.

- Some of the materials and equipment could require the use of large trucks (18-wheelers), which could create additional congestion on the adjacent roadways.

- Delivery vehicles may need to park temporarily on adjacent roadways such as El Centro Avenue or Selma Avenue as they deliver their items. Based on past experience, it is not uncommon for these types of deliveries to result in temporary lane closures.

Worker Traffic

The number of construction workers would vary throughout the construction period with the exterior enclosure phase (Phase 6) generating the highest number of trips. Construction activity at the proposed project site is projected to generate a maximum of 420 employee-related trips on a daily basis, including approximately 210 arrivals and 210 departures. These workers are not all likely to arrive at the construction site within the same hour, nor would they leave the site at the same time.

Thus, the number of worker trips is expected to be substantially less than the peak hour trip generation associated with the revised project once it is in operation (approximately 6,327 total external daily trips including 688 trips during the AM peak hour and 682 trips during the PM peak hour; see Table 6). Therefore, traffic-related impacts associated with the worker trips would be far less than those identified for project operation. Given the level of traffic at some of the study intersections near the project site, however, the combination of haul truck and employee traffic could cause temporary adverse impacts at some intersections during the construction period.

Worker Parking

There are four identified worker parking and construction staging options identified that are all within a 1,000 feet of the job site gates:

- Option 1 – worker area and construction staging is located on a parcel on the northeast corner of Gordon Street & Sunset Boulevard
- Option 2 – worker parking area is located on a parcel between Harold Way and Sunset Boulevard one-half block east of Gower Street
- Option 3 – worker parking area is located at the parking lot on the southwest corner of El Centro Avenue & Selma Avenue
- Option 4 – worker parking area is located at the parking lot on the southeast corner of Vine Street & Selma Avenue

In addition, a potential truck staging area on Gower Street south of Sunset Boulevard has been identified. In general, construction activities will be coordinated for minimal impact to the surrounding area.

In the absence of measures to control the construction worker parking, the need to park workers off-site during the construction period could result in impacts because it could lead to worker parking spilling over into adjacent areas, such as residential areas east of Gower Street or south of Sunset Boulevard. Workers could potentially park in these areas because they find the off-site parking arrangement cumbersome and want to park closer to the site.

Sidewalk Closures

It is anticipated that sidewalks along the Gower Street, Sunset Boulevard, El Centro Avenue, and Selma Avenue project frontages could be closed to pedestrian traffic during portions of the construction period. Since no businesses or activities on the project site would be generating pedestrian traffic, the impact of these closures would likely not be significant.

Overall, the construction-related traffic and its effects are considered to be fairly consistent with what has been discussed in the Construction Period Impact Analysis chapter (Chapter 10) of the 2009 Traffic Study. Although the revised project would have more daily excavation related truck traffic compared to the original project (120 arrivals and 120 departures), the period of expected daily excavation related truck traffic is shorter than the original project, which originally planned for over six months of excavation. In addition, the expected worker traffic under the construction schedule of the revised project is within the range of the previously anticipated 400 to 450 daily worker trips (200 to 225 arrivals and departures) expected under the construction schedule of the original project, however, the duration of the construction phase that generates the highest number of trips is substantially less in the revised project (Phase 6: seven months) than the original project (Phase 3: 24 months).

CONSTRUCTION MITIGATION MEASURES

The construction mitigation measures identified for the revised project are consistent with what was developed for the original project in the 2009 Traffic Study since the construction-related traffic effects between the revised and original projects are similar.

Construction Impact 1 (Traffic)

Temporary adverse traffic impacts are likely to result from the construction activity on the project site. These impacts derive primarily from the haul truck traffic accessing the site and the delivery of materials/equipment.

To mitigate these impacts, the project proponent shall develop and submit a Construction Traffic Management Plan before commencement of construction to include plans to accomplish the following:

- Maintain access for land uses in proximity to the project site during project construction.
- Schedule deliveries and pick-ups of construction materials to non-peak travel periods, to the maximum extent feasible.
- Coordinate deliveries and pick-ups to reduce the potential of trucks waiting to load or unload for protracted periods of time.
- Minimize obstruction of through traffic lanes on surrounding public streets.

- Construction equipment traffic access to city streets from the site shall be controlled by flagman.

- Identify designated transport routes for haul trucks and heavy trucks to be used for the duration of the proposed project. Develop a plan for staging trucks prior to arriving at the site. Trucks should not be permitted to travel along residential streets to the east and south of the project site.

- Schedule vehicle movements to ensure that there are no vehicles waiting off-site and impeding public traffic flow on the surrounding streets.

- Establish requirements for loading/unloading and storage of materials on the project site, where parking spaces would be encumbered, length of time traffic travel lanes can be encumbered, sidewalk closings or pedestrian diversions to ensure the safety of the pedestrian and access to local businesses.

- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the project site and neighboring businesses.

- In the event of temporary lane or sidewalk closures, a worksite traffic control plan, approved by the City of Los Angeles, should be implemented to route vehicular traffic or pedestrians around any such closures.

Construction Impact 2 (Parking)

It is possible that construction workers could choose to park in undesignated worker parking areas adjacent to the project site, including residential streets east of Gower Street or south of Sunset Boulevard. These workers might choose to park in these areas because on-site parking could be limited because of the construction activities, off-site parking areas might be considered to be too remote, or for other various reasons.

To mitigate this potential impact, the project proponent shall develop and submit a Construction Worker Parking Plan prior to commencement of construction that identifies parking locations for construction workers to accomplish the following:

- To the maximum extent feasible, worker parking shall be accommodated on the project site.

- During construction activities when construction worker parking cannot be accommodated on the project site, the plan shall identify alternate parking location(s) for construction workers and the method of transportation to and from the project site (if beyond walking distance) for approval by the City 30 days prior to commencement of construction.

- The Construction Worker Parking Plan must include appropriate measures to ensure that the parking location requirements for construction workers will be strictly enforced. These could include but are not limited to the following measures:

    - Provide all construction contractors with written information on where their workers and their subcontractors are permitted to park, and provide clear consequences to violators for failure to follow these regulations. This information will clearly state that no parking is permitted on residential streets east of Gower Street or south of Sunset Boulevard.

    - No construction worker parking shall be permitted within 500 feet of the nearest point of the project site except within the designated area. The contractor shall be responsible for informing subcontractors and construction workers of this requirement, for monitoring compliance of the subcontractors, and if necessary, for hiring a security guard to enforce these parking provisions. The contractor shall be responsible for all costs associated with enforcement of this mitigation measure.

SUMMARY

The analysis conducted in this technical memorandum has been used to determine whether the baselines used to assess project impacts in the 2009 Traffic Study for the 6121 West Sunset Boulevard project are adequate representations for current (2012) and future conditions reflecting the delayed implementation of the project and updated project description.

2012 traffic counts were collected at the 13 most critical of the 27 study intersections and compared to the 2008 traffic volumes. 2012 traffic volumes were generally found to be less than the 2008 traffic volumes. Thus, the existing baseline from the original traffic study can be used as an adequate and conservative assessment of 2012 existing conditions.

The Cumulative Base scenario from the original traffic study was evaluated, and based on trip generation estimates for related projects within a 1.5-mile radius of the project site. It was determined that the Cumulative Base scenario analyzed in the 2009 Traffic Study represents a more conservative baseline to analyze the potential for traffic impacts, because the 2012 related project list generated fewer trips.

After determining the validity of the Existing and Cumulative baselines from the 2009 Traffic Study, updates to the Cumulative plus Project traffic impact analyses were made based on trip generation estimates for the revised project description. The project as currently proposed would generate fewer trips than the project description analyzed in the original study, therefore no new significantly impacted and previously unidentified intersections would be expected, based on an evaluation of the Cumulative plus Project traffic scenario using the required LADOT methodologies and impact criteria. The project would have significant impacts at four fewer intersections than the prior project, but all of the intersection mitigations identified for the prior project would still be required.

Consistent with the *Sunnyvale* ruling, a project traffic impact assessment was prepared for the Existing plus Project scenario. Impacts identified under the Existing plus Project scenario were also found to be significantly impacted under the Future plus Project scenario. In addition, the revised project would impact fewer analyzed street segments than the project analyzed in the 2009 Traffic Study. The project would also not impact the analyzed freeway segments. Finally, the project would have similar construction period impacts and mitigations as analyzed in the 2009 Traffic Study.

TABLE 4
BASE FREEWAY PEAK HOUR VOLUMES AND LEVELS OF SERVICE VOLUME COMPARISON

Freeway Segments	Direction	# of Lanes	Capacity	2008 Conditions		2012 Conditions		Volume Comparison
				Peak Hour Volume	D/C Ratio	Peak Hour Volume [a]	D/C Ratio	
Hollywood Freeway (US 101)								
Hollywood Freeway (US 101)	NB	4	8,000	7,043	0.880	6,826	0.853	97%
at Melrose Avenue - Mile 4.85	SB	4	8,000	7,768	0.971	6,894	0.862	89%
Hollywood Freeway (US 101)	NB	4	8,000	6,690	0.836	6,079	0.760	91%
at Santa Monica Boulevard - Mile 5.55	SB	4	8,000	7,379	0.922	6,140	0.767	83%
Hollywood Freeway (US 101)	NB	5	10,000	9,672	0.967	9,225	0.923	95%
at Highland Avenue - Mile 7.84	SB	4	8,000	9,274	1.159	8,904	1.113	96%
Hollywood Freeway (US 101)	NB	5	10,000	9,672	0.967	8,692	0.869	90%
at Barham Boulevard - Mile 9.22	SB	5	10,000	9,274	0.927	8,389	0.839	90%

[a] Caltrans Data - factored from 2011 to 2012 conditions.

TABLE 5
TRIP GENERATION ESTIMATES FOR RELATED PROJECTS

ID	PROJECT NAME	LAND USE	PROJECT LOCATION	TRIP GENERATION ESTIMATES						
				AM PEAK HOUR			PM PEAK HOUR			NET DAILY*
				IN	OUT	NET*	IN	OUT	NET*	
1	Hollywood/Garfield Mixed Use [a]	Construct 108 du & 9,937 SF retail	5555 Hollywood Bl	13	44	57	48	33	81	892
2	Restaurant & Deli [b]	4,684 SF restaurant & 1,000 SF Deli	5500 W Hollywood Bl	6	6	12	22	15	37	441
3	Mixed-Use [b]	248 apts & 14,710 SF retail	1610 N Highland Av	37	77	114	93	61	154	1,874
4	Highland Ave Indigo Hotel Project [b]	100-rm business hotel	1841 N Highland Av	21	14	35	23	15	38	436
5	Capitol Records Mixed-Use Project [c]	Millennium Hollywood Mixed-Use	1740 N Vine St	321	253	574	486	438	924	9,922
6	Mixed-use [a]	Construct 437 apts & 377,900 SF retail	5651 Santa Monica Bl	89	161	250	312	332	644	6,831
7	Paramount Studios [b]	2152.2 KSF office, 111.2 KSF retail, 3234.4 KSF studio use, & 971 KSF other use	5555 W Melrose Av	787	138	925	184	849	1,033	9,830
8	Apartments [b]	90 apts	1411 N Highland Av	8	31	39	31	16	47	505
9	Apartment Project [b]	118 apts	1824 N Highland Av	10	41	51	40	22	62	667
10	BLVD 6200 (south) - mixed-use [d]	Construct mixed-use dev. total 190,777 SF retail & 952 apts	6200 Hollywood Bl	135	342	477	443	363	806	9,387
11	Sunset & Gordon Mixed-use [a]	8.5 ksf restaurant, 5 ksf retail, 40 ksf office & 311 condominums	5935 Sunset Bl	74	95	169	68	59	127	1,248
12	Selma & Vine Mixed-Use [a]	Construct 306 apts & 68K SF retail	1538 Vine St	37	99	136	161	133	294	3,049
13	Sunset Bronson Studios	535.396 KSF of Office/Studio Expansion	5800 W Sunset Bl	356	48	404	64	314	378	2,690
14	Argyle Hotel Project [b]	225 hotel rooms	1800 Argyle Av	33	24	57	32	33	65	1,207
15	Restaurant [a]	Construct 17,717 SF restaurant	6757 Hollywood Bl	6	5	11	32	20	52	1,220
16	Seward St Office Project [b]	130,000 GSF Office	956 N Seward St	164	22	186	31	149	180	1,240
17	Hotel & Restaurant Project [b]	80 room hotel & 15,290 SF restaurants	6381 W Hollywood Blvd	26	23	49	50	38	88	1,144
18	Emerson College Project (Student Housing) [b]	224 Student Housing Units with 16 Faculty/Staff & 6,400 SF retail	1460 N Gordon St	31	79	110	46	27	73	0
19	Television Center (TVC Expansion)	155.652 KSF office and 38.075 KSF studio with expansion of gym & dance studio and new parking structure	6311 W Romaine St	0	0	0	6	31	37	0
20	Hollywood Center Studios Office [b]	104,155 SF office & 1,970 SF storage	6601 W Romaine St	81	11	92	42	9	51	808
21	Selma Community Housing [b]	66 affordable apartments	1603 N Cherokee Ave	7	27	34	14	27	41	444
22	Hudson Building [b]	10,402 SF restaurants & 4,074 SF offices	6523 W Hollywood Bl	-14	-12	-26	16	20	36	547
23	The Lexington [e]	Construct 787 units mid-rise apartment, 12,700 sf retail, and 9,500 sf restaurant	6677 Santa Monica Blvd	127	182	309	172	121	293	1,944
24	Hanover Gower Mixed-Use [a]	Construct 151 apts and 6,200 sf retail	6100 Hollywood Blvd	19	61	80	58	45	103	1,199
25	Yucca St Condos [a]	Replace 18614 sf office bldg with 13.89 KSFcommercial & 85 residential condos	6230 Yucca St	22	3	25	5	27	32	364
26	Mixed-use (68 assisted-living apts w/ ret. & comm. spcs) [a]	Construct 68 apts & 51,674 SF retail	5245 Santa Monica Bl	23	43	66	103	108	211	2,526
27	Office [f]	Construct 240 KSF office	959 Seward St	297	39	336	58	252	310	2,337
28	Archstone Hollywood Mixed-Use Project [g]	Construct 374 condominiums and 15 KSF retail	6911 Santa Monica Blvd	105	-5	110	132	49	181	2,135
29	Hollywood Passage (Mixed-use) [a]	Construct 216 condos & 18,353 SF retail	5550 Hollywood Bl	*	*	29	39	26	65	1,016
30	Office Project [a]	Construct 85,000 SF office condominiums	6156 Selma Ave	26	106	132	83	44	127	936
31	restaurant/club [b]	11.4 KSF qualitiy restaurant, 6.1 KSF special events, 9.4 KSF bar/lounge, 3 KSF office	6608 Hollywood Bl	11	4	15	129	66	195	1,292
32	Selma Hotel [b]	Construct 85-rm hotel w/ 12,840 SF restaurant/club	6417 Selma Av	5	5	10	67	53	120	1,849
33	Selma & Vine Office Building [b]	Construct 121,609 sf office including 2,631 SF commercial	1601 Vine St	154	28	182	33	151	184	1,239
34	La Brea Gateway [h]	Mixed-Use: 33.5 KSF supermarket & 179 apartments	915 N La Brea Av	7	99	106	177	102	279	2,956
35	Hollywood Production Center [a]	Construct 21 apts & 36 condos	1149 Gower St	5	22	27	21	11	32	704
36	Pharmacy/Drug Store (Walgreens) [a]	Replace 1902 SF Fast Food w/ Drive Thru with 13387 SF Pharmacy/Drug Store	6766 Santa Monica Bl	-33	-25	-58	23	24	47	262
37	Gramercy Place Private School [b]	Private Middle/High School with 350 students (Grades 6-12)	1717 N Gramercy Pl	144	92	236	22	29	51	738
38	Target Retail Shopping Center Project [i]	Demolish existing buildings; construct 163,862 SF Target & 30,887 shopping center	5520 W Sunset Bl	52	21	73	211	211	422	4,903
39	Highland Center Mixed-Use Project [a]	Construct 496 condos, 300 room hotel, 186,200 sf office, & 45,400 sf retail over 3 parcels	1600 N Highland Ave	330	239	569	291	370	661	7,834
40	Lanewood Condos [a]	Construct 43 multi-family res condos	7045 W Lanewood Ave	4	18	22	18	9	27	289
41	Pantages Theatre Office [a]	Construct 214,000 sf office	6225 Hollywood Bl	243	33	276	43	211	254	1,918
42	Academy Museum of Motion Pictures	44 KSF Museum & 35,231 SF storage	1313 N Vine St	-66	-42	-108	91	49	141	3,864
43	Mixed Use - Office/Retail	88,750 SF office & 12,000 retail	936 N La Brea Ave	83	14	97	26	79	105	1,130
44	Residential	100 Apartments	712 N Wilcox Ave	8	32	40	36	19	55	535
			2012 RELATED PROJECT TOTAL	**3,794**	**2,498**	**6,330**	**4,083**	**5,060**	**9,143**	**96,352**
			2008 RELATED PROJECT TOTAL	**4,982**	**5,134**	**10,116**	**7,424**	**9,552**	**16,977**	**147,124**
			COMPARISON	**76%**	**49%**	**63%**	**55%**	**53%**	**54%**	**65%**

Notes: * denotes no change or negligible change.

[a] Trip generation and directional distribution estimates developed based on *Trip Generation, 7th Edition* (ITE, 2003).

[b] Trip generation and directional distribution estimates developed based on *Trip Generation, 8th Edition* (ITE, 2008).

[c] Source: Traffic Study for Millennium Hollywood Development (Crain & Associates, June 2012).

[d] Source: Traffic Impact Report For Proposed BLVD 6200 Mixed-Use Project in Hollywood Redevelopment Plan Area (Crain & Associates, 2006)

[e] Source: Traffic Study for the Lexington Development (Fehr & Peers, 2008).

[f] Source: Traffic Impact Study Report for Proposed Office Project at 959 Seward Street in Hollywood (Crain & Associates, 2007)

[g] Source: Traffic Impact Analysis for a Mixed Use Project Located at 6911 Santa Monica Boulevard in the Hollywood Community of the City of Los Angeles (Overland Traffic Consultants, 2008)

[h] Source: Traffic Impact Analysis for a Proposed Mixed Use Development Located at the Northwest Corner of La Brea Avenue and Willoughby Avenue in the City of Los Angeles (Overland Traffic Consultants, 2007)

[i] Source: Traffic Impact Analysis For a Retail Development Located at Southwest Corner of Sunset Boulevard & Western Avenue in the City of Los Angeles (Overland Traffic Consultants, 2011)

* Trip generation estimates were provided by LADOT staff (including daily trips and total net new peak hour trips).

** Traffic study currently under preparation.

TABLE 6
PROPOSED PROJECT TRIP GENERATION - COLUMBIA SQUARE MIXED-USE PROJECT

Land Use	Size	Trip Generation Rates [a]								Estimated Trip Generation						
		ITE	Daily	A.M. Peak Hour			P.M. Peak Hour			Daily	A.M. Peak Hour			P.M. Peak Hour		
		Code	Rate	Rate	In	Out	Rate	In	Out		In	Out	Total	In	Out	Total
Apartment																
Apartments	200 du	220	6.65	0.51	20%	80%	0.62	65%	35%	1,330	20	82	102	81	43	124
Less: Internal Trips credit	*-5%*									*(67)*	*(1)*	*(4)*	*(5)*	*(4)*	*(2)*	*(6)*
Subtotal										1,263	*19*	*78*	*97*	*77*	*41*	*118*
Less: Transit Use credit	*-15% [b]*									*(189)*	*(3)*	*(12)*	*(15)*	*(12)*	*(6)*	*(18)*
Net External Vehicle Trips										1,074	16	66	82	65	35	100
Office	*[d]*															
Office	422.50 ksf	710	[d]	[d]	88%	12%	[d]	17%	83%	4,046	523	71	594	94	458	552
Less: Internal Trips credit	*-5%*									*(202)*	*(26)*	*(4)*	*(30)*	*(5)*	*(23)*	*(28)*
Subtotal										3,844	*497*	*67*	*564*	*89*	*435*	*524*
Less: Transit Use credit	*-15% [b]*									*(577)*	*(75)*	*(10)*	*(85)*	*(13)*	*(66)*	*(79)*
Net External Vehicle Trips										3,267	*422*	*57*	*479*	*76*	*369*	*445*
Health Club																
Health Club	15 ksf	492	32.93	1.38	45%	55%	3.53	57%	43%	494	9	12	21	30	23	53
Less: Internal Trips credit	*-30%*									*(148)*	*(3)*	*(3)*	*(6)*	*(9)*	*(7)*	*(16)*
Subtotal										346	*6*	*9*	*15*	*21*	*16*	*37*
Less: Transit Use credit	*-15% [b]*									*(52)*	*(1)*	*(1)*	*(2)*	*(3)*	*(3)*	*(6)*
Net External Vehicle Trips										294	*5*	*8*	*13*	*18*	*13*	*31*
High-Turn Over Restaurant																
High-Turn Over Restaurant	23.50 ksf	932	127.15	11.52	52%	48%	11.15	59%	41%	2,988	141	130	271	155	107	262
Less: Internal Trips credit	*-20%*									*(598)*	*(28)*	*(26)*	*(54)*	*(31)*	*(21)*	*(52)*
Subtotal										2,390	*113*	*104*	*217*	*124*	*86*	*210*
Less: Transit Use credit	*-15% [b]*									*(359)*	*(17)*	*(16)*	*(33)*	*(19)*	*(13)*	*(32)*
Driveway Trips										2,031	*96*	*88*	*184*	*105*	*73*	*178*
Less: Pass-By credit	*-10% [c]*									*(203)*	*(9)*	*(9)*	*(18)*	*(11)*	*(7)*	*(18)*
Net External Vehicle Trips										1,828	87	79	166	94	66	160
Quick Service Restaurant																
Fast Food w/o Drive thru	2.0 ksf	933	716.00	43.87	60%	40%	26.15	51%	49%	1,432	53	35	88	27	25	52
Less: Internal Trips credit	*-50%*									*(716)*	*(26)*	*(18)*	*(44)*	*(13)*	*(13)*	*(26)*
Subtotal										716	*27*	*17*	*44*	*14*	*12*	*26*
Less: Transit Use credit	*-15% [b]*									*(107)*	*(4)*	*(3)*	*(7)*	*(2)*	*(2)*	*(4)*
Driveway Trips										609	*23*	*14*	*37*	*12*	*10*	*22*
Less: Pass-By credit	*-10% [c]*									*(61)*	*(2)*	*(2)*	*(4)*	*(1)*	*(1)*	*(2)*
Net External Vehicle Trips										548	21	12	33	11	9	20
Retail																
Specialty Retail	16.50 ksf	n/a *[f]*	40.00	1.20	60%	40%	3.60	50%	50%	660	12	8	20	30	29	59
Less: Internal Trips credit	*-40%*									*(264)*	*(5)*	*(3)*	*(8)*	*(12)*	*(12)*	*(24)*
Subtotal										396	*7*	*5*	*12*	*18*	*17*	*35*
Less: Transit Use credit	*-15% [b]*									*(59)*	*(1)*	*(1)*	*(2)*	*(3)*	*(2)*	*(5)*
Driveway Trips										337	*6*	*4*	*10*	*15*	*15*	*30*
Less: Pass-By credit	*-10% [c]*									*(34)*	*(1)*	*0*	*(1)*	*(2)*	*(1)*	*(3)*
Net External Vehicle Trips										303	5	4	9	13	14	27
DRIVEWAY TRIPS										7,612	568	237	805	291	515	806
EXTERNAL VEHICLE TRIPS										7,314	556	226	782	277	506	783
EXISTING TRIPS TO BE REMOVED [e]										(987)	(79)	(15)	(94)	(23)	(78)	(101)
NET EXTERNAL VEHICLE TRIPS										6,327	477	211	688	254	428	682
COMPARED TO PRIOR PROJECT [g]																
Net External Vehicle Trips for Prior Project										8,584	529	209	738	265	454	719
Difference										(2,257)	(52)	2	(50)	(11)	(26)	(37)
% Difference										-26%	-10%	1%	-7%	-4%	-6%	-5%

Notes:

[a] Source: *Trip Generation, 8th Edition*, Institute of Transportation Engineers (ITE), 2008 (unless otherwise noted).

[b] 15% transit discount per discussion with LADOT September 2008.

[c] Source: *Traffic Study Policies and Procedures*, LADOT, Revised March 2002 (Attachment G).

[d] ITE office trip generation equations used rather than linear trip generation rate:
Daily: Ln(T) = 0.77 * Ln(A) + 3.65, where T = trips, A = area in ksf
AM Peak Hour: Ln(T) = 0.80 * Ln(A) + 1.55, where T = trips, A = area in ksf
PM Peak Hour: T = 1.12 * A + 78.81, where T = trips, A = area in ksf

[e] Trips generated by existing CBS studio uses to be removed. Source: ADT and peak period driveway counts conducted on November 2, 2006.

[f] Source: Trip generation rates for specialty retail from *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, San Diego Association of Governments, April 2002, due to inadequate sample sizes in *Trip Generation, 7th Edition*.

[g] Source: *Traffic Study for the Columbia Square Mixed-Use Project* (Fehr and Peers, May 2009).

TABLE 7
FUTURE PLUS PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS

No.	Intersection	Peak Hour	Cumulative Base		Cumulative plus Project				Cumulative plus Project with Mitigation			
			V/C or Delay	LOS	V/C or Delay	LOS	Project Increase in V/C	Significant Project Impact?	V/C or Delay	LOS	Project Increase in V/C	Significant Project Impact?
1.	Cahuenga Boulevard & Sunset Boulevard	A.M.	0.889	D	0.894	D	0.005	No				
		P.M.	0.852	D	0.859	D	0.007	No				
2.	Vine Street & Franklin Avenue/	A.M.	0.381	A	0.381	A	0.000	No				
	US 101 Southbound Off-Ramp	P.M.	0.445	A	0.445	A	0.000	No				
3.	Vine Street & Hollywood Boulevard	A.M.	0.917	E	0.920	E	0.003	No				
		P.M.	1.187	F	1.191	F	0.004	No				
4.	Vine Street & Selma Avenue	A.M.	0.452	A	0.497	A	0.045	No				
		P.M.	0.678	B	0.704	C	0.026	No				
5.	Vine Street & Sunset Boulevard	A.M.	0.868	D	0.877	D	0.009	No	0.867	D	-0.001	No
		P.M.	0.901	E	0.913	E	0.012	**Yes**	0.903	E	0.002	No
6.	Argyle Avenue & Franklin Avenue/	A.M.	0.849	D	0.862	D	0.013	No		[c]		No
	US 101 Northbound On-Ramp	P.M.	0.976	E	1.000	E	0.024	**Yes**		[c]		**Yes**
7.	Argyle Avenue & Hollywood Boulevard	A.M.	0.625	B	0.628	B	0.003	No		[c]		No
		P.M.	0.759	C	0.809	D	0.050	**Yes**		[c]		**Yes**
8.	Argyle Avenue & Selma Avenue	A.M.	0.296	A	0.341	A	0.045	No				
		P.M.	0.437	A	0.521	A	0.084	No				
9.	Argyle Avenue & Sunset Boulevard	A.M.	0.654	B	0.657	B	0.003	No				
		P.M.	0.721	C	0.728	C	0.007	No				
10.	El Centro Avenue & Hollywood Boulevard [a], [d]	A.M.	N/A	N/A	N/A	N/A	N/A	N/A	0.523	A		
		P.M.	N/A	N/A	N/A	N/A	N/A	N/A	0.739	C		
11.	El Centro Avenue & Sunset Boulevard	A.M.	0.625	B	0.683	B	0.058	No	0.627	B	0.002	No
		P.M.	0.763	C	0.811	D	0.048	**Yes**	0.765	C	0.002	No
12.	Gower Street & Franklin Avenue	A.M.	0.802	D	0.854	D	0.052	**Yes**	0.823	D	0.021	**Yes**
		P.M.	0.915	E	0.954	E	0.039	**Yes**	0.875	D	-0.040	No
13.	Gower Street & Northbound US 101 Off-Ramp [a]	A.M.	N/A	N/A	N/A	N/A	N/A	N/A				
		P.M.	N/A	N/A	N/A	N/A	N/A	N/A				
14.	Gower Street & Southbound US 101 Off-Ramp [a]	A.M.	N/A	N/A	N/A	N/A	N/A	N/A				
		P.M.	N/A	N/A	N/A	N/A	N/A	N/A				
15.	Gower Street & Hollywood Boulevard	A.M.	0.837	D	0.897	D	0.060	**Yes**		[c]		**Yes**
		P.M.	0.733	C	0.770	C	0.037	No		[c]		No
16.	Gower Street & Selma Avenue [a], [d]	A.M.	N/A	N/A	N/A	N/A	N/A	N/A	0.891	D		
		P.M.	N/A	N/A	N/A	N/A	N/A	N/A	0.662	B		
17.	Gower Street & Sunset Boulevard	A.M.	0.976	E	1.017	F	0.041	**Yes**	1.007	F	0.031	**Yes**
		P.M.	0.871	D	0.958	E	0.087	**Yes**	0.948	E	0.077	**Yes**
18.	Gower Street & Fountain Avenue	A.M.	0.844	D	0.849	D	0.005	No				
		P.M.	0.857	D	0.863	D	0.006	No				
19.	Gower Street & Santa Monica Boulevard	A.M.	0.901	E	0.906	E	0.005	No				
		P.M.	1.028	F	1.034	F	0.006	No				
20.	Bronson Avenue & Hollywood Boulevard	A.M.	0.759	C	0.788	C	0.029	No	0.788	C	0.029	No
		P.M.	0.904	E	0.930	E	0.026	**Yes**	0.829	D	-0.075	No
21.	Bronson Avenue & Sunset Boulevard	A.M.	1.033	F	1.069	F	0.036	**Yes**	0.952	E	-0.081	No
		P.M.	1.187	F	1.217	F	0.030	**Yes**	1.123	F	-0.064	No
22.	US 101 Southbound On-ramp & Hollywood Boulevard	A.M.	0.744	C	0.774	C	0.030	No				
		P.M.	0.659	B	0.673	B	0.014	No				
23.	US 101 NB Ramps & Hollywood Boulevard	A.M.	0.753	C	0.775	C	0.022	No				
		P.M.	0.633	B	0.650	B	0.017	No				
24.	US 101 Southbound On-Ramp & Sunset Boulevard [b]	A.M.	N/A	N/A	N/A	N/A	N/A	N/A				
		P.M.	N/A	N/A	N/A	N/A	N/A	N/A				
25.	El Centro Avenue & De Longpre Avenue [a]	A.M.	N/A	N/A	N/A	N/A	N/A	N/A				
		P.M.	N/A	N/A	N/A	N/A	N/A	N/A				
26.	Gower Street & De Longpre Avenue [a]	A.M.	N/A	N/A	N/A	N/A	N/A	N/A				
		P.M.	N/A	N/A	N/A	N/A	N/A	N/A				
27.	El Centro Avenue & Fountain Avenue	A.M.	0.492	A	0.519	A	0.027	No				
		P.M.	0.522	A	0.555	A	0.033	No				

Notes:

The signalized intersections listed above are currently operating under the ATSAC and ATCS systems. A total credit of 0.1 in V/C ratio was included in this analysis for all signalized intersections.

** Indicates oversaturated conditions. Delay cannot be calculated.

[a] Intersection is stop-controlled. Impact analysis was not performed per the unsignalized intersection analysis procedures described in LADOT's *Traffic Study Policies & Procedures* (May 2012).

[b] Intersection is uncontrolled. Impact analysis was not performed per the unsignalized intersection analysis procedures described in LADOT's *Traffic Study Policies & Procedures* (May 2012).

[c] No feasible mitigation has been identified for this location.

[d] LOS results from the signal warrant analysis are shown in the "with mitigation" columns. Note that for Intersection #16, the LOS analysis included the following assumptions when signalized: east-west split phasing, left turn pockets striped on both the northbound and southbound Gower Street approaches, and protected left turn phasing at the northbound and southbound lefts. The signal phasing and lane configuration assumptions for Intersection 16 is consistent with the mitigation recommended in the 2009 Traffic Study.

TABLE 7
FUTURE PLUS PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS

No.	Intersection	Peak Hour	Cumulative Base		Cumulative plus Project				Cumulative plus Project with Mitigation			
			V/C or Delay	LOS	V/C or Delay	LOS	Project Increase in V/C	Significant Project Impact?	V/C or Delay	LOS	Project Increase in V/C	Significant Project Impact?
1.	Cahuenga Boulevard & Sunset Boulevard	A.M.	0.889	D	0.894	D	0.005	No				
		P.M.	0.852	D	0.859	D	0.007	No				
2.	Vine Street & Franklin Avenue/	A.M.	0.381	A	0.381	A	0.000	No				
	US 101 Southbound Off-Ramp	P.M.	0.445	A	0.445	A	0.000	No				
3.	Vine Street & Hollywood Boulevard	A.M.	0.917	E	0.920	E	0.003	No				
		P.M.	1.187	F	1.191	F	0.004	No				
4.	Vine Street & Selma Avenue	A.M.	0.452	A	0.497	A	0.045	No				
		P.M.	0.678	B	0.704	C	0.026	No				
5.	Vine Street & Sunset Boulevard	A.M.	0.868	D	0.877	D	0.009	No	0.867	D	-0.001	No
		P.M.	0.901	E	0.913	E	0.012	**Yes**	0.903	E	0.002	No
6.	Argyle Avenue & Franklin Avenue/	A.M.	0.849	D	0.862	D	0.013	No		[c]		No
	US 101 Northbound On-Ramp	P.M.	0.976	E	1.000	E	0.024	**Yes**		[c]		**Yes**
7.	Argyle Avenue & Hollywood Boulevard	A.M.	0.625	B	0.628	B	0.003	No		[c]		No
		P.M.	0.759	C	0.809	D	0.050	**Yes**		[c]		**Yes**
8.	Argyle Avenue & Selma Avenue	A.M.	0.296	A	0.341	A	0.045	No				
		P.M.	0.437	A	0.521	A	0.084	No				
9.	Argyle Avenue & Sunset Boulevard	A.M.	0.654	B	0.657	B	0.003	No				
		P.M.	0.721	C	0.728	C	0.007	No				
10.	El Centro Avenue & Hollywood Boulevard [a], [d]	A.M.	N/A	N/A	N/A	N/A	N/A	N/A	0.523	A		
		P.M.	N/A	N/A	N/A	N/A	N/A	N/A	0.739	C		
11.	El Centro Avenue & Sunset Boulevard	A.M.	0.625	B	0.683	B	0.058	No	0.627	B	0.002	No
		P.M.	0.763	C	0.811	D	0.048	**Yes**	0.765	C	0.002	No
12.	Gower Street & Franklin Avenue	A.M.	0.802	D	0.854	D	0.052	**Yes**	0.823	D	0.021	**Yes**
		P.M.	0.915	E	0.954	E	0.039	**Yes**	0.875	D	-0.040	No
13.	Gower Street & Northbound US 101 Off-Ramp [a]	A.M.	N/A	N/A	N/A	N/A	N/A	N/A				
		P.M.	N/A	N/A	N/A	N/A	N/A	N/A				
14.	Gower Street & Southbound US 101 Off-Ramp [a]	A.M.	N/A	N/A	N/A	N/A	N/A	N/A				
		P.M.	N/A	N/A	N/A	N/A	N/A	N/A				
15.	Gower Street & Hollywood Boulevard	A.M.	0.837	D	0.897	D	0.060	**Yes**		[c]		**Yes**
		P.M.	0.733	C	0.770	C	0.037	No		[c]		No
16.	Gower Street & Selma Avenue [a], [d]	A.M.	N/A	N/A	N/A	N/A	N/A	N/A	0.891	D		
		P.M.	N/A	N/A	N/A	N/A	N/A	N/A	0.662	B		
17.	Gower Street & Sunset Boulevard	A.M.	0.976	E	1.017	F	0.041	**Yes**	1.007	F	0.031	**Yes**
		P.M.	0.871	D	0.958	E	0.087	**Yes**	0.948	E	0.077	**Yes**
18.	Gower Street & Fountain Avenue	A.M.	0.844	D	0.849	D	0.005	No				
		P.M.	0.857	D	0.863	D	0.006	No				
19.	Gower Street & Santa Monica Boulevard	A.M.	0.901	E	0.906	E	0.005	No				
		P.M.	1.028	F	1.034	F	0.006	No				
20.	Bronson Avenue & Hollywood Boulevard	A.M.	0.759	C	0.788	C	0.029	No	0.788	C	0.029	No
		P.M.	0.904	E	0.930	E	0.026	**Yes**	0.829	D	-0.075	No
21.	Bronson Avenue & Sunset Boulevard	A.M.	1.033	F	1.069	F	0.036	**Yes**	0.952	E	-0.081	No
		P.M.	1.187	F	1.217	F	0.030	**Yes**	1.123	F	-0.064	No
22.	US 101 Southbound On-ramp & Hollywood Boulevard	A.M.	0.744	C	0.774	C	0.030	No				
		P.M.	0.659	B	0.673	B	0.014	No				
23.	US 101 NB Ramps & Hollywood Boulevard	A.M.	0.753	C	0.775	C	0.022	No				
		P.M.	0.633	B	0.650	B	0.017	No				
24.	US 101 Southbound On-Ramp & Sunset Boulevard [b]	A.M.	N/A	N/A	N/A	N/A	N/A	N/A				
		P.M.	N/A	N/A	N/A	N/A	N/A	N/A				
25.	El Centro Avenue & De Longpre Avenue [a]	A.M.	N/A	N/A	N/A	N/A	N/A	N/A				
		P.M.	N/A	N/A	N/A	N/A	N/A	N/A				
26.	Gower Street & De Longpre Avenue [a]	A.M.	N/A	N/A	N/A	N/A	N/A	N/A				
		P.M.	N/A	N/A	N/A	N/A	N/A	N/A				
27.	El Centro Avenue & Fountain Avenue	A.M.	0.492	A	0.519	A	0.027	No				
		P.M.	0.522	A	0.555	A	0.033	No				

Notes:

The signalized intersections listed above are currently operating under the ATSAC and ATCS systems. A total credit of 0.1 in V/C ratio was included in this analysis for all signalized intersections.

** Indicates oversaturated conditions. Delay cannot be calculated.

[a] Intersection is stop-controlled. Impact analysis was not performed per the unsignalized intersection analysis procedures described in LADOT's *Traffic Study Policies & Procedures* (May 2012).

[b] Intersection is uncontrolled. Impact analysis was not performed per the unsignalized intersection analysis procedures described in LADOT's *Traffic Study Policies & Procedures* (May 2012).

[c] No feasible mitigation has been identified for this location.

[d] LOS results from the signal warrant analysis are shown in the "with mitigation" columns. Note that for Intersection #16, the LOS analysis included the following assumptions when signalized: east-west split phasing, left turn pockets striped on both the northbound and southbound Gower Street approaches, and protected left turn phasing at the northbound and southbound lefts. The signal phasing and lane configuration assumptions for Intersection 16 is consistent with the mitigation recommended in the 2009 Traffic Study.

TABLE 8
EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS

No.	Intersection	Peak Hour	Existing		Existing plus Project				Existing plus Project with Mitigation			
			V/C or Delay	LOS	V/C or Delay	LOS	Project Increase in V/C	Significant Project Impact?	V/C or Delay	LOS	Project Increase in V/C	Significant Project Impact?
1.	Cahuenga Boulevard & Sunset Boulevard	A.M.	0.786	C	0.791	C	0.005	No				
		P.M.	0.656	B	0.664	B	0.008	No				
2.	Vine Street & Franklin Avenue/	A.M.	0.321	A	0.321	A	0.000	No				
	US 101 Southbound Off-Ramp	P.M.	0.400	A	0.400	A	0.000	No				
3.	Vine Street & Hollywood Boulevard	A.M.	0.777	C	0.780	C	0.003	No				
		P.M.	0.880	D	0.884	D	0.004	No				
4.	Vine Street & Selma Avenue	A.M.	0.398	A	0.443	A	0.045	No				
		P.M.	0.592	A	0.618	B	0.026	No				
5.	Vine Street & Sunset Boulevard	A.M.	0.778	C	0.781	C	0.003	No				
		P.M.	0.760	C	0.772	C	0.012	No				
6.	Argyle Avenue & Franklin Avenue/	A.M.	0.755	C	0.768	C	0.013	No		[c]		No
	US 101 Northbound On-Ramp	P.M.	0.848	D	0.872	D	0.024	**Yes**		[c]		**Yes**
7.	Argyle Avenue & Hollywood Boulevard	A.M.	0.419	A	0.421	A	0.002	No				
		P.M.	0.461	A	0.508	A	0.047	No				
8.	Argyle Avenue & Selma Avenue	A.M.	0.224	A	0.268	A	0.044	No				
		P.M.	0.294	A	0.379	A	0.085	No				
9.	Argyle Avenue & Sunset Boulevard	A.M.	0.533	A	0.536	A	0.003	No				
		P.M.	0.550	A	0.557	A	0.007	No				
10.	El Centro Avenue & Hollywood Boulevard [a], [d]	A.M.	N/A	N/A	N/A	N/A	N/A	N/A	0.353	A		
		P.M.	N/A	N/A	N/A	N/A	N/A	N/A	0.508	A		
11.	El Centro Avenue & Sunset Boulevard	A.M.	0.483	A	0.541	A	0.058	No				
		P.M.	0.595	A	0.617	B	0.022	No				
12.	Gower Street & Franklin Avenue	A.M.	0.727	C	0.779	C	0.052	**Yes**	0.748	C	0.021	No
		P.M.	0.810	D	0.849	D	0.039	**Yes**	0.775	C	-0.035	No
13.	Gower Street & Northbound US 101 Off-Ramp [a]	A.M.	N/A	N/A	N/A	N/A	N/A	N/A				
		P.M.	N/A	N/A	N/A	N/A	N/A	N/A				
14.	Gower Street & Southbound US 101 Off-Ramp [a]	A.M.	N/A	N/A	N/A	N/A	N/A	N/A				
		P.M.	N/A	N/A	N/A	N/A	N/A	N/A				
15.	Gower Street & Hollywood Boulevard	A.M.	0.665	B	0.726	C	0.061	**Yes**		[c]		**Yes**
		P.M.	0.543	A	0.577	A	0.034	No		[c]		No
16.	Gower Street & Selma Avenue [a], [d]	A.M.	N/A	N/A	N/A	N/A	N/A	N/A	0.790	C		
		P.M.	N/A	N/A	N/A	N/A	N/A	N/A	0.574	A		
17.	Gower Street & Sunset Boulevard	A.M.	0.849	D	0.889	D	0.040	**Yes**	0.879	D	0.030	**Yes**
		P.M.	0.722	C	0.810	D	0.088	**Yes**	0.800	C	0.078	**Yes**
18.	Gower Street & Fountain Avenue	A.M.	0.778	C	0.783	C	0.005	No				
		P.M.	0.772	C	0.778	C	0.006	No				
19.	Gower Street & Santa Monica Boulevard	A.M.	0.764	C	0.769	C	0.005	No				
		P.M.	0.827	D	0.833	D	0.006	No				
20.	Bronson Avenue & Hollywood Boulevard	A.M.	0.622	B	0.651	B	0.029	No				
		P.M.	0.696	B	0.722	C	0.026	No				
21.	Bronson Avenue & Sunset Boulevard	A.M.	0.920	E	0.956	E	0.036	**Yes**	0.847	D	-0.073	No
		P.M.	1.025	F	1.056	F	0.031	**Yes**	0.955	E	-0.070	No
22.	US 101 Southbound On-ramp & Hollywood Boulevard	A.M.	0.613	B	0.642	B	0.029	No				
		P.M.	0.525	A	0.539	A	0.014	No				
23.	US 101 NB Ramps & Hollywood Boulevard	A.M.	0.642	B	0.665	B	0.023	No				
		P.M.	0.466	A	0.483	A	0.017	No				
24.	US 101 Southbound On-Ramp & Sunset Boulevard [b]	A.M.	N/A	N/A	N/A	N/A	N/A	N/A				
		P.M.	N/A	N/A	N/A	N/A	N/A	N/A				
25.	El Centro Avenue & De Longpre Avenue [a]	A.M.	N/A	N/A	N/A	N/A	N/A	N/A				
		P.M.	N/A	N/A	N/A	N/A	N/A	N/A				
26.	Gower Street & De Longpre Avenue [a]	A.M.	N/A	N/A	N/A	N/A	N/A	N/A				
		P.M.	N/A	N/A	N/A	N/A	N/A	N/A				
27.	El Centro Avenue & Fountain Avenue	A.M.	0.429	A	0.455	A	0.026	No				
		P.M.	0.457	A	0.480	A	0.023	No				

Notes:

The signalized intersections listed above are currently operating under the ATSAC and ATCS systems. A total credit of 0.1 in V/C ratio was included in this analysis for all signalized intersections.

** Indicates oversaturated conditions. Delay cannot be calculated.

[a] Intersection is stop-controlled. Impact analysis was not performed per the unsignalized intersection analysis procedures described in LADOT's *Traffic Study Policies & Procedures* (May 2012).

[b] Intersection is uncontrolled. Impact analysis was not performed per the unsignalized intersection analysis procedures described in LADOT's *Traffic Study Policies & Procedures* (May 2012).

[c] No feasible mitigation has been identified for this location.

[d] LOS results from the signal warrant analysis are shown in the "with mitigation" columns. Note that for Intersection #16, the LOS analysis included the following assumptions when signalized: east-west split phasing, left turn pockets striped on both the northbound and southbound Gower Street approaches, and protected left turn phasing at the northbound and southbound lefts. The signal phasing and lane configuration assumptions for Intersection 16 is consistent with the mitigation recommended in the 2009 Traffic Study.

TABLE 9
NEIGHBORHOOD STREET IMPACT ANALYSIS

Street Segment	Weekday Two-Way Daily Volume		With Project Impact Analysis								
	Existing Base	Cumulative Base *	Project Only	Existing plus Project	Project %	Impact Criteria**	Significant Impact?	Cumulative plus Project	Project %	Impact Criteria**	Significant Impact?
Selma Avenue East of Gower Street	443	470	61	504	12.1%	16%	NO	531	11.5%	16%	NO
Harold Way East of Gower Street	337	357	61	398	15.4%	16%	NO	418	14.6%	16%	NO
Labaig Avenue North of Sunset Boulevard	544	577	122	666	18.4%	16%	YES	699	17.5%	16%	YES
El Centro Avenue South of Leland Way	5,677	6,018	515	6,192	8.3%	8%	YES	6,533	7.9%	8%	NO

* Cumulative base includes 6% addition to existing base.
** Uses City of Los Angeles impact criteria for residential street segments.

TABLE 10A
EXISTING AND FUTURE FREEWAY VOLUMES AND LEVELS OF SERVICE
AM PEAK HOUR

Freeway Segments	Direction	# of Lanes	Capacity	Existing Conditions			Future without Project Conditions			Project Only Volume	Existing with Updated Project Forecast					Future with Updated Project Forecast				
				Peak Hour Volume	D/C Ratio	LOS	Peak Hour Volume	D/C Ratio	LOS		Peak Hour Volume	D/C Ratio	LOS	Project-related D/C change	Significant Impact	Peak Hour Volume	D/C Ratio	LOS	Project-related D/C change	Significant Impact
Hollywood Freeway (US 101)																				
Hollywood Freeway (US 101)	NB	4	8,000	7,043	0.880	D	7,395	0.924	D	143	7,186	0.898	D	0.018	NO	7,538	0.942	E	0.018	NO
at Melrose Avenue - Mile 4.85	SB	4	8,000	7,768	0.971	E	8,156	1.020	F(0)	63	7,831	0.979	E	0.008	NO	8,219	1.027	F(0)	0.007	NO
Hollywood Freeway (US 101)	NB	4	8,000	6,690	0.836	D	7,025	0.878	D	143	6,833	0.854	D	0.018	NO	7,168	0.896	D	0.018	NO
at Santa Monica Boulevard - Mile 5.55	SB	4	8,000	7,379	0.922	D	7,748	0.969	E	63	7,442	0.930	D	0.008	NO	7,811	0.976	E	0.007	NO
Hollywood Freeway (US 101)	NB	5	10,000	9,672	0.967	E	10,155	1.016	F(0)	42	9,714	0.971	E	0.004	NO	10,197	1.020	F(0)	0.004	NO
at Highland Avenue - Mile 7.84	SB	4	8,000	9,274	1.159	F(0)	9,738	1.217	F(0)	95	9,369	1.171	F(0)	0.012	NO	9,833	1.229	F(0)	0.012	NO
Hollywood Freeway (US 101)	NB	5	10,000	9,672	0.967	E	10,155	1.016	F(0)	42	9,714	0.971	E	0.004	NO	10,197	1.020	F(0)	0.004	NO
at Barham Boulevard - Mile 9.22	SB	5	10,000	9,274	0.927	D	9,738	0.974	E	95	9,369	0.937	E	0.010	NO	9,833	0.983	E	0.009	NO

TABLE 10B
EXISTING AND FUTURE FREEWAY VOLUMES AND LEVELS OF SERVICE
PM PEAK HOUR

Freeway Segments	Direction	# of Lanes	Capacity	Existing Conditions			Future without Project Conditions			Project Only Volume	Existing with Updated Project Forecast					Future with Updated Project Forecast				
				Peak Hour Volume	D/C Ratio	LOS	Peak Hour Volume	D/C Ratio	LOS		Peak Hour Volume	D/C Ratio	LOS	Project-related D/C change	Significant Impact	Peak Hour Volume	D/C Ratio	LOS	Project-related D/C change	Significant Impact
Hollywood Freeway (US 101)																				
Hollywood Freeway (US 101)	NB	4	8,000	7,043	0.880	D	7,395	0.924	D	76	7,119	0.890	D	0.010	NO	7,471	0.934	E	0.010	NO
at Melrose Avenue - Mile 4.85	SB	4	8,000	7,768	0.971	E	8,156	1.020	F(0)	128	7,896	0.987	E	0.016	NO	8,284	1.036	F(0)	0.016	NO
Hollywood Freeway (US 101)	NB	4	8,000	6,690	0.836	D	7,025	0.878	D	76	6,766	0.846	D	0.010	NO	7,101	0.888	D	0.010	NO
at Santa Monica Boulevard - Mile 5.55	SB	4	8,000	7,379	0.922	D	7,748	0.969	E	128	7,507	0.938	E	0.016	NO	7,876	0.985	E	0.016	NO
Hollywood Freeway (US 101)	NB	5	10,000	9,672	0.967	E	10,155	1.016	F(0)	86	9,757	0.976	E	0.009	NO	10,241	1.024	F(0)	0.008	NO
at Highland Avenue - Mile 7.84	SB	4	8,000	9,274	1.159	F(0)	9,738	1.217	F(0)	51	9,325	1.166	F(0)	0.007	NO	9,789	1.224	F(0)	0.007	NO
Hollywood Freeway (US 101)	NB	5	10,000	9,672	0.967	E	10,155	1.016	F(0)	86	9,757	0.976	E	0.009	NO	10,241	1.024	F(0)	0.008	NO
at Barham Boulevard - Mile 9.22	SB	5	10,000	9,274	0.927	D	9,738	0.974	E	51	9,325	0.932	E	0.005	NO	9,789	0.979	E	0.005	NO

ATTACHMENT A:
TRAFFIC COUNTS

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_001

Day: WEDNESDAY

CARS

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Vine St			Vine St			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	3	0	1	3	0	1	3	0	
7:00 AM	10	94	19	6	236	14	2	148	5	16	297	6	853
7:15 AM	10	112	20	8	275	15	4	168	7	26	337	3	985
7:30 AM	19	119	24	7	293	25	6	178	15	24	425	9	1144
7:45 AM	22	121	19	6	310	18	5	231	16	40	426	10	1224
8:00 AM	24	154	27	9	298	14	10	208	21	38	424	20	1247
8:15 AM	22	175	23	3	346	19	11	212	21	38	363	21	1254
8:30 AM	22	173	28	15	302	20	9	230	17	49	392	26	1283
8:45 AM	18	172	26	11	303	26	9	194	18	44	362	20	1203
9:00 AM	15	171	33	19	330	26	12	215	22	32	367	22	1264
9:15 AM	19	176	36	14	306	28	14	207	11	28	312	14	1165
9:30 AM	24	164	28	14	257	17	9	214	15	36	291	15	1084
9:45 AM	23	144	34	14	251	24	8	201	23	42	297	24	1085
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	228	1775	317	126	3507	246	99	2406	191	413	4293	190	13791
APPROACH %'s :	9.83%	76.51%	13.66%	3.25%	90.41%	6.34%	3.67%	89.24%	7.08%	8.44%	87.68%	3.88%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	90	623	97	33	1256	71	35	881	75	165	1605	77	5008
PEAK HR FACTOR :		0.908			0.924			0.968			0.958		0.976

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_001

Day: WEDNESDAY

CARS

City: City of Hollywood

Date: 11/28/2012

PM

NS/EW Streets:	Vine St			Vine St			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	3	0	1	3	0	1	3	0	
3:00 PM	21	218	37	13	176	25	19	281	32	35	283	26	1166
3:15 PM	25	255	41	11	198	18	18	273	26	28	287	31	1211
3:30 PM	29	225	44	16	210	26	14	296	26	44	261	29	1220
3:45 PM	34	232	30	12	198	35	23	295	29	34	303	26	1251
4:00 PM	22	251	47	14	200	22	15	236	20	39	271	25	1162
4:15 PM	31	253	50	17	167	31	20	274	19	46	312	30	1250
4:30 PM	21	306	50	10	172	32	16	280	25	29	249	32	1222
4:45 PM	16	282	52	16	188	25	16	316	19	23	301	35	1289
5:00 PM	25	258	47	14	196	28	21	355	25	46	299	28	1342
5:15 PM	24	252	43	10	205	21	21	285	27	33	250	23	1194
5:30 PM	20	296	39	13	205	23	23	340	27	36	286	22	1330
5:45 PM	35	313	45	10	215	26	24	354	28	32	259	18	1359
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	303	3141	525	156	2330	312	230	3585	303	425	3361	325	14996
APPROACH %'s :	7.63%	79.14%	13.23%	5.58%	83.27%	11.15%	5.59%	87.06%	7.36%	10.34%	81.76%	7.91%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	104	1119	174	47	821	98	89	1334	107	147	1094	91	5225
PEAK HR FACTOR :		0.889			0.962			0.942			0.893		0.961

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: CA12_5476_001
N/S Street: Vine St
E/W Street: Sunset Blvd
DATE: 11/28/2012 DAY: 11/28/2012
CITY: City of Hollywood

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM								
7:15 AM								
7:30 AM								
7:45 AM								
8:00 AM								
8:15 AM								
8:30 AM								
8:45 AM								
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM								
7:15 AM								
7:30 AM								
7:45 AM								
8:00 AM								
8:15 AM								
8:30 AM								
8:45 AM								
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM								
3:15 PM								
3:30 PM								
3:45 PM								
4:00 PM								
4:15 PM								
4:30 PM								
4:45 PM								
5:00 PM								
5:15 PM								
5:30 PM								
5:45 PM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM								
3:15 PM								
3:30 PM								
3:45 PM								
4:00 PM								
4:15 PM								
4:30 PM								
4:45 PM								
5:00 PM								
5:15 PM								
5:30 PM								
5:45 PM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_001

Day: WEDNESDAY

BIKES

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Vine St			Vine St			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	3	0	1	3	0	1	3	0	
7:00 AM	0	1	0		0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0		1	1	0	0	0	0	1	0	3
7:30 AM	0	1	0		2	0	0	1	0	0	0	0	4
7:45 AM	0	0	0		2	0	0	1	1	0	1	0	5
8:00 AM	0	0	0		4	0	1	0	0	0	2	0	7
8:15 AM	0	2	0		0	1	0	1	0	0	1	0	5
8:30 AM	0	0	0		2	0	0	1	0	0	2	1	6
8:45 AM	0	0	1		1	0	0	1	1	1	5	0	10
9:00 AM	0	1	1		0	0	0	2	1	0	2	1	8
9:15 AM	0	2	0		1	0	1	1	0	0	2	0	7
9:30 AM	1	1	0		1	0	0	1	0	0	2	1	7
9:45 AM	1	2	1		2	0	0	1	0	0	4	0	11
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	10	3	0	16	2	2	10	3	1	22	3	74
APPROACH %'s :	13.33%	66.67%	20.00%	0.00%	88.89%	11.11%	13.33%	66.67%	20.00%	3.85%	84.62%	11.54%	

PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	2	0	0	8	1	1	3	1	0	6	1	23
PEAK HR FACTOR :		0.250			0.563			0.625			0.583		0.821

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_001 **Day:** WEDNESDAY

BIKES

City: City of Hollywood **Date:** 11/28/2012

PM

NS/EW Streets:	Vine St			Vine St			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	3	0	1	3	0	1	3	0	
3:00 PM	0	1			2			1		0	4		8
3:15 PM	0	1			0			4		0	1		6
3:30 PM	1	1			2			5		0	2		11
3:45 PM	0	0			0			5		0	2		7
4:00 PM	0	0			2			1		0	3		6
4:15 PM	0	0			1			1		0	2		4
4:30 PM	0	0			0			2		0	1		3
4:45 PM	0	0			0			2		0	0		2
5:00 PM	0	2			2			0		0	1		5
5:15 PM	0	0			0			7		0	1		8
5:30 PM	0	0			0			2		1	2		5
5:45 PM	0	0			0			2		0	0		2

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	5	0	0	9	0	0	32	0	1	19	0	67
APPROACH %'s :	16.67%	83.33%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	5.00%	95.00%	0.00%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	2	0	0	2	0	0	11	0	1	4	0	20
PEAK HR FACTOR :		0.250			0.250			0.393			0.417		0.625

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_001 **Day:** WEDNESDAY

BUSES

City: City of Hollywood **Date:** 11/28/2012

AM

NS/EW Streets:	Vine St			Vine St			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	3	0	1	3	0	1	3	0	
7:00 AM		4	0		2		0	3			4	0	13
7:15 AM		2	1		3		0	3			7	2	18
7:30 AM		1	0		3		0	5			5	2	16
7:45 AM		1	0		3		0	8			5	1	18
8:00 AM		2	0		4		0	5			5	2	18
8:15 AM		1	0		2		0	6			5	0	14
8:30 AM		1	0		2		0	2			6	3	14
8:45 AM		1	0		2		0	1			1	1	6
9:00 AM		1	0		0		0	2			3	1	7
9:15 AM		2	0		1		0	1			3	4	11
9:30 AM		1	0		1		1	1			1	1	6
9:45 AM		1	1		1		0	1			5	2	11

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	18	2	0	24	0	1	38	0	0	50	19	152
APPROACH %'s :	0.00%	90.00%	10.00%	0.00%	100.00%	0.00%	2.56%	97.44%	0.00%	0.00%	72.46%	27.54%	

PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	5	0	0	11	0	0	21	0	0	21	6	64
PEAK HR FACTOR :		0.625			0.688			0.656			0.750		0.889

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_001 **Day:** WEDNESDAY

BUSES

City: City of Hollywood **Date:** 11/28/2012

PM

NS/EW Streets:	Vine St			Vine St			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	3	0	1	3	0	1	3	0	
3:00 PM	0	1	2	0	2		0	4	0	1	4	1	15
3:15 PM	0	1	0	0	0		0	7	0	0	2	0	10
3:30 PM	0	4	0	0	2		0	1	2	0	2	1	12
3:45 PM	0	3	1	0	5		0	2	0	0	2	1	14
4:00 PM	1	3	0	1	1		0	1	0	0	1	1	9
4:15 PM	0	1	0	0	4		1	1	0	0	2	0	9
4:30 PM	0	4	2	0	2		0	5	0	0	2	3	18
4:45 PM	0	2	0	0	1		0	3	0	0	1	1	8
5:00 PM	0	1	0	0	2		0	2	0	0	2	1	8
5:15 PM	0	2	0	0	1		0	2	0	0	2	2	9
5:30 PM	0	1	2	0	2		0	1	0	0	1	0	7
5:45 PM	0	1	2	0	1		0	3	0	0	2	2	11
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	24	9	1	23	0	1	32	2	1	23	13	130
APPROACH %'s :	2.94%	70.59%	26.47%	4.17%	95.83%	0.00%	2.86%	91.43%	5.71%	2.70%	62.16%	35.14%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	5	4	0	6	0	0	8	0	0	7	5	35
PEAK HR FACTOR :		0.750			0.750			0.667			0.750		0.795

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_001

Day: WEDNESDAY

HEAVY TRUCKS

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Vine St			Vine St			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	3	0	1	3	0	1	3	0	
7:00 AM	0	0	0	0	2	3	0	3	0	2	4	0	14
7:15 AM	0	3	1	2	5	0	0	5	1	0	5	0	22
7:30 AM	0	1	2	1	2	1	1	4	0	1	10	0	23
7:45 AM	1	1	1	0	5	1	0	5	0	0	6	2	22
8:00 AM	1	3	0	0	5	0	2	3	0	0	7	0	21
8:15 AM	0	1	0	1	2	2	0	5	1	1	15	1	29
8:30 AM	1	1	2	0	2	2	0	2	0	1	10	1	22
8:45 AM	2	1	2	1	1	2	0	2	0	0	7	0	18
9:00 AM	0	0	1	1	3	0	0	2	4	0	8	0	19
9:15 AM	0	0	1	0	2	2	0	9	0	2	7	3	26
9:30 AM	2	2	1	1	5	1	2	1	3	2	12	1	33
9:45 AM	0	1	2	0	3	1	0	2	0	1	5	1	16
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	7	14	13	7	37	15	5	43	9	10	96	9	265
APPROACH %'s :	20.59%	41.18%	38.24%	11.86%	62.71%	25.42%	8.77%	75.44%	15.79%	8.70%	83.48%	7.83%	

PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	3	6	3	1	14	5	2	15	1	2	38	4	94
PEAK HR FACTOR :		0.750			0.833			0.750			0.647		0.810

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_001

Day: WEDNESDAY

HEAVY TRUCKS

City: City of Hollywood

Date: 11/28/2012

PM

NS/EW Streets:	Vine St			Vine St			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	3	0	1	3	0	1	3	0	
3:00 PM	0	1	1	0	1	0	0	3		1	4	2	13
3:15 PM	0	2	3	0	2	1	0	2		0	2	0	12
3:30 PM	0	1	0	0	2	0	0	4		0	1	0	8
3:45 PM	0	1	0	0	1	0	0	4		0	2	0	8
4:00 PM	0	1	1	0	3	1	1	4		0	3	1	15
4:15 PM	0	0	0	1	1	0	0	3		1	2	0	8
4:30 PM	0	0	0	0	3	1	0	4		0	2	0	10
4:45 PM	1	3	0	1	1	0	1	6		1	3	0	17
5:00 PM	2	3	1	0	1	3	0	2		0	1	0	13
5:15 PM	0	1	0	0	2	1	0	2		0	1	0	7
5:30 PM	0	2	1	0	2	1	0	6		1	3	0	16
5:45 PM	0	0	0	0	1	0	1	3		0	7	0	12
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	15	7	2	20	8	3	43	0	4	31	3	139
APPROACH %'s :	12.00%	60.00%	28.00%	6.67%	66.67%	26.67%	6.52%	93.48%	0.00%	10.53%	81.58%	7.89%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	2	6	2	0	6	5	1	13	0	1	12	0	48
PEAK HR FACTOR :		0.417			0.688			0.583			0.464		0.750

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_002

Day: WEDNESDAY

CARS

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	2	1	1	2	0	
7:00 AM	1	0	7	7	15	5	4	88	13	23	152	1	316
7:15 AM	0	0	7	17	21	2	0	94	10	22	144	0	317
7:30 AM	2	0	5	14	22	2	1	122	12	26	193	2	401
7:45 AM	0	4	8	21	19	10	3	118	8	41	178	0	410
8:00 AM	0	0	13	19	20	2	2	137	21	38	214	3	469
8:15 AM	3	5	14	14	26	8	3	107	12	37	176	1	406
8:30 AM	0	7	7	14	27	2	5	121	24	47	198	1	453
8:45 AM	2	4	14	21	37	7	2	121	31	34	173	2	448
9:00 AM	0	9	11	9	24	4	3	127	33	65	241	3	529
9:15 AM	1	8	13	14	30	3	5	115	25	33	187	1	435
9:30 AM	6	5	13	13	18	4	4	135	19	50	186	4	457
9:45 AM	0	8	11	15	32	2	9	123	13	51	183	4	451
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	15	50	123	178	291	51	41	1408	221	467	2225	22	5092
APPROACH %'s :	7.98%	26.60%	65.43%	34.23%	55.96%	9.81%	2.46%	84.31%	13.23%	17.21%	81.98%	0.81%	
PEAK HR START TIME :	900 AM												TOTAL
PEAK HR VOL :	7	30	48	51	104	13	21	500	90	199	797	12	1872
PEAK HR FACTOR :		0.885			0.857			0.937			0.816		0.885

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_002 **Day:** WEDNESDAY

CARS

City: City of Hollywood **Date:** 11/28/2012

PM

NS/EW Streets:	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	2	1	1	2	0	
3:00 PM	0	10	28	17	16	4	4	203	17	32	136	6	473
3:15 PM	1	15	21	10	22	5	8	220	14	33	129	3	481
3:30 PM	2	9	35	12	26	5	8	215	20	23	151	2	508
3:45 PM	5	12	35	21	19	1	4	183	6	23	124	0	433
4:00 PM	8	12	28	13	19	3	4	204	9	30	117	3	450
4:15 PM	8	11	30	9	28	4	5	191	17	24	121	1	449
4:30 PM	5	23	29	11	22	3	4	199	14	17	144	0	471
4:45 PM	3	12	26	13	20	4	8	191	13	21	117	-1	427
5:00 PM	11	14	41	15	16	4	8	206	11	19	122	0	467
5:15 PM	4	8	34	7	20	6	9	190	18	16	117	0	429
5:30 PM	17	12	31	15	21	9	2	185	13	15	116	1	437
5:45 PM	12	13	36	10	17	7	4	205	15	19	127	5	470
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	76	151	374	153	246	55	68	2392	167	272	1521	20	5495
APPROACH %'s :	12.65%	25.12%	62.23%	33.70%	54.19%	12.11%	2.59%	91.05%	6.36%	15.00%	83.89%	1.10%	
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	8	46	119	60	83	15	24	821	57	111	540	11	1895
PEAK HR FACTOR :		0.832			0.919			0.928			0.940		0.933

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: CA12_5476_002
N/S Street: Argyle Ave
E/W Street: Franklin Ave
DATE: 11/28/2012 DAY: 11/28/2012
CITY: City of Hollywood

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	1	4	1	4	0	0
7:15 AM	0	0	0	1	5	18	0	0
7:30 AM	0	0	0	1	2	9	0	0
7:45 AM	0	0	4	9	7	21	0	0
8:00 AM	0	0	5	1	2	17	0	0
8:15 AM	0	0	1	0	3	19	0	0
8:30 AM	0	0	4	3	3	17	0	0
8:45 AM	0	0	3	0	2	21	0	0
9:00 AM	0	0	2	3	6	6	0	0
9:15 AM	0	0	8	1	1	9	0	0
9:30 AM	0	0	5	2	2	16	0	0
9:45 AM	0	0	2	5	3	13	0	0
TOTALS	**0**	**0**	**35**	**30**	**37**	**170**	**0**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	1	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	2	2	2	0	0
8:00 AM	0	0	1	0	0	1	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0
8:45 AM	0	0	0	0	0	1	0	0
9:00 AM	0	0	0	0	0	1	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	1	1	0	0
TOTALS	**0**	**0**	**1**	**2**	**3**	**8**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	4	0	7	14	0	0
3:15 PM	0	0	3	1	8	10	0	0
3:30 PM	0	0	6	1	5	15	0	1
3:45 PM	0	0	6	8	12	15	0	0
4:00 PM	0	0	2	7	12	11	0	0
4:15 PM	0	0	1	1	4	9	0	0
4:30 PM	0	0	2	5	4	7	0	0
4:45 PM	0	0	3	4	10	7	0	0
5:00 PM	0	0	1	5	12	6	0	0
5:15 PM	0	0	1	4	6	13	0	0
5:30 PM	0	0	1	2	18	11	0	0
5:45 PM	0	0	4	5	10	8	0	0
TOTALS	**0**	**0**	**34**	**43**	**108**	**126**	**0**	**1**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	4	0	7	14	0	0
3:15 PM	0	0	3	1	8	10	0	0
3:30 PM	0	0	6	1	5	15	0	1
3:45 PM	0	0	6	8	12	15	0	0
4:00 PM	0	0	2	7	12	11	0	0
4:15 PM	0	0	1	1	4	9	0	0
4:30 PM	0	0	2	5	4	7	0	0
4:45 PM	0	0	3	4	10	7	0	0
5:00 PM	0	0	1	5	12	6	0	0
5:15 PM	0	0	1	4	6	13	0	0
5:30 PM	0	0	1	2	18	11	0	0
5:45 PM	0	0	4	5	10	8	0	0
TOTALS	**0**	**0**	**34**	**43**	**108**	**126**	**0**	**1**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_002 **Day:** WEDNESDAY

BIKES

City: City of Hollywood **Date:** 11/28/2012

AM

NS/EW Streets:	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	2	1	1	2	0	
7:00 AM	0	0	0		0	0		0			1		1
7:15 AM	0	0	0		0	0		0			0		
7:30 AM	0	0	0		0	1		0			0		1
7:45 AM	0	0	0		1	0		0			0		1
8:00 AM	0	0	0		0	0		0			0		
8:15 AM	1	0	0		1	0		0			0		2
8:30 AM	0	0	1		0	0		0			1		2
8:45 AM	0	0	0		0	0		0			0		
9:00 AM	0	0	0		2	0		0			0		2
9:15 AM	0	0	0		0	0		1			0		1
9:30 AM	0	0	0		0	0		0			0		
9:45 AM	0	1	0		0	0		0			0		1

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	1	1	0	4	1	0	1	0	0	2	0	11
APPROACH %'s :	33.33%	33.33%	33.33%	0.00%	80.00%	20.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	

PEAK HR START TIME :	900 AM												TOTAL
PEAK HR VOL :	0	1	0	0	2	0	0	1	0	0	0	0	4
PEAK HR FACTOR :		0.250			0.250			0.250			0.000		0.500

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_002 **Day:** WEDNESDAY

BIKES

City: City of Hollywood **Date:** 11/28/2012

PM

NS/EW Streets:	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	2	1	1	2	0	
3:00 PM		1		0	0			0		1	0	0	2
3:15 PM		0		0	0			0		0	0	0	
3:30 PM		0		0	1			0		0	1	0	2
3:45 PM		0		0	0			1		0	0	0	1
4:00 PM		2		1	0			1		0	1	0	5
4:15 PM		1		0	0			0		0	0	0	1
4:30 PM		0		0	0			0		0	0	0	
4:45 PM		0		0	0			0		0	1	1	2
5:00 PM		0		1	0			0		0	0	0	1
5:15 PM		0		0	0			2		0	0	0	2
5:30 PM		0		0	0			0		0	0	0	
5:45 PM		0		0	1			0		1	1	0	3

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	4	0	2	2	0	0	4	0	2	4	1	19
APPROACH %'s :	0.00%	100.00%	0.00%	50.00%	50.00%	0.00%	0.00%	100.00%	0.00%	28.57%	57.14%	14.29%	

PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	0	1	0	0	1	0	0	1	0	1	1	0	5
PEAK HR FACTOR :		0.250			0.250			0.250			0.500		0.625

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_002 **Day:** WEDNESDAY

BUSES

City: City of Hollywood **Date:** 11/28/2012

AM

NS/EW Streets:	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	2	1	1	2	0	
7:00 AM	1		1			0		0		1	0		3
7:15 AM	2		1			1		1		1	1		7
7:30 AM	0		1			0		0		1	0		2
7:45 AM	0		1			0		0		1	0		2
8:00 AM	0		1			0		0		1	1		3
8:15 AM	1		1			0		0		2	0		4
8:30 AM	0		2			0		0		1	0		3
8:45 AM	0		0			0		0		2	0		2
9:00 AM	1		2			0		0		1	0		4
9:15 AM	0		1			0		0		1	0		2
9:30 AM	1		1			0		0		0	0		2
9:45 AM	0		1			0		0		2	0		3
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	6	0	13	0	0	1	0	1	0	14	2	0	37
APPROACH %'s :	31.58%	0.00%	68.42%	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	87.50%	12.50%	0.00%	

PEAK HR START TIME :	900 AM												TOTAL
PEAK HR VOL :	2	0	5	0	0	0	0	0	0	4	0	0	11
PEAK HR FACTOR :	0.583			0.000			0.000			0.500			0.688

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_002 **Day:** WEDNESDAY

BUSES

City: City of Hollywood **Date:** 11/28/2012

PM

NS/EW Streets:	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	2	1	1	2	0	
3:00 PM	0		0					0		2	1		3
3:15 PM	1		1					1		1	0		4
3:30 PM	0		2					0		1	0		3
3:45 PM	2		1					0		1	0		4
4:00 PM	2		0					2		1	0		5
4:15 PM	0		0					0		0	0		
4:30 PM	0		2					0		2	0		4
4:45 PM	1		1					0		1	0		3
5:00 PM	0		1					0		1	0		2
5:15 PM	0		0					0		1	0		1
5:30 PM	0		3					0		1	0		4
5:45 PM	0		0					0		1	0		1

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	6	0	11	0	0	0	0	3	0	13	1	0	34
APPROACH %'s :	35.29%	0.00%	64.71%				0.00%	100.00%	0.00%	92.86%	7.14%	0.00%	

PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	3	0	4	0	0	0	0	1	0	5	1	0	14
PEAK HR FACTOR :	0.583			0.000			0.250			0.500			0.875

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_002

Day: WEDNESDAY

HEAVY TRUCKS

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	2	1	1	2	0	
7:00 AM			0	1	0	0	0	0	1	1	0	0	3
7:15 AM			0	0	0	0	0	3	4	0	1	0	8
7:30 AM			0	0	0	0	0	3	2	0	4	1	10
7:45 AM			1	0	0	0	0	1	1	0	3	0	6
8:00 AM			0	1	0	0	0	4	1	1	3	0	10
8:15 AM			0	0	1	0	0	1	1	1	1	0	5
8:30 AM			2	2	0	0	1	3	0	0	3	0	11
8:45 AM			1	0	1	0	0	2	1	2	0	0	7
9:00 AM			1	0	0	1	0	5	3	1	3	1	15
9:15 AM			1	0	1	0	0	4	3	3	1	0	13
9:30 AM			1	0	1	0	0	5	2	1	1	0	11
9:45 AM			0	0	1	0	0	0	2	2	2	0	7
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	7	4	5	1	1	31	21	12	22	2	106
APPROACH %'s :	0.00%	0.00%	100.00%	40.00%	50.00%	10.00%	1.89%	58.49%	39.62%	33.33%	61.11%	5.56%	
PEAK HR START TIME :	900 AM												TOTAL
PEAK HR VOL :	0	0	3	0	3	1	0	14	10	7	7	1	46
PEAK HR FACTOR :		0.750			1.000			0.750			0.750		0.767

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_002

Day: WEDNESDAY

HEAVY TRUCKS

City: City of Hollywood

Date: 11/28/2012

PM

NS/EW Streets:	Argyle Ave			Argyle Ave			Franklin Ave			Franklin Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	2	1	1	2	0	
3:00 PM		0	2		0	0	1	1	0	1	4	0	9
3:15 PM		0	0		1	1	0	2	0	0	1	0	5
3:30 PM		0	0		0	0	0	0	0	0	1	0	1
3:45 PM		0	1		0	0	0	0	0	0	3	0	4
4:00 PM		0	0		0	0	1	2	1	0	2	0	6
4:15 PM		0	0		1	0	0	1	2	0	2	0	6
4:30 PM		0	0		0	0	0	1	0	0	0	0	1
4:45 PM		0	0		0	0	0	3	0	1	0	1	5
5:00 PM		1	1		0	0	0	1	0	1	1	0	5
5:15 PM		0	0		0	1	0	0	0	0	1	0	2
5:30 PM		0	0		0	0	0	0	0	0	0	0	
5:45 PM		0	0		1	0	0	2	1	0	0	0	4
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1	4	0	3	2	2	13	4	3	15	1	48
APPROACH %'s :	0.00%	20.00%	80.00%	0.00%	60.00%	40.00%	10.53%	68.42%	21.05%	15.79%	78.95%	5.26%	

PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	0	0	3	0	1	1	1	3	0	1	9	0	19
PEAK HR FACTOR :		0.375			0.250			0.500			0.500		0.528

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_102

Day: WEDNESDAY

CARS

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Argyle Ave			Argyle Ave			US-101 NB On-Ramp			US-101 NB On-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	22					3	31				94		150
7:15 AM	23					3	50				100		176
7:30 AM	28					8	47				137		220
7:45 AM	23					12	43				141		219
8:00 AM	17					13	46				171		247
8:15 AM	27					8	56				134		225
8:30 AM	35					9	37				170		251
8:45 AM	41					12	50				152		255
9:00 AM	36					12	36				151		235
9:15 AM	42					5	43				141		231
9:30 AM	41					5	41				153		240
9:45 AM	24					9	35				118		186
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	359	0	0	0	0	99	515	0	0	0	1662	0	2635
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	120	0	0	0	0	42	189	0	0	0	627	0	978
PEAK HR FACTOR :		0.732			0.808			0.844			0.917		0.959

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_102 **Day:** WEDNESDAY

CARS

City: City of Hollywood **Date:** 11/28/2012

PM

NS/EW Streets:	Argyle Ave			Argyle Ave			US-101 NB On-Ramp			US-101 NB On-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	69					6	46				165		286
3:15 PM	73					8	40				157		278
3:30 PM	64					9	41				166		280
3:45 PM	85					9	45				157		296
4:00 PM	104					9	36				152		301
4:15 PM	109					7	36				137		289
4:30 PM	98					8	57				145		308
4:45 PM	108					13	35				127		283
5:00 PM	141					7	51				118		317
5:15 PM	121					15	44				99		279
5:30 PM	134					11	44				109		298
5:45 PM	126					9	42				147		324
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1232	0	0	0	0	111	517	0	0	0	1679	0	3539
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	522	0	0	0	0	42	181	0	0	0	473	0	1218
PEAK HR FACTOR :	0.926			0.700			0.887			0.804			0.940

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: CA12_5476_102
N/S Street: Argyle Ave
E/W Street: US-101 NB On-Ramp
DATE: 11/28/2012 DAY: 11/28/2012
CITY: City of Hollywood

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0
8:00 AM	0	0	0	0	0	1	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	1	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	1	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	1	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	1	0	0
3:45 PM	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_102

Day: WEDNESDAY

BIKES

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Argyle Ave			Argyle Ave			US-101 NB On-Ramp			US-101 NB On-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM													
7:15 AM													
7:30 AM													
7:45 AM													
8:00 AM													
8:15 AM													
8:30 AM													
8:45 AM													
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :													
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000			0.000			0.000			0.000			0.000

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_102

Day: WEDNESDAY

BIKES

City: City of Hollywood

Date: 11/28/2012

PM

NS/EW Streets:	Argyle Ave			Argyle Ave			US-101 NB On-Ramp			US-101 NB On-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM													
4:15 PM													
4:30 PM													
4:45 PM													
5:00 PM													
5:15 PM													
5:30 PM													
5:45 PM													
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :													
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000			0.000			0.000			0.000			0.000

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_102 **Day:** WEDNESDAY

BUSES

City: City of Hollywood **Date:** 11/28/2012

AM

NS/EW Streets:	Argyle Ave			Argyle Ave			US-101 NB On-Ramp			US-101 NB On-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0										0		
7:15 AM	2										1		3
7:30 AM	0										1		1
7:45 AM	0										0		
8:00 AM	0										0		
8:15 AM	0										0		
8:30 AM	0										0		
8:45 AM	1										1		2
9:00 AM	0										0		
9:15 AM	0										0		
9:30 AM	0										0		
9:45 AM	0										0		

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	0	0	0	0	0	0	0	0	0	3	0	6
APPROACH %'s :	100.00%	0.00%	0.00%							0.00%	100.00%	0.00%	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	0	0	1	0	2
PEAK HR FACTOR :	0.250			0.000			0.000			0.250			0.250

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_102 **Day:** WEDNESDAY

BUSES

City: City of Hollywood **Date:** 11/28/2012

PM

NS/EW Streets:	Argyle Ave			Argyle Ave			US-101 NB On-Ramp			US-101 NB On-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0						0				0		
3:15 PM	1						0				0		1
3:30 PM	0						0				0		
3:45 PM	0						0				0		
4:00 PM	0						0				0		
4:15 PM	0						0				1		1
4:30 PM	2						0				0		2
4:45 PM	1						1				0		2
5:00 PM	1						0				0		1
5:15 PM	0						0				1		1
5:30 PM	2						0				0		2
5:45 PM	2						0				0		2

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	9	0	0	0	0	0	1	0	0	0	2	0	12
APPROACH %'s :	100.00%	0.00%	0.00%				100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	5	0	0	0	0	0	0	0	0	0	1	0	6
PEAK HR FACTOR :	0.625			0.000			0.000			0.250			0.750

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_102

Day: WEDNESDAY

HEAVY TRUCKS

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Argyle Ave			Argyle Ave			US-101 NB On-Ramp			US-101 NB On-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0					0	0				2		2
7:15 AM	2					0	0				1		3
7:30 AM	1					0	0				1		2
7:45 AM	4					1	1				4		10
8:00 AM	4					0	1				3		8
8:15 AM	3					0	0				3		6
8:30 AM	1					0	0				3		4
8:45 AM	6					0	0				2		8
9:00 AM	3					0	0				1		4
9:15 AM	2					0	1				1		4
9:30 AM	3					0	0				3		6
9:45 AM	4					0	1				2		7
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	33	0	0	0	0	1	4	0	0	0	26	0	64
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	14	0	0	0	0	0	1	0	0	0	11	0	26
PEAK HR FACTOR :	0.583			0.000			0.250			0.917			0.813

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_102

Day: WEDNESDAY

HEAVY TRUCKS

City: City of Hollywood

Date: 11/28/2012

PM

NS/EW Streets:	Argyle Ave			Argyle Ave			US-101 NB On-Ramp			US-101 NB On-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	1						2				6		9
3:15 PM	2						0				3		5
3:30 PM	0						0				3		3
3:45 PM	1						0				3		4
4:00 PM	2						0				2		4
4:15 PM	0						0				2		2
4:30 PM	2						0				1		3
4:45 PM	4						1				2		7
5:00 PM	2						0				0		2
5:15 PM	1						0				2		3
5:30 PM	0						0				0		
5:45 PM	0						0				0		

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	15	0	0	0	0	0	3	0	0	0	24	0	42
APPROACH %'s :	100.00%	0.00%	0.00%				100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	3	0	0	0	0	0	0	0	0	0	2	0	5
PEAK HR FACTOR :	0.375			0.000			0.000			0.250			0.417

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_003

Day: WEDNESDAY

CARS

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Argyle Ave			Argyle Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	1	1	2	1	1	2	0	
7:00 AM	2	21	5	3	11	5	4	63	15	7	136	3	275
7:15 AM	5	20	6	0	16	4	7	74	8	10	171	4	325
7:30 AM	3	22	4	3	10	10	6	101	7	14	243	5	428
7:45 AM	3	21	2	4	20	6	4	114	12	22	241	4	453
8:00 AM	0	20	10	6	45	7	8	149	17	28	226	4	520
8:15 AM	3	20	8	8	25	12	6	107	16	25	220	4	454
8:30 AM	3	29	11	5	38	6	9	117	14	24	189	4	449
8:45 AM	1	27	6	2	46	6	11	109	16	26	258	6	514
9:00 AM	3	26	5	8	70	7	4	112	17	35	200	11	498
9:15 AM	2	43	9	1	38	7	9	117	16	36	236	5	519
9:30 AM	1	37	7	0	33	5	8	87	6	24	194	3	405
9:45 AM	4	27	10	3	36	11	9	108	23	23	165	8	427
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	30	313	83	43	388	86	85	1258	167	274	2479	61	5267
APPROACH %'s :	7.04%	73.47%	19.48%	8.32%	75.05%	16.63%	5.63%	83.31%	11.06%	9.74%	88.10%	2.17%	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	9	125	31	16	192	26	33	455	63	121	883	26	1980
PEAK HR FACTOR :		0.764			0.688			0.970			0.888		0.954

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_003

Day: WEDNESDAY

CARS

City: City of Hollywood

Date: 11/28/2012

PM

NS/EW Streets:	Argyle Ave			Argyle Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	1	1	2	1	1	2	0	
3:00 PM	9	60	11	1	21	18	14	172	14	15	155	16	506
3:15 PM	4	57	13	4	20	11	18	204	29	12	124	13	509
3:30 PM	4	59	12	2	28	12	19	183	21	13	123	6	482
3:45 PM	13	77	6	5	14	15	9	162	29	20	148	8	506
4:00 PM	10	77	16	8	21	13	11	199	22	27	171	17	592
4:15 PM	5	67	13	10	40	16	18	156	14	30	137	8	514
4:30 PM	6	91	17	4	20	13	17	189	23	16	171	21	588
4:45 PM	7	97	12	4	29	7	20	195	20	18	194	17	620
5:00 PM	3	102	13	4	29	11	22	202	23	16	146	23	594
5:15 PM	9	88	17	11	26	13	26	193	25	12	190	35	645
5:30 PM	11	92	19	9	37	15	17	218	21	11	163	29	642
5:45 PM	7	89	13	15	36	11	16	205	36	12	179	40	659
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	88	956	162	77	321	155	207	2278	277	202	1901	233	6857
APPROACH %'s :	7.30%	79.27%	13.43%	13.92%	58.05%	28.03%	7.49%	82.48%	10.03%	8.65%	81.38%	9.97%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	30	371	62	39	128	50	81	818	105	51	678	127	2540
PEAK HR FACTOR :		0.949			0.875			0.977			0.903		0.964

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: CA12_5476_003
N/S Street: Argyle Ave
E/W Street: Hollywood Blvd
DATE: 11/28/2012 DAY: 11/28/2012
CITY: City of Hollywood

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM								
7:15 AM								
7:30 AM								
7:45 AM								
8:00 AM								
8:15 AM								
8:30 AM								
8:45 AM								
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM								
7:15 AM								
7:30 AM								
7:45 AM								
8:00 AM								
8:15 AM								
8:30 AM								
8:45 AM								
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM								
3:15 PM								
3:30 PM								
3:45 PM								
4:00 PM								
4:15 PM								
4:30 PM								
4:45 PM								
5:00 PM								
5:15 PM								
5:30 PM								
5:45 PM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM								
3:15 PM								
3:30 PM								
3:45 PM								
4:00 PM								
4:15 PM								
4:30 PM								
4:45 PM								
5:00 PM								
5:15 PM								
5:30 PM								
5:45 PM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_003

Day: WEDNESDAY

BIKES

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Argyle Ave			Argyle Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	1	1	2	1	1	2	0	
7:00 AM			0		0	0		0		0	0		
7:15 AM			0		0	0		0		0	1		1
7:30 AM			0		0	0		0		0	2		2
7:45 AM			0		1	0		2		0	0		3
8:00 AM			0		2	0		1		1	4		8
8:15 AM			1		0	0		0		0	3		4
8:30 AM			0		0	0		0		2	0		2
8:45 AM			0		0	2		2		0	4		8
9:00 AM			0		0	0		1		1	2		4
9:15 AM			0		0	0		0		0	3		3
9:30 AM			0		0	0		1		0	4		5
9:45 AM			0		0	0		0		1	1		2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	1	0	3	2	0	7	0	5	24	0	42
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	60.00%	40.00%	0.00%	100.00%	0.00%	17.24%	82.76%	0.00%	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	2	0	3	0	3	9	0	17
PEAK HR FACTOR :	0.000			0.250			0.375			0.750			0.531

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_003 **Day:** WEDNESDAY

BIKES

City: City of Hollywood **Date:** 11/28/2012

PM

NS/EW Streets:	Argyle Ave			Argyle Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	1	1	2	1	1	2	0	
3:00 PM	0	0		0	3	0		2	0	0	3	0	8
3:15 PM	1	0		0	0	0		4	1	0	1	0	7
3:30 PM	0	0		0	0	0		5	0	0	0	0	5
3:45 PM	0	0		0	0	0		0	0	0	1	0	1
4:00 PM	0	0		0	0	0		1	0	0	1	0	2
4:15 PM	0	1		1	1	0		3	0	0	2	0	8
4:30 PM	0	0		0	1	0		4	0	1	5	1	12
4:45 PM	0	0		0	1	0		0	0	0	0	0	1
5:00 PM	0	0		0	0	0		2	0	0	3	0	5
5:15 PM	0	0		0	0	1		2	1	0	2	0	6
5:30 PM	0	0		0	0	0		1	0	0	0	0	1
5:45 PM	0	0		2	0	0		2	0	1	3	0	8

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	1	0	3	6	1	0	26	2	2	21	1	64
APPROACH %'s :	50.00%	50.00%	0.00%	30.00%	60.00%	10.00%	0.00%	92.86%	7.14%	8.33%	87.50%	4.17%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	2	0	1	0	7	1	1	8	0	20
PEAK HR FACTOR :	0.000			0.375			0.667			0.563			0.625

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_003 **Day:** WEDNESDAY

BUSES

City: City of Hollywood **Date:** 11/28/2012

AM

NS/EW Streets:	Argyle Ave			Argyle Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	1	1	2	1	1	2	0	
7:00 AM	0			1	0	1	1	5	3	2	2		15
7:15 AM	0			0	0	0	0	2	1	3	3		9
7:30 AM	0			1	0	2	1	4	2	0	1		11
7:45 AM	0			0	0	0	1	6	2	3	3		15
8:00 AM	0			1	0	2	1	3	2	3	2		14
8:15 AM	0			0	0	0	1	3	3	3	3		13
8:30 AM	0			1	0	1	1	4	3	1	3		14
8:45 AM	0			1	0	1	1	2	4	3	5		17
9:00 AM	0			1	1	1	0	1	3	1	5		13
9:15 AM	0			0	0	1	0	3	4	1	4		13
9:30 AM	1			1	0	0	1	2	0	2	2		9
9:45 AM	1			0	0	0	1	2	4	1	3		12
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	0	0	7	1	9	9	37	31	23	36	0	155
APPROACH %'s :	100.00%	0.00%	0.00%	41.18%	5.88%	52.94%	11.69%	48.05%	40.26%	38.98%	61.02%	0.00%	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	0	0	0	3	1	4	2	10	14	6	17	0	57
PEAK HR FACTOR :	0.000			0.667			0.813			0.719			0.838

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_003 **Day:** WEDNESDAY

BUSES

City: City of Hollywood **Date:** 11/28/2012

PM

NS/EW Streets:	Argyle Ave			Argyle Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	1	1	2	1	1	2	0	
3:00 PM	0	1	0	1	1	1	0	3	3	1	3	0	14
3:15 PM	0	0	0	0	0	0	1	8	3	2	1	0	15
3:30 PM	0	0	0	1	0	0	1	3	2	2	1	1	11
3:45 PM	0	0	1	1	0	0	1	5	3	0	2	1	14
4:00 PM	0	0	0	0	0	0	1	4	1	2	5	0	13
4:15 PM	0	0	0	0	0	1	0	4	2	1	2	0	10
4:30 PM	3	0	0	1	0	1	1	3	3	1	3	0	16
4:45 PM	0	0	0	0	1	0	2	6	1	2	0	0	12
5:00 PM	1	0	0	0	0	1	1	3	3	3	1	0	13
5:15 PM	0	0	0	0	0	0	0	3	2	1	1	0	7
5:30 PM	1	2	0	0	0	1	3	3	2	2	2	0	16
5:45 PM	1	1	0	0	0	1	0	3	2	2	3	0	13
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	6	4	1	4	2	6	11	48	27	19	24	2	154
APPROACH %'s :	54.55%	36.36%	9.09%	33.33%	16.67%	50.00%	12.79%	55.81%	31.40%	42.22%	53.33%	4.44%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	3	3	0	0	0	3	4	12	9	8	7	0	49
PEAK HR FACTOR :	0.500			0.750			0.781			0.750			0.766

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_003

Day: WEDNESDAY

HEAVY TRUCKS

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Argyle Ave			Argyle Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	1	1	2	1	1	2	0	
7:00 AM	0	2	0	1	0	0	0	2	1	4	3	0	13
7:15 AM	1	0	1	1	1	1	0	4	0	0	3	0	12
7:30 AM	0	1	0	0	0	0	0	2	0	0	5	0	8
7:45 AM	0	1	0	1	0	0	0	1	0	0	6	1	10
8:00 AM	0	2	0	0	0	0	1	4	1	1	2	0	11
8:15 AM	0	2	0	0	1	0	1	9	0	2	2	1	18
8:30 AM	0	1	1	0	0	0	1	1	0	2	5	2	13
8:45 AM	0	3	0	1	1	0	0	4	2	0	3	0	14
9:00 AM	0	0	0	0	0	0	1	1	0	1	12	0	15
9:15 AM	0	2	0	0	0	1	0	2	1	0	10	0	16
9:30 AM	0	0	0	0	1	1	0	1	0	1	6	0	10
9:45 AM	0	0	0	0	1	0	0	1	0	1	4	0	7
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	14	2	4	5	3	4	32	5	12	61	4	147
APPROACH %'s :	5.88%	82.35%	11.76%	33.33%	41.67%	25.00%	9.76%	78.05%	12.20%	15.58%	79.22%	5.19%	

PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	0	6	1	1	1	1	2	8	3	3	30	2	58
PEAK HR FACTOR :		0.583			0.375			0.542			0.673		0.906

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_003

Day: WEDNESDAY

HEAVY TRUCKS

City: City of Hollywood

Date: 11/28/2012

PM

NS/EW Streets:	Argyle Ave			Argyle Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	1	1	2	1	1	2	0	
3:00 PM	1	2	1	1	0	0	0	4	0	0	0	0	9
3:15 PM	1	0	0	0	0	0	1	1	0	0	1	0	4
3:30 PM	0	0	0	0	0	0	1	2	1	0	2	0	6
3:45 PM	0	0	0	0	0	2	2	0	0	0	5	0	9
4:00 PM	0	1	0	0	2	0	1	0	0	0	0	2	6
4:15 PM	0	0	0	1	1	0	1	2	0	0	0	0	5
4:30 PM	0	3	0	0	0	0	1	5	1	1	0	0	11
4:45 PM	0	1	0	0	1	0	0	0	0	0	3	0	5
5:00 PM	0	3	0	0	0	0	0	1	0	1	1	0	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	10	1	2	4	2	7	18	2	2	12	2	64
APPROACH %'s :	15.38%	76.92%	7.69%	25.00%	50.00%	25.00%	25.93%	66.67%	7.41%	12.50%	75.00%	12.50%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	3	0	0	0	0	0	4	0	1	1	0	9
PEAK HR FACTOR :		0.250			0.000			0.500			0.250		0.375

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_004

Day: WEDNESDAY

CARS

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	El Centro Ave			El Centro Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	2	0	1	2	0	
7:00 AM	2		7					65	3	10	153		240
7:15 AM	2		1					81	1	20	187		292
7:30 AM	1		4					104	3	11	263		386
7:45 AM	2		5					112	0	33	265		417
8:00 AM	3		3					167	7	35	248		463
8:15 AM	0		11					120	5	33	250		419
8:30 AM	4		10					134	4	33	232		417
8:45 AM	4		8					110	4	30	271		427
9:00 AM	2		6					125	5	46	267		451
9:15 AM	3		15					117	2	40	256		433
9:30 AM	2		7					93	5	24	227		358
9:45 AM	4		9					107	2	37	188		347
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	29	0	86	0	0	0	0	1335	41	352	2807	0	4650
APPROACH %'s :	25.22%	0.00%	74.78%				0.00%	97.02%	2.98%	11.14%	88.86%	0.00%	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	13	0	39	0	0	0	0	486	15	149	1026	0	1728
PEAK HR FACTOR :		0.722			0.000			0.908			0.938		0.958

CONTROL : 1-Way Stop (NB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_004 **Day:** WEDNESDAY

CARS

City: City of Hollywood **Date:** 11/28/2012

PM

NS/EW Streets:	El Centro Ave			El Centro Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	2	0	1	2	0	
3:00 PM	5		29					196	7	20	177		434
3:15 PM	2		16					201	2	8	150		379
3:30 PM	4		19					218	2	13	157		413
3:45 PM	2		23					169	2	17	181		394
4:00 PM	4		16					199	4	10	204		437
4:15 PM	4		26					196	5	23	189		443
4:30 PM	2		16					183	5	14	195		415
4:45 PM	4		20					201	5	7	229		466
5:00 PM	3		24					211	11	14	193		456
5:15 PM	2		24					197	6	13	225		467
5:30 PM	4		30					216	8	11	194		463
5:45 PM	7		21					226	14	10	228		506
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	43	0	264	0	0	0	0	2413	71	160	2322	0	5273
APPROACH %'s :	14.01%	0.00%	85.99%				0.00%	97.14%	2.86%	6.45%	93.55%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	16	0	99	0	0	0	0	850	39	48	840	0	1892
PEAK HR FACTOR :		0.846			0.000			0.926			0.933		0.935

CONTROL : 1-Way Stop (NB)

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: CA12_5476_004
N/S Street: El Centro Ave
E/W Street: Hollywood Blvd
DATE: 11/28/2012 DAY: 11/28/2012
CITY: City of Hollywood

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM								
7:15 AM								
7:30 AM								
7:45 AM								
8:00 AM								
8:15 AM								
8:30 AM								
8:45 AM								
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM								
7:15 AM								
7:30 AM								
7:45 AM								
8:00 AM								
8:15 AM								
8:30 AM								
8:45 AM								
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM								
3:15 PM								
3:30 PM								
3:45 PM								
4:00 PM								
4:15 PM								
4:30 PM								
4:45 PM								
5:00 PM								
5:15 PM								
5:30 PM								
5:45 PM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM								
3:15 PM								
3:30 PM								
3:45 PM								
4:00 PM								
4:15 PM								
4:30 PM								
4:45 PM								
5:00 PM								
5:15 PM								
5:30 PM								
5:45 PM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_004

Day: WEDNESDAY

BIKES

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	El Centro Ave			El Centro Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	2	0	1	2	0	
7:00 AM			0					2	0	1	0		3
7:15 AM			0					2	0	0	4		6
7:30 AM			1					3	0	0	5		9
7:45 AM			0					1	0	1	1		3
8:00 AM			0					2	0	0	2		4
8:15 AM			2					2	0	0	1		5
8:30 AM			0					1	0	0	0		1
8:45 AM			1					1	1	0	3		6
9:00 AM			0					0	0	0	4		4
9:15 AM			0					0	0	0	5		5
9:30 AM			0					0	0	0	7		7
9:45 AM			3					1	0	0	4		8
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	7	0	0	0	0	15	1	2	36	0	61
APPROACH %'s :	0.00%	0.00%	100.00%				0.00%	93.75%	6.25%	5.26%	94.74%	0.00%	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	2	1	0	12	0	16
PEAK HR FACTOR :	0.250			0.000			0.375			0.600			0.667

CONTROL : 1-Way Stop (NB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_004 **Day:** WEDNESDAY

BIKES

City: City of Hollywood **Date:** 11/28/2012

PM

NS/EW Streets:	El Centro Ave			El Centro Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	2	0	1	2	0	
3:00 PM	0		0					1	0	0	2		3
3:15 PM	0		2					2	0	0	1		5
3:30 PM	0		0					1	0	0	0		1
3:45 PM	0		0					1	1	0	2		4
4:00 PM	0		0					0	0	0	0		
4:15 PM	0		0					0	0	0	1		1
4:30 PM	0		0					0	0	0	2		2
4:45 PM	0		0					3	0	0	1		4
5:00 PM	1		0					1	0	0	4		6
5:15 PM	0		0					1	0	0	2		3
5:30 PM	0		0					0	0	0	2		2
5:45 PM	0		0					2	0	2	1		5

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	0	2	0	0	0	0	12	1	2	18	0	36
APPROACH %'s :	33.33%	0.00%	66.67%				0.00%	92.31%	7.69%	10.00%	90.00%	0.00%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	4	0	2	9	0	16
PEAK HR FACTOR :	0.250			0.000			0.500			0.688			0.667

CONTROL : 1-Way Stop (NB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_004 **Day:** WEDNESDAY

BUSES

City: City of Hollywood **Date:** 11/28/2012

AM

NS/EW Streets:	El Centro Ave			El Centro Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	2	0	1	2	0	
7:00 AM			1					5	1		3		10
7:15 AM			2					2	0		6		10
7:30 AM			1					3	2		2		8
7:45 AM			0					6	0		7		13
8:00 AM			2					3	1		5		11
8:15 AM			1					3	0		6		10
8:30 AM			1					3	2		4		10
8:45 AM			1					1	2		8		12
9:00 AM			0					3	0		6		9
9:15 AM			1					2	1		5		9
9:30 AM			1					1	1		4		7
9:45 AM			1					2	1		4		8
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	12	0	0	0	0	34	11	0	60	0	117
APPROACH %'s :	0.00%	0.00%	100.00%				0.00%	75.56%	24.44%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	0	0	3	0	0	0	0	9	5	0	23	0	40
PEAK HR FACTOR :		0.750			0.000			0.700			0.719		0.833

CONTROL : 1-Way Stop (NB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_004 **Day:** WEDNESDAY

BUSES

City: City of Hollywood **Date:** 11/28/2012

PM

NS/EW Streets:	El Centro Ave			El Centro Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	2	0	1	2	0	
3:00 PM			1					4	0		4		9
3:15 PM			2					8	1		3		14
3:30 PM			1					3	0		4		8
3:45 PM			2					5	1		4		12
4:00 PM			1					2	3		7		13
4:15 PM			1					3	0		3		7
4:30 PM			0					2	2		3		7
4:45 PM			0					6	1		2		9
5:00 PM			1					3	0		3		7
5:15 PM			1					2	1		3		7
5:30 PM			1					2	1		3		7
5:45 PM			1					3	1		6		11
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	12	0	0	0	0	43	11	0	45	0	111
APPROACH %'s :	0.00%	0.00%	100.00%				0.00%	79.63%	20.37%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	4	0	0	0	0	10	3	0	15	0	32
PEAK HR FACTOR :		1.000			0.000			0.813			0.625		0.727

CONTROL : 1-Way Stop (NB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_004

Day: WEDNESDAY

HEAVY TRUCKS

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	El Centro Ave			El Centro Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	2	0	1	2	0	
7:00 AM			0					3	0	0	5		8
7:15 AM			1					5	1	0	3		10
7:30 AM			0					2	0	0	5		7
7:45 AM			0					3	0	0	7		10
8:00 AM			0					5	0	0	3		8
8:15 AM			0					8	0	0	4		12
8:30 AM			0					1	0	1	6		8
8:45 AM			0					3	0	0	3		6
9:00 AM			0					2	0	0	10		12
9:15 AM			0					1	0	0	8		9
9:30 AM			0					1	0	0	6		7
9:45 AM			0					1	0	1	6		8
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	0	0	35	1	2	66	0	105
APPROACH %'s :	0.00%	0.00%	100.00%				0.00%	97.22%	2.78%	2.94%	97.06%	0.00%	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	7	0	1	27	0	35
PEAK HR FACTOR :		0.000			0.000			0.583			0.700		0.729

CONTROL : 1-Way Stop (NB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_004

Day: WEDNESDAY

HEAVY TRUCKS

City: City of Hollywood

Date: 11/28/2012

PM

NS/EW Streets:	El Centro Ave			El Centro Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	2	0	1	2	0	
3:00 PM	0							6	0	0	2		8
3:15 PM	0							1	0	0	0		1
3:30 PM	0							2	0	0	0		2
3:45 PM	0							0	0	0	4		4
4:00 PM	0							1	0	0	2		3
4:15 PM	0							2	1	1	0		4
4:30 PM	0							5	0	0	1		6
4:45 PM	1							0	0	0	1		2
5:00 PM	0							2	0	0	2		4
5:15 PM	0							0	0	0	0		
5:30 PM	0							1	0	0	0		1
5:45 PM	0							2	0	0	0		2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	0	22	1	1	12	0	37
APPROACH %'s :	100.00%	0.00%	0.00%				0.00%	95.65%	4.35%	7.69%	92.31%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	5	0	0	2	0	7
PEAK HR FACTOR :	0.000			0.000			0.625			0.250			0.438

CONTROL : 1-Way Stop (NB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_005

Day: WEDNESDAY

CARS

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	El Centro Ave			El Centro Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	3	0	1	3	0	
7:00 AM	3	6	6	1	2	3	1	173	12	14	319	4	544
7:15 AM	6	7	5	0	10	7	0	178	7	11	366	3	600
7:30 AM	4	4	5	6	8	4	2	198	5	14	438	2	690
7:45 AM	5	2	11	3	15	10	2	260	6	20	457	2	793
8:00 AM	4	6	10	5	26	19	1	221	18	18	404	3	735
8:15 AM	13	11	14	4	21	12	1	217	10	15	389	4	711
8:30 AM	13	9	13	5	21	8	3	234	13	20	404	7	750
8:45 AM	12	10	15	4	16	10	6	227	9	13	410	4	736
9:00 AM	5	7	9	3	24	15	5	227	13	15	352	2	677
9:15 AM	12	9	16	0	25	20	13	234	11	9	322	6	677
9:30 AM	7	16	11	4	9	8	4	213	11	10	316	2	611
9:45 AM	15	7	5	1	21	12	4	221	7	13	305	4	615
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	99	94	120	36	198	128	42	2603	122	172	4482	43	8139
APPROACH %'s :	31.63%	30.03%	38.34%	9.94%	54.70%	35.36%	1.52%	94.07%	4.41%	3.66%	95.42%	0.92%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	35	28	48	17	83	49	7	932	47	73	1654	16	2989
PEAK HR FACTOR :		0.730			0.745			0.920			0.910		0.942

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_005 **Day:** WEDNESDAY

CARS

City: City of Hollywood **Date:** 11/28/2012

PM

NS/EW Streets:	El Centro Ave			El Centro Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	3	0	1	3	0	
3:00 PM	7	22	22	4	16	7	4	314	15	18	313	5	747
3:15 PM	5	23	25	6	10	5	3	326	12	15	299	5	734
3:30 PM	10	14	31	4	12	4	3	357	17	21	320	5	798
3:45 PM	13	13	22	3	8	5	5	306	9	13	320	8	725
4:00 PM	12	23	36	5	8	9	3	289	12	16	326	3	742
4:15 PM	9	29	17	3	12	10	5	333	7	11	326	2	764
4:30 PM	8	26	32	5	10	5	4	320	15	13	315	5	758
4:45 PM	10	27	24	5	12	1	5	385	10	13	352	7	851
5:00 PM	9	33	32	3	16	9	3	384	11	16	331	2	849
5:15 PM	8	27	20	10	9	5	3	373	15	9	344	3	826
5:30 PM	11	31	33	7	7	9	3	377	12	10	312	4	816
5:45 PM	12	27	22	7	8	6	8	408	21	10	311	7	847
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	114	295	316	62	128	75	49	4172	156	165	3869	56	9457
APPROACH %'s :	15.72%	40.69%	43.59%	23.40%	48.30%	28.30%	1.12%	95.32%	3.56%	4.03%	94.60%	1.37%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	38	118	109	25	44	24	14	1519	48	48	1339	16	3342
PEAK HR FACTOR :		0.883			0.830			0.988			0.943		0.982

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: CA12_5476_005
N/S Street: El Centro Ave
E/W Street: Sunset Blvd
DATE: 11/28/2012 DAY: 11/28/2012
CITY: City of Hollywood

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM								
7:15 AM								
7:30 AM								
7:45 AM								
8:00 AM								
8:15 AM								
8:30 AM								
8:45 AM								
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM								
7:15 AM								
7:30 AM								
7:45 AM								
8:00 AM								
8:15 AM								
8:30 AM								
8:45 AM								
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM								
3:15 PM								
3:30 PM								
3:45 PM								
4:00 PM								
4:15 PM								
4:30 PM								
4:45 PM								
5:00 PM								
5:15 PM								
5:30 PM								
5:45 PM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM								
3:15 PM								
3:30 PM								
3:45 PM								
4:00 PM								
4:15 PM								
4:30 PM								
4:45 PM								
5:00 PM								
5:15 PM								
5:30 PM								
5:45 PM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_005

Day: WEDNESDAY

BIKES

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	El Centro Ave			El Centro Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	3	0	1	3	0	
7:00 AM	0	1			0			1	1		0		3
7:15 AM	0	0			0			0	0		6		6
7:30 AM	0	0			0			0	0		7		7
7:45 AM	0	0			0			1	0		5		6
8:00 AM	0	0			0			1	0		0		1
8:15 AM	0	0			0			1	0		2		3
8:30 AM	1	1			0			2	0		6		10
8:45 AM	0	1			2			3	0		8		14
9:00 AM	0	0			0			1	0		2		3
9:15 AM	0	0			0			3	0		3		6
9:30 AM	2	2			0			0	0		6		10
9:45 AM	1	3			0			1	0		7		12

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	4	8	0	0	2	0	0	14	1	0	52	0	81
APPROACH %'s :	33.33%	66.67%	0.00%	0.00%	100.00%	0.00%	0.00%	93.33%	6.67%	0.00%	100.00%	0.00%	

PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	1	1	0	0	0	0	0	5	0	0	13	0	20
PEAK HR FACTOR :		0.250			0.000			0.625			0.542		0.500

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_005 **Day:** WEDNESDAY

BIKES

City: City of Hollywood **Date:** 11/28/2012

PM

NS/EW Streets:	El Centro Ave			El Centro Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	3	0	1	3	0	
3:00 PM	0	0	0	0	0	0	0	2	0		8	0	10
3:15 PM	1	0	0	0	0	0	1	6	0		6	0	14
3:30 PM	1	0	0	0	1	0	0	2	0		4	0	8
3:45 PM	2	1	1	0	1	0	0	3	0		5	0	13
4:00 PM	0	0	0	0	2	1	0	5	0		5	0	13
4:15 PM	0	0	0	0	0	0	0	1	0		3	1	5
4:30 PM	0	2	0	1	0	0	0	8	0		5	0	16
4:45 PM	0	0	0	0	0	0	0	3	0		3	0	6
5:00 PM	0	0	0	0	0	0	0	2	0		7	0	9
5:15 PM	0	2	0	0	0	0	1	7	0		3	0	13
5:30 PM	0	0	0	0	1	0	0	1	0		5	0	7
5:45 PM	1	1	0	0	0	0	0	3	1		7	0	13
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	5	6	1	1	5	1	2	43	1	0	61	1	127
APPROACH %'s :	41.67%	50.00%	8.33%	14.29%	71.43%	14.29%	4.35%	93.48%	2.17%	0.00%	98.39%	1.61%	

PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	2	0	0	1	0	1	13	0	0	18	0	35
PEAK HR FACTOR :		0.250			0.250			0.438			0.643		0.673

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_005

Day: WEDNESDAY

BUSES

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	El Centro Ave			El Centro Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	3	0	1	3	0	
7:00 AM	0			0		0		3	0		5		8
7:15 AM	0			0		0		4	0		9		13
7:30 AM	0			0		0		5	0		7		12
7:45 AM	0			0		0		9	0		6		15
8:00 AM	0			0		1		5	1		5		12
8:15 AM	1			0		0		6	0		5		12
8:30 AM	0			1		1		1	0		8		11
8:45 AM	0			0		1		1	0		2		4
9:00 AM	0			0		0		2	0		5		7
9:15 AM	0			0		0		1	0		7		8
9:30 AM	0			0		0		1	0		1		2
9:45 AM	0			0		0		2	0		5		7

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	0	0	1	0	3	0	40	1	0	65	0	111
APPROACH %'s :	100.00%	0.00%	0.00%	25.00%	0.00%	75.00%	0.00%	97.56%	2.44%	0.00%	100.00%	0.00%	

PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	1	0	0	1	0	2	0	21	1	0	24	0	50
PEAK HR FACTOR :	0.250			0.375			0.611			0.750			0.833

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_005 **Day:** WEDNESDAY

BUSES

City: City of Hollywood **Date:** 11/28/2012

PM

NS/EW Streets:	El Centro Ave			El Centro Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	3	0	1	3	0	
3:00 PM					0			4			7		11
3:15 PM					0			5			4		9
3:30 PM					0			2			1		3
3:45 PM					0			4			2		6
4:00 PM					1			4			3		8
4:15 PM					0			2			2		4
4:30 PM					0			6			3		9
4:45 PM					0			4			2		6
5:00 PM					0			4			4		8
5:15 PM					0			3			4		7
5:30 PM					0			2			2		4
5:45 PM					0			4			3		7
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	0	44	0	0	37	0	82
APPROACH %'s :				0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	13	0	0	12	0	25
PEAK HR FACTOR :		0.000			0.000			0.813			0.750		0.781

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_005

Day: WEDNESDAY

HEAVY TRUCKS

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	El Centro Ave			El Centro Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	3	0	1	3	0	
7:00 AM	0	0	0	0	0	0	0	4	0	1	6	0	11
7:15 AM	0	0	0	0	1	0	0	11	1	0	6	0	19
7:30 AM	0	0	0	0	0	0	0	10	0	1	11	0	22
7:45 AM	0	0	0	0	0	1	0	7	0	0	8	0	16
8:00 AM	0	0	0	0	0	1	0	3	0	1	6	0	11
8:15 AM	1	1	0	0	0	0	0	6	0	0	14	0	22
8:30 AM	0	0	0	0	0	1	1	5	0	1	11	1	20
8:45 AM	0	1	0	0	0	0	0	4	1	0	7	0	13
9:00 AM	0	0	0	1	2	0	0	3	1	0	9	0	16
9:15 AM	0	0	1	0	0	0	0	9	0	1	10	1	22
9:30 AM	0	0	0	0	0	0	0	3	1	0	9	0	13
9:45 AM	0	0	0	1	0	0	0	4	0	1	7	1	14
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	2	1	2	3	3	1	69	4	6	104	3	199
APPROACH %'s :	25.00%	50.00%	25.00%	25.00%	37.50%	37.50%	1.35%	93.24%	5.41%	5.31%	92.04%	2.65%	

PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	1	1	0	0	0	3	1	21	0	2	39	1	69
PEAK HR FACTOR :	0.250			0.750			0.786			0.750			0.784

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_005

Day: WEDNESDAY

HEAVY TRUCKS

City: City of Hollywood

Date: 11/28/2012

PM

NS/EW Streets:	El Centro Ave			El Centro Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	3	0	1	3	0	
3:00 PM	0	0	0	1	0	0	0	4			6	0	11
3:15 PM	0	0	0	0	0	0	0	3			2	0	5
3:30 PM	0	0	0	0	0	0	0	5			2	0	7
3:45 PM	0	0	0	0	1	0	0	4			1	0	6
4:00 PM	1	0	1	0	0	0	0	6			6	0	14
4:15 PM	0	0	0	1	0	0	0	4			2	0	7
4:30 PM	0	1	0	1	0	0	0	5			3	0	10
4:45 PM	0	0	1	0	0	0	0	8			4	0	13
5:00 PM	0	0	0	1	0	0	0	1			1	0	3
5:15 PM	0	0	0	0	0	0	0	3			2	0	5
5:30 PM	0	0	0	0	0	0	0	7			3	1	11
5:45 PM	0	1	0	1	1	1	1	2			4	0	11

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	2	2	5	2	1	1	52	0	0	36	1	103
APPROACH %'s :	20.00%	40.00%	40.00%	62.50%	25.00%	12.50%	1.89%	98.11%	0.00%	0.00%	97.30%	2.70%	

PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	0	1	1	0	0	0	19	0	0	10	1	32
PEAK HR FACTOR :		0.250			0.250			0.594			0.688		0.615

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_006

Day: WEDNESDAY

CARS

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Gower St			Gower St			Franklin Ave			Franklin Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0.5	1	0	1	0	1	2	0	1	2	0	
7:00 AM	21	6	26	2	21	10	2	86	8	54	206	4	446
7:15 AM	28	5	49	3	13	5	0	109	5	44	231	3	495
7:30 AM	32	7	61	11	24	8	1	130	11	53	288	4	630
7:45 AM	52	6	61	5	39	9	1	132	9	59	300	1	674
8:00 AM	36	16	42	7	40	15	1	129	15	71	305	3	680
8:15 AM	47	11	49	6	42	10	2	113	12	43	286	2	623
8:30 AM	56	15	49	4	49	10	1	117	17	48	303	2	671
8:45 AM	51	16	38	6	52	13	2	126	15	58	294	3	674
9:00 AM	49	17	36	4	35	12	0	109	18	57	318	3	658
9:15 AM	53	12	40	4	43	17	1	141	13	41	293	2	660
9:30 AM	52	16	52	2	27	15	2	117	13	43	281	8	628
9:45 AM	26	10	48	3	26	13	2	139	14	50	282	2	615
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	503	137	551	57	411	137	15	1448	150	621	3387	37	7454
APPROACH %'s :	42.23%	11.50%	46.26%	9.42%	67.93%	22.64%	0.93%	89.77%	9.30%	15.35%	83.73%	0.91%	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	209	60	163	18	179	52	4	493	63	204	1208	10	2663
PEAK HR FACTOR :		0.900			0.877			0.903			0.940		0.988

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_006

Day: WEDNESDAY

CARS

City: City of Hollywood

Date: 11/28/2012

PM

NS/EW Streets:	Gower St			Gower St			Franklin Ave			Franklin Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0.5	1	0	1	0	1	2	0	1	2	0	
3:00 PM	68	26	59	7	25	7	2	187	20	38	272	1	712
3:15 PM	93	26	76	4	17	6	4	214	12	37	231	7	727
3:30 PM	70	29	64	5	16	10	9	219	17	30	255	4	728
3:45 PM	74	40	85	9	25	5	9	195	15	37	248	6	748
4:00 PM	89	33	86	8	13	9	2	201	13	38	177	3	672
4:15 PM	70	32	84	5	17	6	7	186	15	29	206	2	659
4:30 PM	83	26	90	2	23	5	6	199	7	29	229	3	702
4:45 PM	69	30	85	9	17	2	4	189	7	41	189	5	647
5:00 PM	89	32	83	6	20	3	4	214	8	25	190	5	679
5:15 PM	77	28	85	2	16	4	5	196	16	38	146	1	614
5:30 PM	109	39	98	6	15	5	6	202	6	25	160	4	675
5:45 PM	80	40	84	3	18	4	5	193	10	28	190	2	657
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	971	381	979	66	222	66	63	2395	146	395	2493	43	8220
APPROACH %'s :	41.66%	16.34%	42.00%	18.64%	62.71%	18.64%	2.42%	91.97%	5.61%	13.48%	85.06%	1.47%	
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	305	121	284	25	83	28	24	815	64	142	1006	18	2915
PEAK HR FACTOR :		0.892			0.872			0.921			0.937		0.974

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: CA12_5476_006
N/S Street: Gower St
E/W Street: Franklin Ave
DATE: 11/28/2012 DAY: 11/28/2012
CITY: City of Hollywood

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM								
7:15 AM								
7:30 AM								
7:45 AM								
8:00 AM								
8:15 AM								
8:30 AM								
8:45 AM								
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM								
7:15 AM								
7:30 AM								
7:45 AM								
8:00 AM								
8:15 AM								
8:30 AM								
8:45 AM								
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM								
3:15 PM								
3:30 PM								
3:45 PM								
4:00 PM								
4:15 PM								
4:30 PM								
4:45 PM								
5:00 PM								
5:15 PM								
5:30 PM								
5:45 PM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM								
3:15 PM								
3:30 PM								
3:45 PM								
4:00 PM								
4:15 PM								
4:30 PM								
4:45 PM								
5:00 PM								
5:15 PM								
5:30 PM								
5:45 PM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_006

Day: WEDNESDAY

BIKES

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Gower St			Gower St			Franklin Ave			Franklin Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0.5	1	0	1	0	1	2	0	1	2	0	
7:00 AM		0		0	0			0		0	1		1
7:15 AM		0		0	0			0		0	0		
7:30 AM		0		0	0			0		0	0		
7:45 AM		1		0	0			0		0	0		1
8:00 AM		0		0	0			0		1	0		1
8:15 AM		0		0	0			0		0	0		
8:30 AM		0		0	1			0		0	2		3
8:45 AM		0		0	0			0		0	0		
9:00 AM		0		0	0			1		1	0		2
9:15 AM		0		0	0			0		0	0		
9:30 AM		0		0	0			0		0	0		
9:45 AM		0		2	1			0		0	0		3
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1	0	2	2	0	0	1	0	2	3	0	11
APPROACH %'s :	0.00%	100.00%	0.00%	50.00%	50.00%	0.00%	0.00%	100.00%	0.00%	40.00%	60.00%	0.00%	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	1	0	1	2	0	5
PEAK HR FACTOR :	0.000			0.250			0.250			0.375			0.417

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_006 **Day:** WEDNESDAY

BIKES

City: City of Hollywood **Date:** 11/28/2012

PM

NS/EW Streets:	Gower St			Gower St			Franklin Ave			Franklin Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0.5	1	0	1	0	1	2	0	1	2	0	
3:00 PM	0	0	0	0			0	0		2	2	0	4
3:15 PM	0	0	1	0			0	0		0	0	0	1
3:30 PM	0	0	0	0			0	1		0	1	0	2
3:45 PM	0	0	0	0			0	1		1	0	0	2
4:00 PM	0	0	1	1			0	2		1	0	1	6
4:15 PM	0	0	0	0			1	0		0	0	0	1
4:30 PM	0	0	0	0			0	0		0	0	0	
4:45 PM	0	0	0	0			0	0		0	1	0	1
5:00 PM	1	1	0	0			0	1		0	0	0	3
5:15 PM	0	0	0	0			0	0		0	1	1	2
5:30 PM	0	0	0	0			0	1		0	0	0	1
5:45 PM	0	0	0	0			0	0		0	0	0	

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	1	2	1	0	0	1	6	0	4	5	2	23
APPROACH %'s :	25.00%	25.00%	50.00%	100.00%	0.00%	0.00%	14.29%	85.71%	0.00%	36.36%	45.45%	18.18%	

PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	2	0	3	3	0	9
PEAK HR FACTOR :	0.250			0.000			0.500			0.375			0.563

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_006

Day: WEDNESDAY

BUSES

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Gower St			Gower St			Franklin Ave			Franklin Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0.5	1	0	1	0	1	2	0	1	2	0	
7:00 AM			2		1	0		1		1	1		6
7:15 AM			1		1	0		2		1	5		10
7:30 AM			2		0	0		1		0	2		5
7:45 AM			2		0	0		1		0	1		4
8:00 AM			2		0	1		1		0	5		9
8:15 AM			0		0	0		1		0	1		2
8:30 AM			1		0	0		2		0	0		3
8:45 AM			1		0	0		0		0	2		3
9:00 AM			2		0	0		1		0	2		5
9:15 AM			1		0	0		1		0	0		2
9:30 AM			0		0	0		1		0	0		1
9:45 AM			0		0	0		1		0	2		3

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	14	0	2	1	0	13	0	2	21	0	53
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	66.67%	33.33%	0.00%	100.00%	0.00%	8.70%	91.30%	0.00%	

PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	0	0	5	0	0	0	0	4	0	0	4	0	13
PEAK HR FACTOR :	0.625			0.000			0.500			0.500			0.650

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_006 **Day:** WEDNESDAY

BUSES

City: City of Hollywood **Date:** 11/28/2012

PM

NS/EW Streets:	Gower St			Gower St			Franklin Ave			Franklin Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0.5	1	0	1	0	1	2	0	1	2	0	
3:00 PM	1		2	0	0			0	0	0	2		5
3:15 PM	2		1	1	2			2	0	1	1		10
3:30 PM	0		3	0	0			2	0	1	2		8
3:45 PM	0		0	0	0			1	0	1	0		2
4:00 PM	0		0	0	0			2	0	4	2		8
4:15 PM	1		0	0	0			2	1	0	1		5
4:30 PM	0		0	0	0			2	0	3	0		5
4:45 PM	0		1	0	0			0	0	0	2		3
5:00 PM	0		1	0	0			1	0	0	1		3
5:15 PM	1		1	0	0			0	0	0	1		3
5:30 PM	0		1	0	0			1	0	0	1		3
5:45 PM	0		1	0	0			0	0	0	1		2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	5	0	11	1	2	0	0	13	1	10	14	0	57
APPROACH %'s :	31.25%	0.00%	68.75%	33.33%	66.67%	0.00%	0.00%	92.86%	7.14%	41.67%	58.33%	0.00%	
PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	3	0	6	1	2	0	0	5	0	3	5	0	25
PEAK HR FACTOR :	0.750			0.250			0.625			0.667			0.625

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_006

Day: WEDNESDAY

HEAVY TRUCKS

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Gower St			Gower St			Franklin Ave			Franklin Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0.5	1	0	1	0	1	2	0	1	2	0	
7:00 AM	1		1					0	0	0	1	0	3
7:15 AM	2		0					2	1	0	0	0	5
7:30 AM	3		0					2	1	0	5	0	11
7:45 AM	3		1					2	0	1	3	0	10
8:00 AM	1		1					3	0	0	4	0	9
8:15 AM	3		1					2	0	1	3	0	10
8:30 AM	2		3					5	1	1	3	0	15
8:45 AM	2		1					3	0	0	2	0	8
9:00 AM	1		0					8	1	2	6	0	18
9:15 AM	1		3					4	0	1	7	0	16
9:30 AM	1		1					4	0	1	3	1	11
9:45 AM	1		0					2	0	0	4	0	7
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	21	0	12	0	0	0	0	37	4	7	41	1	123
APPROACH %'s :	63.64%	0.00%	36.36%				0.00%	90.24%	9.76%	14.29%	83.67%	2.04%	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	6	0	7	0	0	0	0	20	2	4	18	0	57
PEAK HR FACTOR :	0.650			0.000			0.611			0.688			0.792

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_006

Day: WEDNESDAY

HEAVY TRUCKS

City: City of Hollywood

Date: 11/28/2012

PM

NS/EW Streets:	Gower St			Gower St			Franklin Ave			Franklin Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.5	0.5	1	0	1	0	1	2	0	1	2	0	
3:00 PM	3		1				0	2	1	0	8		15
3:15 PM	0		0				0	0	0	0	2		2
3:30 PM	1		0				0	1	0	1	4		7
3:45 PM	1		0				0	0	0	0	4		5
4:00 PM	0		0				0	3	0	0	4		7
4:15 PM	0		0				0	1	0	0	3		4
4:30 PM	2		0				1	1	0	0	1		5
4:45 PM	0		1				0	2	0	0	3		6
5:00 PM	1		1				0	1	0	0	1		4
5:15 PM	1		0				0	1	0	0	1		3
5:30 PM	0		0				0	0	0	0	0		
5:45 PM	1		0				0	1	0	0	0		2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	10	0	3	0	0	0	1	13	1	1	31	0	60
APPROACH %'s :	76.92%	0.00%	23.08%				6.67%	86.67%	6.67%	3.13%	96.88%	0.00%	

PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	5	0	1	0	0	0	0	3	1	1	18	0	29
PEAK HR FACTOR :	0.375			0.000			0.333			0.594			0.483

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_007

Day: WEDNESDAY

CARS

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Gower St			Gower St			US 101 SB Off-Ramp			US 101 SB Off-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0.5	1	0.5	0	0	0	
7:00 AM		33	1	1	102		19	1	75				232
7:15 AM		40	1	0	93		32	1	93				260
7:30 AM		58	0	5	121		38	1	94				317
7:45 AM		71	2	3	146		36	3	86				347
8:00 AM		66	7	3	152		26	4	91				349
8:15 AM		75	7	7	121		29	3	105				347
8:30 AM		94	6	4	160		24	7	115				410
8:45 AM		72	9	8	165		24	8	105				391
9:00 AM		72	7	5	157		22	5	103				371
9:15 AM		74	4	1	136		25	10	113				363
9:30 AM		77	8	1	121		29	1	105				342
9:45 AM		43	6	1	140		28	6	92				316
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	775	58	39	1614	0	332	50	1177	0	0	0	4045
APPROACH %'s :	0.00%	93.04%	6.96%	2.36%	97.64%	0.00%	21.30%	3.21%	75.50%				
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	0	312	26	18	618	0	95	30	436	0	0	0	1535
PEAK HR FACTOR :		0.845			0.919			0.948			0.000		0.936

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_007

Day: WEDNESDAY

CARS

City: City of Hollywood

Date: 11/28/2012

PM

NS/EW Streets:	Gower St			Gower St			US 101 SB Off-Ramp			US 101 SB Off-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0.5	1	0.5	0	0	0	
3:00 PM		132	2	0	80		31	4	53				302
3:15 PM		122	1	0	93		44	1	36				297
3:30 PM		137	2	0	90		38	1	63				331
3:45 PM		147	4	0	81		30	0	51				313
4:00 PM		146	1	0	84		28	2	62				323
4:15 PM		169	4	2	82		30	2	42				331
4:30 PM		178	0	1	74		30	3	61				347
4:45 PM		157	7	2	81		38	2	57				344
5:00 PM		186	4	2	70		48	2	42				354
5:15 PM		182	9	4	85		26	2	48				356
5:30 PM		192	4	0	77		28	0	38				339
5:45 PM		186	7	0	69		38	3	61				364

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1934	45	11	966	0	409	22	614	0	0	0	4001
APPROACH %'s :	0.00%	97.73%	2.27%	1.13%	98.87%	0.00%	39.14%	2.11%	58.76%				

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	746	24	6	301	0	140	7	189	0	0	0	1413
PEAK HR FACTOR :		0.982			0.862			0.824			0.000		0.970

CONTROL : 1-Way Stop (EB)

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: CA12_5476_007
N/S Street: Gower St
E/W Street: US 101 SB Off-Ramp
DATE: 11/28/2012 DAY: 11/28/2012
CITY: City of Hollywood

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM								
7:15 AM								
7:30 AM								
7:45 AM								
8:00 AM								
8:15 AM								
8:30 AM								
8:45 AM								
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM								
7:15 AM								
7:30 AM								
7:45 AM								
8:00 AM								
8:15 AM								
8:30 AM								
8:45 AM								
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM								
3:15 PM								
3:30 PM								
3:45 PM								
4:00 PM								
4:15 PM								
4:30 PM								
4:45 PM								
5:00 PM								
5:15 PM								
5:30 PM								
5:45 PM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM								
3:15 PM								
3:30 PM								
3:45 PM								
4:00 PM								
4:15 PM								
4:30 PM								
4:45 PM								
5:00 PM								
5:15 PM								
5:30 PM								
5:45 PM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_007

Day: WEDNESDAY

BIKES

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Gower St			Gower St			US 101 SB Off-Ramp			US 101 SB Off-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0.5	1	0.5	0	0	0	
7:00 AM		0	0		1					0			1
7:15 AM		0	0		0					0			
7:30 AM		0	0		1					0			1
7:45 AM		1	0		0					0			1
8:00 AM		0	2		1					0			3
8:15 AM		0	1		0					1			2
8:30 AM		0	0		1					0			1
8:45 AM		0	0		0					1			1
9:00 AM		0	0		1					0			1
9:15 AM		0	0		0					0			
9:30 AM		0	0		0					0			
9:45 AM		0	0		3					0			3
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1	3	0	8	0	0	0	0	2	0	0	14
APPROACH %'s :	0.00%	25.00%	75.00%	0.00%	100.00%	0.00%				100.00%	0.00%	0.00%	
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	0	0	0	0	2	0	0	0	0	1	0	0	3
PEAK HR FACTOR :		0.000			0.500			0.000			0.250		0.750

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_007

Day: WEDNESDAY

BIKES

City: City of Hollywood

Date: 11/28/2012

PM

NS/EW Streets:	Gower St			Gower St			US 101 SB Off-Ramp			US 101 SB Off-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0.5	1	0.5	0	0	0	
3:00 PM		1			0								1
3:15 PM		0			2								2
3:30 PM		0			0								
3:45 PM		0			0								
4:00 PM		0			1								1
4:15 PM		0			1								1
4:30 PM		0			1								1
4:45 PM		1			0								1
5:00 PM		0			0								
5:15 PM		0			1								1
5:30 PM		0			2								2
5:45 PM		0			0								
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2	0	0	8	0	0	0	0	0	0	0	10
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%							
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	3	0	0	0	0	0	0	0	3
PEAK HR FACTOR :		0.000			0.375			0.000			0.000		0.375

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_007

Day: WEDNESDAY

BUSES

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Gower St			Gower St			US 101 SB Off-Ramp			US 101 SB Off-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0.5	1	0.5	0	0	0	
7:00 AM			0	0	1				1				2
7:15 AM			1	0	3				0				4
7:30 AM			0	0	0				0				
7:45 AM			0	0	0				0				
8:00 AM			0	1	1				0				2
8:15 AM			0	0	1				0				1
8:30 AM			0	0	1				0				1
8:45 AM			0	0	3				0				3
9:00 AM			0	0	1				0				1
9:15 AM			0	0	1				0				1
9:30 AM			0	0	0				1				1
9:45 AM			0	0	1				1				2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	1	1	13	0	0	0	3	0	0	0	18
APPROACH %'s :	0.00%	0.00%	100.00%	7.14%	92.86%	0.00%	0.00%	0.00%	100.00%				
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	0	0	0	0	6	0	0	0	0	0	0	0	6
PEAK HR FACTOR :	0.000			0.500			0.000			0.000			0.500

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_007

Day: WEDNESDAY

BUSES

City: City of Hollywood

Date: 11/28/2012

PM

NS/EW Streets:	Gower St			Gower St			US 101 SB Off-Ramp			US 101 SB Off-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0.5	1	0.5	0	0	0	
3:00 PM		3			1		0		4				8
3:15 PM		6			0		0		2				8
3:30 PM		0			0		0		2				2
3:45 PM		2			2		0		2				6
4:00 PM		0			3		0		0				3
4:15 PM		0			0		0		0				
4:30 PM		1			1		1		0				3
4:45 PM		4			0		0		2				6
5:00 PM		0			1		0		1				2
5:15 PM		0			1		0		0				1
5:30 PM		0			0		0		2				2
5:45 PM		0			1		0		1				2

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	16	0	0	10	0	1	0	16	0	0	0	43
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	5.88%	0.00%	94.12%				

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	3	0	0	0	4	0	0	0	7
PEAK HR FACTOR :		0.000			0.750			0.500			0.000		0.875

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_007

Day: WEDNESDAY

HEAVY TRUCKS

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Gower St			Gower St			US 101 SB Off-Ramp			US 101 SB Off-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0.5	1	0.5	0	0	0	
7:00 AM		0	0	0	0		0		1				1
7:15 AM		0	1	0	0		0		1				2
7:30 AM		3	0	0	0		1		0				4
7:45 AM		4	0	0	2		0		1				7
8:00 AM		1	0	0	0		0		0				1
8:15 AM		3	0	0	2		0		2				7
8:30 AM		2	0	0	0		1		4				7
8:45 AM		1	0	0	0		0		1				2
9:00 AM		1	0	0	2		0		3				6
9:15 AM		2	0	0	2		1		4				9
9:30 AM		1	0	1	0		1		1				4
9:45 AM		1	0	0	1		0		2				4
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	19	1	1	9	0	4	0	20	0	0	0	54
APPROACH %'s :	0.00%	95.00%	5.00%	10.00%	90.00%	0.00%	16.67%	0.00%	83.33%				
PEAK HR START TIME :	830 AM												TOTAL
PEAK HR VOL :	0	6	0	0	4	0	2	0	12	0	0	0	24
PEAK HR FACTOR :		0.750			0.500			0.700			0.000		0.667

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_007

Day: WEDNESDAY

HEAVY TRUCKS

City: City of Hollywood

Date: 11/28/2012

PM

NS/EW Streets:	Gower St			Gower St			US 101 SB Off-Ramp			US 101 SB Off-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0.5	1	0.5	0	0	0	
3:00 PM		3			1		0		4				8
3:15 PM		6			0		0		2				8
3:30 PM		0			0		0		2				2
3:45 PM		2			2		0		2				6
4:00 PM		0			3		0		0				3
4:15 PM		0			0		0		0				
4:30 PM		1			1		1		0				3
4:45 PM		4			0		0		2				6
5:00 PM		0			1		0		1				2
5:15 PM		0			1		0		0				1
5:30 PM		0			0		0		2				2
5:45 PM		0			1		0		1				2

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	16	0	0	10	0	1	0	16	0	0	0	43
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	5.88%	0.00%	94.12%				

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	3	0	0	0	4	0	0	0	7
PEAK HR FACTOR :		0.000			0.750			0.500			0.000		0.875

CONTROL : 1-Way Stop (EB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_008 **Day:** WEDNESDAY

CARS

City: City of Hollywood **Date:** 11/28/2012

AM

NS/EW Streets:	Gower St			Gower St			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	1	1	1	2	0	1	2	0	
7:00 AM	3	28	8	7	126	35	1	68	3	6	126	2	413
7:15 AM	6	29	8	9	119	40	3	71	8	15	160	6	474
7:30 AM	4	51	10	7	144	55	7	94	7	21	213	5	618
7:45 AM	6	50	4	11	125	65	12	95	10	33	225	4	640
8:00 AM	2	52	10	9	161	65	13	141	16	30	215	7	721
8:15 AM	3	78	8	12	152	59	9	117	5	30	222	4	699
8:30 AM	7	76	17	5	161	74	17	117	10	23	183	9	699
8:45 AM	7	78	5	10	156	91	9	98	10	27	201	3	695
9:00 AM	5	48	10	12	157	90	15	104	13	25	218	3	700
9:15 AM	7	63	12	10	164	70	10	112	10	26	220	3	707
9:30 AM	4	53	10	13	152	53	8	86	6	23	192	9	609
9:45 AM	4	45	12	6	153	56	8	97	11	28	166	7	593
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	58	651	114	111	1770	753	112	1200	109	287	2341	62	7568
APPROACH %'s :	7.05%	79.10%	13.85%	4.21%	67.20%	28.59%	7.88%	84.45%	7.67%	10.67%	87.03%	2.30%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	19	284	40	36	630	289	48	473	41	110	821	23	2814
PEAK HR FACTOR :		0.858			0.929			0.826			0.932		0.976

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_008

Day: WEDNESDAY

CARS

City: City of Hollywood

Date: 11/28/2012

PM

NS/EW Streets:	Gower St			Gower St			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	1	1	1	2	0	1	2	0	
3:00 PM	6	104	28	10	89	37	16	196	7	25	153	8	679
3:15 PM	14	122	19	14	98	32	20	197	6	16	102	6	646
3:30 PM	9	104	23	12	90	38	13	213	10	19	126	7	664
3:45 PM	14	129	27	10	97	33	19	165	11	24	145	5	679
4:00 PM	9	120	24	10	97	39	21	184	7	21	158	12	702
4:15 PM	15	125	22	12	96	25	24	190	11	27	175	14	736
4:30 PM	7	140	15	8	78	25	17	175	5	12	171	13	666
4:45 PM	14	124	20	13	93	37	20	180	13	17	177	18	726
5:00 PM	8	136	17	10	85	29	28	202	12	16	167	17	727
5:15 PM	17	135	17	19	95	36	16	188	10	15	173	11	732
5:30 PM	12	153	15	14	91	22	23	222	8	14	167	16	757
5:45 PM	13	158	22	20	77	36	14	215	13	13	184	13	778
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	138	1550	249	152	1086	389	231	2327	113	219	1898	140	8492
APPROACH %'s :	7.12%	80.02%	12.85%	9.34%	66.75%	23.91%	8.65%	87.12%	4.23%	9.70%	84.09%	6.20%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	50	582	71	63	348	123	81	827	43	58	691	57	2994
PEAK HR FACTOR :		0.911			0.890			0.940			0.960		0.962

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: CA12_5476_008
N/S Street: Gower St
E/W Street: Hollywood Blvd
DATE: 11/28/2012 DAY: 11/28/2012
CITY: City of Hollywood

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM								
7:15 AM								
7:30 AM								
7:45 AM								
8:00 AM								
8:15 AM								
8:30 AM								
8:45 AM								
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM								
7:15 AM								
7:30 AM								
7:45 AM								
8:00 AM								
8:15 AM								
8:30 AM								
8:45 AM								
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM								
3:15 PM								
3:30 PM								
3:45 PM								
4:00 PM								
4:15 PM								
4:30 PM								
4:45 PM								
5:00 PM								
5:15 PM								
5:30 PM								
5:45 PM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM								
3:15 PM								
3:30 PM								
3:45 PM								
4:00 PM								
4:15 PM								
4:30 PM								
4:45 PM								
5:00 PM								
5:15 PM								
5:30 PM								
5:45 PM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_008

Day: WEDNESDAY

BIKES

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Gower St			Gower St			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	1	1	1	2	0	1	2	0	
7:00 AM	0	0	0	0	0	0		0		1	0		1
7:15 AM	0	0	0	1	0	1		0		0	1		3
7:30 AM	0	1	0	0	0	0		1		0	2		4
7:45 AM	0	0	0	0	1	0		1		0	3		5
8:00 AM	0	0	1	0	0	0		1		1	1		4
8:15 AM	0	0	0	0	1	0		1		0	2		4
8:30 AM	0	1	1	0	0	0		0		0	0		2
8:45 AM	0	0	0	0	0	0		1		0	3		4
9:00 AM	0	0	0	0	0	0		0		0	2		2
9:15 AM	0	2	0	0	1	0		0		0	1		4
9:30 AM	0	0	0	0	0	0		0		0	4		4
9:45 AM	1	0	0	0	0	0		0		2	1		4
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	4	2	1	3	1	0	5	0	4	20	0	41
APPROACH %'s :	14.29%	57.14%	28.57%	20.00%	60.00%	20.00%	0.00%	100.00%	0.00%	16.67%	83.33%	0.00%	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	1	2	0	1	0	0	3	0	1	6	0	14
PEAK HR FACTOR :		0.375			0.250			0.750			0.583		0.875

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_008

Day: WEDNESDAY

BIKES

City: City of Hollywood

Date: 11/28/2012

PM

NS/EW Streets:	Gower St			Gower St			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	1	1	1	2	0	1	2	0	
3:00 PM	0	0	0	0	0			2	0	0	2	1	5
3:15 PM	1	0	0	0	0			3	0	0	1	0	5
3:30 PM	0	0	0	1	0			5	0	1	2	0	9
3:45 PM	0	1	1	0	2			3	0	0	4	0	11
4:00 PM	0	2	1	0	5			1	0	0	2	0	11
4:15 PM	0	0	0	0	0			4	1	0	2	0	7
4:30 PM	0	1	1	0	1			2	0	0	5	0	10
4:45 PM	0	0	0	1	0			0	0	0	1	0	2
5:00 PM	0	0	0	0	0			2	0	1	2	0	5
5:15 PM	0	0	0	0	0			2	0	0	2	0	4
5:30 PM	0	1	0	0	0			1	0	0	0	0	2
5:45 PM	0	1	0	0	0			1	0	1	3	0	6

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	6	3	2	8	0	0	26	1	3	26	1	77
APPROACH %'s :	10.00%	60.00%	30.00%	20.00%	80.00%	0.00%	0.00%	96.30%	3.70%	10.00%	86.67%	3.33%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	2	0	0	0	0	0	6	0	2	7	0	17
PEAK HR FACTOR :	0.500			0.000			0.750			0.563			0.708

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_008

Day: WEDNESDAY

BUSES

City: City of Hollywood

Date: 11/28/2012

AM

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

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2	4	1	4	2	0	46	0	0	58	0	117
APPROACH %'s :	0.00%	33.33%	66.67%	14.29%	57.14%	28.57%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	2	1	1	0	0	15	0	0	23	0	42
PEAK HR FACTOR :		0.500			0.500			0.750			0.719		0.875

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_008 **Day:** WEDNESDAY

BUSES

City: City of Hollywood **Date:** 11/28/2012

PM

NS/EW Streets:	Gower St			Gower St			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	1	1	1	2	0	1	2	0	
3:00 PM	0	0	1		1	1	0	5	0	0	3	0	11
3:15 PM	0	0	0		3	0	1	9	0	0	4	0	17
3:30 PM	0	0	0		0	0	0	3	0	0	4	0	7
3:45 PM	0	1	0		0	1	1	3	2	1	2	0	11
4:00 PM	2	0	0		1	4	0	1	3	1	2	0	14
4:15 PM	0	1	0		1	1	0	1	2	1	1	0	8
4:30 PM	0	0	2		0	0	0	2	0	0	3	0	7
4:45 PM	0	0	0		0	0	0	7	0	0	1	0	8
5:00 PM	0	0	0		0	0	0	4	0	0	3	0	7
5:15 PM	0	0	0		1	0	0	3	0	0	3	0	7
5:30 PM	0	0	0		0	0	0	4	0	0	3	0	7
5:45 PM	0	0	0		0	0	0	4	0	0	6	1	11
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	2	3	0	7	7	2	46	7	3	35	1	115
APPROACH %'s :	28.57%	28.57%	42.86%	0.00%	50.00%	50.00%	3.64%	83.64%	12.73%	7.69%	89.74%	2.56%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	15	0	0	15	1	32
PEAK HR FACTOR :		0.000			0.250			0.938			0.571		0.727

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_008

Day: WEDNESDAY

HEAVY TRUCKS

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Gower St			Gower St			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	1	1	1	2	0	1	2	0	
7:00 AM	0	1	0	0	0	0	0	3	0	0	5	0	9
7:15 AM	0	0	0	0	0	0	1	4	1	0	3	0	9
7:30 AM	0	3	0	0	0	0	0	2	0	0	5	0	10
7:45 AM	1	2	0	1	2	0	1	2	0	0	7	1	17
8:00 AM	0	1	0	0	1	0	0	3	2	0	3	0	10
8:15 AM	0	2	1	0	1	0	1	7	0	0	4	0	16
8:30 AM	0	1	1	0	3	0	0	1	0	0	7	0	13
8:45 AM	0	1	0	0	1	1	0	3	0	0	3	0	9
9:00 AM	0	1	0	0	0	1	0	1	1	1	10	0	15
9:15 AM	0	1	0	0	0	0	0	1	0	0	7	0	9
9:30 AM	0	1	0	0	1	0	0	1	0	0	7	0	10
9:45 AM	0	0	1	0	1	0	0	1	0	1	6	1	11
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	14	3	1	10	2	3	29	4	2	67	2	138
APPROACH %'s :	5.56%	77.78%	16.67%	7.69%	76.92%	15.38%	8.33%	80.56%	11.11%	2.82%	94.37%	2.82%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	5	2	0	6	1	1	14	2	0	17	0	48
PEAK HR FACTOR :		0.583			0.583			0.531			0.607		0.750

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_008

Day: WEDNESDAY

HEAVY TRUCKS

City: City of Hollywood

Date: 11/28/2012

PM

NS/EW Streets:	Gower St			Gower St			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	1	1	1	2	0	1	2	0	
3:00 PM	1	2	1	0	1		0	6	0	0	2		13
3:15 PM	0	1	0	0	1		0	1	0	0	0		3
3:30 PM	1	1	0	0	0		0	2	0	0	0		4
3:45 PM	0	2	0	0	3		0	0	0	0	4		9
4:00 PM	0	1	0	0	3		0	0	1	0	3		8
4:15 PM	0	1	0	0	2		0	2	0	0	0		5
4:30 PM	0	0	2	0	1		1	4	0	2	1		11
4:45 PM	0	0	0	1	1		0	0	0	0	1		3
5:00 PM	1	1	0	0	1		0	2	0	0	2		7
5:15 PM	0	1	0	0	1		0	0	0	1	0		3
5:30 PM	0	0	1	0	0		0	0	0	0	1		2
5:45 PM	0	1	0	0	2		0	2	0	0	0		5
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	11	4	1	16	0	1	19	1	3	14	0	73
APPROACH %'s :	16.67%	61.11%	22.22%	5.88%	94.12%	0.00%	4.76%	90.48%	4.76%	17.65%	82.35%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	1	3	1	0	4	0	0	4	0	1	3	0	17
PEAK HR FACTOR :	0.625			0.500			0.500			0.500			0.607

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_009

Day: WEDNESDAY

CARS

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Gower St			Gower St			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	1	0	0	1	0	0	1	0	
7:00 AM	3	36	0	0	127	5	3	0	3	3	0	1	181
7:15 AM	1	40	0	0	141	3	1	0	2	3	0	1	192
7:30 AM	3	60	0	0	170	8	0	1	4	0	0	0	246
7:45 AM	4	58	0	0	166	6	1	0	8	1	0	1	245
8:00 AM	5	66	1	1	206	4	3	0	4	0	0	1	291
8:15 AM	4	87	1	0	185	8	0	2	9	0	1	2	299
8:30 AM	3	87	0	0	194	12	1	0	1	0	0	5	303
8:45 AM	4	75	1	0	186	11	0	0	5	0	0	5	287
9:00 AM	4	59	1	0	185	15	5	0	4	0	0	3	276
9:15 AM	3	71	0	2	181	10	7	1	8	1	0	2	286
9:30 AM	5	63	0	1	171	16	2	1	7	0	0	2	268
9:45 AM	4	58	0	1	181	13	3	0	8	1	1	1	271
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	43	760	4	5	2093	111	26	5	63	9	2	24	3145
APPROACH %'s :	5.33%	94.18%	0.50%	0.23%	94.75%	5.02%	27.66%	5.32%	67.02%	25.71%	5.71%	68.57%	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	16	315	3	1	771	35	4	2	19	0	1	13	1180
PEAK HR FACTOR :		0.908			0.956			0.568			0.700		0.974

CONTROL : 2-Way Stop (EB/WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_009 **Day:** WEDNESDAY

CARS

City: City of Hollywood **Date:** 11/28/2012

PM

NS/EW Streets:	Gower St			Gower St			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	1	0	0	1	0	0	1	0	
3:00 PM	8	128	2	2	110	12	10	1	9	0	0	6	288
3:15 PM	3	137	1	2	110	9	11	0	14	2	1	6	296
3:30 PM	5	129	0	1	108	12	13	2	7	0	1	8	286
3:45 PM	4	144	1	2	115	17	10	1	7	0	1	11	313
4:00 PM	4	124	3	3	130	5	8	1	14	3	1	3	299
4:15 PM	9	162	2	0	118	12	11	0	4	2	0	4	324
4:30 PM	3	146	0	1	85	11	13	2	11	1	0	3	276
4:45 PM	8	150	0	3	111	7	10	2	11	1	0	4	307
5:00 PM	11	156	0	1	98	15	4	0	11	0	0	6	302
5:15 PM	7	158	0	1	113	11	11	0	4	2	0	3	310
5:30 PM	5	175	1	2	105	6	10	0	3	1	0	5	313
5:45 PM	8	175	0	1	98	4	14	2	12	0	0	9	323
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	75	1784	10	19	1301	121	125	11	107	12	4	68	3637
APPROACH %'s :	4.01%	95.45%	0.54%	1.32%	90.28%	8.40%	51.44%	4.53%	44.03%	14.29%	4.76%	80.95%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	31	664	1	5	414	36	39	2	30	3	0	23	1248
PEAK HR FACTOR :		0.951			0.910			0.634			0.722		0.966

CONTROL : 2-Way Stop (EB/WB)

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: CA12_5476_009
N/S Street: Gower St
E/W Street: Selma Ave
DATE: 11/28/2012 DAY: 11/28/2012
CITY: City of Hollywood

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM								
7:15 AM								
7:30 AM								
7:45 AM								
8:00 AM								
8:15 AM								
8:30 AM								
8:45 AM								
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM								
7:15 AM								
7:30 AM								
7:45 AM								
8:00 AM								
8:15 AM								
8:30 AM								
8:45 AM								
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM								
3:15 PM								
3:30 PM								
3:45 PM								
4:00 PM								
4:15 PM								
4:30 PM								
4:45 PM								
5:00 PM								
5:15 PM								
5:30 PM								
5:45 PM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM								
3:15 PM								
3:30 PM								
3:45 PM								
4:00 PM								
4:15 PM								
4:30 PM								
4:45 PM								
5:00 PM								
5:15 PM								
5:30 PM								
5:45 PM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_009

Day: WEDNESDAY

BIKES

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Gower St			Gower St			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	1	0	0	1	0	0	1	0	
7:00 AM	0	0			1	1	0	0	0		0		2
7:15 AM	0	0			0	0	0	1	0		0		1
7:30 AM	0	1			1	0	0	0	0		0		2
7:45 AM	0	1			0	0	0	0	0		0		1
8:00 AM	0	0			1	2	0	0	1		1		5
8:15 AM	0	1			0	0	0	0	0		0		1
8:30 AM	0	0			2	0	0	0	0		0		2
8:45 AM	0	1			0	0	1	0	0		0		2
9:00 AM	0	0			0	0	1	0	0		0		1
9:15 AM	1	1			1	1	1	0	0		0		5
9:30 AM	0	0			0	0	0	0	0		0		
9:45 AM	0	0			1	1	0	0	0		0		2

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	5	0	0	7	5	3	1	1	0	1	0	24
APPROACH %'s :	16.67%	83.33%	0.00%	0.00%	58.33%	41.67%	60.00%	20.00%	20.00%	0.00%	100.00%	0.00%	

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	2	0	0	3	2	1	0	1	0	1	0	10
PEAK HR FACTOR :		0.500			0.417			0.500			0.250		0.500

CONTROL : 2-Way Stop (EB/WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_009 **Day:** WEDNESDAY

BIKES

City: City of Hollywood **Date:** 11/28/2012

PM

NS/EW Streets:	Gower St			Gower St			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	1	0	0	1	0	0	1	0	
3:00 PM	0	0			0	1	1		0		0		2
3:15 PM	0	1			0	0	0		0		0		1
3:30 PM	0	3			0	1	0		0		0		4
3:45 PM	0	3			0	1	1		1		0		6
4:00 PM	0	2			3	0	1		0		0		6
4:15 PM	0	0			1	0	0		0		0		1
4:30 PM	1	0			0	0	0		0		0		1
4:45 PM	1	1			0	0	0		0		0		2
5:00 PM	0	1			1	1	0		0		0		3
5:15 PM	0	0			0	1	0		0		1		2
5:30 PM	0	0			2	2	0		0		0		4
5:45 PM	0	0			0	2	0		0		0		2

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	11	0	0	7	9	3	0	1	0	1	0	34
APPROACH %'s :	15.38%	84.62%	0.00%	0.00%	43.75%	56.25%	75.00%	0.00%	25.00%	0.00%	100.00%	0.00%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	1	0	0	3	6	0	0	0	0	1	0	11
PEAK HR FACTOR :	0.250			0.563			0.000			0.250			0.688

CONTROL : 2-Way Stop (EB/WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_009

Day: WEDNESDAY

BUSES

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Gower St			Gower St			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	1	0	0	1	0	0	1	0	
7:00 AM		1			1	0	0						2
7:15 AM		1			0	1	0						2
7:30 AM		0			0	0	0						
7:45 AM		1			1	0	0						2
8:00 AM		0			0	0	0						
8:15 AM		0			0	0	0						
8:30 AM		0			0	0	0						
8:45 AM		0			0	0	0						
9:00 AM		0			0	0	1						1
9:15 AM		0			0	0	0						
9:30 AM		0			0	0	0						
9:45 AM		0			1	0	0						1
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	3	0	0	3	1	1	0	0	0	0	0	8
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	75.00%	25.00%	100.00%	0.00%	0.00%				

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :		0.000			0.000			0.000			0.000		0.000

CONTROL : 2-Way Stop (EB/WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_009 **Day:** WEDNESDAY

BUSES

City: City of Hollywood **Date:** 11/28/2012

PM

NS/EW Streets:	Gower St			Gower St			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	1	0	0	1	0	0	1	0	
3:00 PM		1			1				1				3
3:15 PM		0			3				0				3
3:30 PM		0			0				0				
3:45 PM		2			3				0				5
4:00 PM		1			5				0				6
4:15 PM		1			4				0				5
4:30 PM		0			0				0				
4:45 PM		0			0				0				
5:00 PM		0			0				0				
5:15 PM		1			0				0				1
5:30 PM		0			1				0				1
5:45 PM		0			0				0				
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	6	0	0	17	0	0	0	1	0	0	0	24
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%				
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	1	0	0	1	0	0	0	0	0	0	0	2
PEAK HR FACTOR :		0.250			0.250			0.000			0.000		0.500

CONTROL : 2-Way Stop (EB/WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_009

Day: WEDNESDAY

HEAVY TRUCKS

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Gower St			Gower St			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	1	0	0	1	0	0	1	0	
7:00 AM	0	0			0	0	1						1
7:15 AM	0	0			0	1	0						1
7:30 AM	0	3			0	0	0						3
7:45 AM	1	3			1	1	0						6
8:00 AM	0	0			0	1	0						1
8:15 AM	0	3			2	0	0						5
8:30 AM	0	1			3	0	0						4
8:45 AM	0	1			1	0	0						2
9:00 AM	0	0			2	0	1						3
9:15 AM	1	1			4	0	0						6
9:30 AM	0	1			2	0	0						3
9:45 AM	0	0			2	0	1						3

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	13	0	0	17	3	3	0	0	0	0	0	38
APPROACH %'s :	13.33%	86.67%	0.00%	0.00%	85.00%	15.00%	100.00%	0.00%	0.00%				

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	5	0	0	6	1	0	0	0	0	0	0	12
PEAK HR FACTOR :		0.417			0.583			0.000			0.000		0.600

CONTROL : 2-Way Stop (EB/WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_009

Day: WEDNESDAY

HEAVY TRUCKS

City: City of Hollywood

Date: 11/28/2012

PM

NS/EW Streets:	Gower St			Gower St			Selma Ave			Selma Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	1	0	0	1	0	0	1	0	
3:00 PM		4			1				1				6
3:15 PM		1			1				0				2
3:30 PM		2			0				0				2
3:45 PM		2			3				0				5
4:00 PM		1			4				0				5
4:15 PM		1			2				0				3
4:30 PM		2			3				0				5
4:45 PM		0			0				0				
5:00 PM		1			1				0				2
5:15 PM		1			1				0				2
5:30 PM		0			0				0				
5:45 PM		1			2				0				3
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	16	0	0	18	0	0	0	1	0	0	0	35
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%				
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	3	0	0	4	0	0	0	0	0	0	0	7
PEAK HR FACTOR :		0.750			0.500			0.000			0.000		0.583

CONTROL : 2-Way Stop (EB/WB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_010

Day: WEDNESDAY

CARS

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Gower St			Gower St			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	3	0	1	3	0	
7:00 AM	6	33	18	15	105	9	4	169	5	13	321	5	703
7:15 AM	3	32	14	17	111	7	0	173	13	23	371	6	770
7:30 AM	13	55	20	18	126	25	4	188	15	18	416	4	902
7:45 AM	7	51	13	20	147	14	6	260	8	26	457	6	1015
8:00 AM	10	58	22	29	157	18	14	203	18	29	397	6	961
8:15 AM	11	66	23	27	156	10	8	211	16	31	387	8	954
8:30 AM	5	76	22	31	148	17	11	229	12	30	409	9	999
8:45 AM	5	54	22	40	137	12	9	222	15	28	410	11	965
9:00 AM	6	53	19	31	147	11	4	216	19	28	351	9	894
9:15 AM	4	48	15	31	127	10	14	216	20	21	323	9	838
9:30 AM	6	61	21	29	146	17	9	211	8	23	305	6	842
9:45 AM	8	40	15	30	129	18	15	201	11	18	297	9	791
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	84	627	224	318	1636	168	98	2499	160	288	4444	88	10634
APPROACH %'s :	8.98%	67.06%	23.96%	14.99%	77.10%	7.92%	3.55%	90.64%	5.80%	5.98%	92.20%	1.83%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	33	251	80	107	608	59	39	903	54	116	1650	29	3929
PEAK HR FACTOR :		0.883			0.949			0.909			0.918		0.968

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_010

Day: WEDNESDAY

CARS

City: City of Hollywood

Date: 11/28/2012

PM

NS/EW Streets:	Gower St			Gower St			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	3	0	1	3	0	
3:00 PM	8	95	27	20	89	14	22	298	20	20	314	16	943
3:15 PM	13	118	23	10	114	12	15	327	16	18	293	17	976
3:30 PM	17	92	21	19	83	13	18	360	15	16	317	23	994
3:45 PM	6	104	19	11	101	13	16	306	9	13	319	29	946
4:00 PM	9	94	32	19	100	16	17	308	13	12	324	16	960
4:15 PM	12	124	24	16	95	16	14	323	8	16	308	19	975
4:30 PM	7	114	20	15	71	14	17	334	13	15	316	17	953
4:45 PM	15	122	25	16	97	14	21	387	9	20	350	22	1098
5:00 PM	6	120	22	10	88	9	17	387	13	18	325	22	1037
5:15 PM	12	117	21	10	87	12	20	378	10	10	338	23	1038
5:30 PM	7	134	23	9	93	10	14	383	13	15	303	28	1032
5:45 PM	7	147	15	13	83	16	21	407	12	18	311	22	1072
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	119	1381	272	168	1101	159	212	4198	151	191	3818	254	12024
APPROACH %'s :	6.72%	77.93%	15.35%	11.76%	77.10%	11.13%	4.65%	92.04%	3.31%	4.48%	89.56%	5.96%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	40	493	91	45	365	45	72	1535	45	63	1316	95	4205
PEAK HR FACTOR :		0.951			0.896			0.990			0.940		0.957

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: CA12_5476_010
N/S Street: Gower St
E/W Street: Sunset Blvd
DATE: 11/28/2012 DAY: 11/28/2012
CITY: City of Hollywood

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM								
7:15 AM								
7:30 AM								
7:45 AM								
8:00 AM								
8:15 AM								
8:30 AM								
8:45 AM								
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM								
7:15 AM								
7:30 AM								
7:45 AM								
8:00 AM								
8:15 AM								
8:30 AM								
8:45 AM								
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM								
3:15 PM								
3:30 PM								
3:45 PM								
4:00 PM								
4:15 PM								
4:30 PM								
4:45 PM								
5:00 PM								
5:15 PM								
5:30 PM								
5:45 PM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM								
3:15 PM								
3:30 PM								
3:45 PM								
4:00 PM								
4:15 PM								
4:30 PM								
4:45 PM								
5:00 PM								
5:15 PM								
5:30 PM								
5:45 PM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_010

Day: WEDNESDAY

BIKES

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Gower St			Gower St			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	3	0	1	3	0	
7:00 AM	0	0		1	0	0	0	0		0	0	0	1
7:15 AM	1	0		0	0	0	0	0		0	3	0	4
7:30 AM	0	1		0	1	0	0	1		0	7	0	10
7:45 AM	0	0		0	0	0	0	1		0	5	0	6
8:00 AM	0	0		0	3	0	1	1		0	1	0	6
8:15 AM	0	0		0	0	0	0	0		0	4	0	4
8:30 AM	0	0		0	2	0	0	2		0	4	0	8
8:45 AM	0	0		0	0	1	0	4		0	9	0	14
9:00 AM	1	1		0	1	0	0	1		1	2	0	7
9:15 AM	0	0		0	0	1	0	3		0	4	1	9
9:30 AM	0	0		0	0	0	0	0		0	5	0	5
9:45 AM	0	1		0	0	1	0	1		0	5	0	8
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	3	0	1	7	3	1	14	0	1	49	1	82
APPROACH %'s :	40.00%	60.00%	0.00%	9.09%	63.64%	27.27%	6.67%	93.33%	0.00%	1.96%	96.08%	1.96%	

PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	0	0	0	5	0	1	4	0	0	14	0	24
PEAK HR FACTOR :	0.000			0.417			0.625			0.700			0.750

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_010 **Day:** WEDNESDAY

BIKES

City: City of Hollywood **Date:** 11/28/2012

PM

NS/EW Streets:	Gower St			Gower St			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	3	0	1	3	0	
3:00 PM		0			1		0	4	0		4	0	9
3:15 PM		1			1		0	7	1		1	0	11
3:30 PM		1			0		2	4	0		3	0	10
3:45 PM		3			0		1	8	0		6	1	19
4:00 PM		0			4		0	2	1		5	0	12
4:15 PM		0			0		0	1	0		6	0	7
4:30 PM		0			1		0	9	0		5	0	15
4:45 PM		1			1		0	2	0		2	0	6
5:00 PM		0			0		0	2	0		8	0	10
5:15 PM		0			1		0	8	0		6	0	15
5:30 PM		1			2		0	1	0		5	0	9
5:45 PM		1			0		0	0	0		4	0	5

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	8	0	0	11	0	3	48	2	0	55	1	128
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	5.66%	90.57%	3.77%	0.00%	98.21%	1.79%	

PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	2	0	0	4	0	0	13	0	0	21	0	40
PEAK HR FACTOR :		0.500			0.500			0.406			0.656		0.667

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_010

Day: WEDNESDAY

BUSES

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Gower St			Gower St			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	3	0	1	3	0	
7:00 AM	0	1	0		1	0	0	2	1	0	6		11
7:15 AM	1	0	0		0	0	1	1	1	1	8		13
7:30 AM	0	0	0		0	0	0	5	1	0	7		13
7:45 AM	1	0	0		0	1	0	9	0	1	5		17
8:00 AM	1	0	2		0	0	0	6	0	0	4		13
8:15 AM	0	0	0		0	0	0	5	1	0	5		11
8:30 AM	0	0	0		0	0	0	2	0	1	8		11
8:45 AM	0	0	0		0	0	0	1	0	0	2		3
9:00 AM	1	0	0		0	0	0	2	0	0	4		7
9:15 AM	1	0	1		0	0	0	1	0	0	6		9
9:30 AM	0	0	0		0	0	0	1	0	1	1		3
9:45 AM	1	0	1		0	0	0	1	1	1	3		8

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	6	1	4	0	1	1	1	36	5	5	59	0	119
APPROACH %'s :	54.55%	9.09%	36.36%	0.00%	50.00%	50.00%	2.38%	85.71%	11.90%	7.81%	92.19%	0.00%	

PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	2	0	2	0	0	1	0	22	1	2	22	0	52
PEAK HR FACTOR :	0.333			0.250			0.639			0.667			0.765

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_010 **Day:** WEDNESDAY

BUSES

City: City of Hollywood **Date:** 11/28/2012

PM

NS/EW Streets:	Gower St			Gower St			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	3	0	1	3	0	
3:00 PM	0	0	0	1	1			3	1	0	8	0	14
3:15 PM	1	0	1	1	2			5	0	0	3	0	13
3:30 PM	1	0	0	0	0			2	1	0	1	0	5
3:45 PM	0	1	1	2	1			3	0	0	3	1	12
4:00 PM	0	2	0	2	1			3	1	1	2	0	12
4:15 PM	0	0	1	4	1			1	1	1	2	0	11
4:30 PM	1	0	0	0	0			5	1	0	1	0	8
4:45 PM	0	0	1	0	0			3	0	0	2	0	6
5:00 PM	1	0	0	0	0			3	1	1	3	0	9
5:15 PM	1	1	1	0	0			2	1	0	3	0	9
5:30 PM	0	0	1	0	1			3	0	1	2	0	8
5:45 PM	0	0	1	0	0			3	0	0	2	0	6
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	5	4	7	10	7	0	0	36	7	4	32	1	113
APPROACH %'s :	31.25%	25.00%	43.75%	58.82%	41.18%	0.00%	0.00%	83.72%	16.28%	10.81%	86.49%	2.70%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	2	1	3	0	1	0	0	11	2	2	10	0	32
PEAK HR FACTOR :	0.500			0.250			0.813			0.750			0.889

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_010

Day: WEDNESDAY

HEAVY TRUCKS

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Gower St			Gower St			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	3	0	1	3	0	
7:00 AM	1	0	2	0	0	0	0	3	2	0	6	0	14
7:15 AM	1	0	2	0	2	0	0	10	0	0	5	0	20
7:30 AM	0	1	0	0	0	0	2	9	0	0	12	0	24
7:45 AM	0	2	0	0	2	0	2	4	1	1	8	0	20
8:00 AM	1	0	1	0	0	0	0	3	0	0	6	0	11
8:15 AM	0	3	1	0	2	0	0	6	0	0	14	1	27
8:30 AM	2	0	3	0	2	1	0	5	0	1	10	0	24
8:45 AM	0	1	0	1	2	0	0	4	0	0	7	0	15
9:00 AM	0	0	2	2	0	0	0	4	0	0	10	0	18
9:15 AM	1	0	0	0	3	1	1	9	0	1	10	1	27
9:30 AM	1	1	2	0	3	0	0	3	0	1	8	0	19
9:45 AM	0	0	1	0	1	1	1	3	1	0	8	0	16
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	7	8	14	3	17	3	6	63	4	4	104	2	235
APPROACH %'s :	24.14%	27.59%	48.28%	13.04%	73.91%	13.04%	8.22%	86.30%	5.48%	3.64%	94.55%	1.82%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	3	5	5	0	6	1	2	18	1	2	38	1	82
PEAK HR FACTOR :	0.650			0.583			0.750			0.683			0.759

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_010

Day: WEDNESDAY

HEAVY TRUCKS

City: City of Hollywood

Date: 11/28/2012

PM

NS/EW Streets:	Gower St			Gower St			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	3	0	1	3	0	
3:00 PM	0	3	1	1	1	0	1	4	0	0	6	0	17
3:15 PM	0	0	0	0	1	0	0	3	0	0	2	1	7
3:30 PM	0	1	2	0	0	0	0	5	0	1	2	1	12
3:45 PM	0	0	0	1	1	0	0	4	0	1	1	0	8
4:00 PM	0	1	0	0	3	1	0	6	1	0	5	0	17
4:15 PM	0	1	0	0	2	0	0	5	0	0	2	0	10
4:30 PM	0	0	0	0	2	0	0	6	0	0	3	1	12
4:45 PM	0	2	0	0	0	0	0	9	0	0	4	0	15
5:00 PM	0	0	0	0	2	0	0	2	0	0	1	1	6
5:15 PM	0	2	0	0	1	0	0	3	1	0	1	0	8
5:30 PM	1	0	0	0	0	0	0	6	0	0	3	0	10
5:45 PM	1	0	0	1	1	0	0	4	0	0	3	1	11
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	10	3	3	14	1	1	57	2	2	33	5	133
APPROACH %'s :	13.33%	66.67%	20.00%	16.67%	77.78%	5.56%	1.67%	95.00%	3.33%	5.00%	82.50%	12.50%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	1	4	0	0	3	0	0	20	1	0	9	1	39
PEAK HR FACTOR :	0.625			0.375			0.583			0.625			0.650

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_011

Day: WEDNESDAY

CARS

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Bronson Ave			Bronson Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	1	0	1	2	0	1	2	0	
7:00 AM	3	8	11	13	25	10	3	79	3	9	121	4	289
7:15 AM	8	20	29	17	36	14	3	79	7	20	165	9	407
7:30 AM	7	30	39	25	41	17	5	88	6	30	232	5	525
7:45 AM	6	31	36	23	41	13	7	94	5	23	247	11	537
8:00 AM	10	17	31	29	56	13	7	142	7	22	233	15	582
8:15 AM	5	28	22	26	73	14	10	102	4	17	233	12	546
8:30 AM	10	22	31	14	58	10	5	117	9	27	202	17	522
8:45 AM	2	34	24	30	66	21	6	97	8	40	209	19	556
9:00 AM	4	17	17	30	60	9	6	115	3	38	223	14	536
9:15 AM	5	21	20	29	62	11	10	112	7	32	234	12	555
9:30 AM	6	22	19	23	66	8	3	106	6	16	201	13	489
9:45 AM	6	24	26	21	54	10	3	99	7	24	185	15	474
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	72	274	305	280	638	150	68	1230	72	298	2485	146	6018
APPROACH %'s :	11.06%	42.09%	46.85%	26.22%	59.74%	14.04%	4.96%	89.78%	5.26%	10.17%	84.84%	4.98%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	27	101	108	99	253	58	28	458	28	106	877	63	2206
PEAK HR FACTOR :		0.937			0.876			0.824			0.969		0.948

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_011

Day: WEDNESDAY

CARS

City: City of Hollywood

Date: 11/28/2012

PM

NS/EW Streets:	Bronson Ave			Bronson Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	1	0	1	2	0	1	2	0	
3:00 PM	11	48	51	25	52	18	14	181	12	26	139	8	585
3:15 PM	5	35	32	21	38	7	12	220	17	11	103	11	512
3:30 PM	7	48	36	15	54	22	20	219	12	12	122	14	581
3:45 PM	12	41	37	17	44	22	19	181	9	25	133	19	559
4:00 PM	13	56	29	21	46	20	13	194	18	23	148	9	590
4:15 PM	11	58	30	22	47	12	11	196	16	34	170	9	616
4:30 PM	6	65	31	18	41	22	11	196	12	15	151	27	595
4:45 PM	16	75	37	12	42	17	10	182	18	21	166	27	623
5:00 PM	14	77	52	14	48	19	14	214	10	19	150	24	655
5:15 PM	17	77	37	28	41	20	14	201	10	15	137	12	609
5:30 PM	12	63	36	16	42	16	29	208	17	15	157	15	626
5:45 PM	15	64	31	13	55	24	23	234	10	19	144	14	646
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	139	707	439	222	550	219	190	2426	161	235	1720	189	7197
APPROACH %'s :	10.82%	55.02%	34.16%	22.40%	55.50%	22.10%	6.84%	87.36%	5.80%	10.96%	80.22%	8.82%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	58	281	156	71	186	79	80	857	47	68	588	65	2536
PEAK HR FACTOR :		0.865			0.913			0.921			0.934		0.968

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: CA12_5476_011
N/S Street: Bronson Ave
E/W Street: Hollywood Blvd
DATE: 11/28/2012 DAY: 11/28/2012
CITY: City of Hollywood

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	1	1	1	2	4	2	2
7:15 AM	3	0	3	7	2	6	4	5
7:30 AM	6	8	4	10	4	8	8	3
7:45 AM	2	12	6	4	4	3	3	8
8:00 AM	3	3	0	2	3	2	1	2
8:15 AM	4	1	1	6	3	4	2	1
8:30 AM	6	5	1	3	2	2	3	4
8:45 AM	0	6	4	9	2	2	4	6
9:00 AM	2	1	3	3	0	2	2	3
9:15 AM	2	3	1	2	2	2	2	3
9:30 AM	1	4	0	3	0	1	4	2
9:45 AM	2	3	0	2	1	1	3	2
TOTALS	**32**	**47**	**24**	**52**	**25**	**37**	**38**	**41**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	0
7:30 AM	0	0	0	0	4	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	3	6	8	11	6	5	5	8
3:15 PM	9	5	3	5	2	0	8	6
3:30 PM	6	10	6	4	4	4	9	8
3:45 PM	10	3	7	13	1	8	6	4
4:00 PM	5	9	8	10	3	2	11	3
4:15 PM	12	9	15	10	1	3	5	9
4:30 PM	8	11	11	10	4	4	4	13
4:45 PM	8	7	7	10	9	3	8	4
5:00 PM	11	15	8	8	10	3	5	10
5:15 PM	6	6	3	5	1	5	4	4
5:30 PM	5	14	9	6	3	3	6	4
5:45 PM	8	12	6	8	4	5	8	1
TOTALS	**91**	**107**	**91**	**100**	**48**	**45**	**79**	**74**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM	3	6	8	11	6	5	5	8
3:15 PM	9	5	3	5	2	0	8	6
3:30 PM	6	10	6	4	4	4	9	8
3:45 PM	10	3	7	13	1	8	6	4
4:00 PM	5	9	8	10	3	2	11	3
4:15 PM	12	9	15	10	1	3	5	9
4:30 PM	8	11	11	10	4	4	4	13
4:45 PM	8	7	7	10	9	3	8	4
5:00 PM	11	15	8	8	10	3	5	10
5:15 PM	6	6	3	5	1	5	4	4
5:30 PM	5	14	9	6	3	3	6	4
5:45 PM	8	12	6	8	4	5	8	1
TOTALS	**91**	**107**	**91**	**100**	**48**	**45**	**79**	**74**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_011

Day: WEDNESDAY

BIKES

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Bronson Ave			Bronson Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	1	0	1	2	0	1	2	0	
7:00 AM	0	1		0	0			1		0	1	1	4
7:15 AM	1	0		1	1			1		0	1	0	5
7:30 AM	0	0		0	0			2		0	2	0	4
7:45 AM	0	0		0	0			3		0	2	0	5
8:00 AM	0	0		0	0			1		0	3	0	4
8:15 AM	0	0		1	0			1		0	3	0	5
8:30 AM	0	0		1	1			0		0	1	0	3
8:45 AM	0	0		0	0			2		0	6	0	8
9:00 AM	0	0		0	0			0		0	1	0	1
9:15 AM	0	0		0	1			0		0	5	0	6
9:30 AM	1	1		0	1			0		0	4	0	7
9:45 AM	0	0		0	0			0		1	4	0	5
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	2	0	3	4	0	0	11	0	1	33	1	57
APPROACH %'s :	50.00%	50.00%	0.00%	42.86%	57.14%	0.00%	0.00%	100.00%	0.00%	2.86%	94.29%	2.86%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	2	1	0	0	4	0	0	13	0	20
PEAK HR FACTOR :	0.000			0.375			0.500			0.542			0.625

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_011 **Day:** WEDNESDAY

BIKES

City: City of Hollywood **Date:** 11/28/2012

PM

NS/EW Streets:	Bronson Ave			Bronson Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	1	0	1	2	0	1	2	0	
3:00 PM	0	0	0	0	0	0		2	0	0	1	0	3
3:15 PM	0	1	0	0	1	0		2	1	0	1	0	6
3:30 PM	1	2	1	0	0	0		3	0	0	0	0	7
3:45 PM	0	0	0	0	1	0		0	0	0	2	0	3
4:00 PM	0	1	0	2	1	0		2	0	0	0	0	6
4:15 PM	0	0	0	0	0	0		3	0	0	2	1	6
4:30 PM	1	0	1	0	0	0		4	0	0	1	0	7
4:45 PM	0	0	0	0	0	0		0	0	0	1	0	1
5:00 PM	0	1	0	0	0	1		2	0	0	1	0	5
5:15 PM	0	0	0	0	0	0		1	0	0	3	0	4
5:30 PM	0	1	0	0	0	0		1	0	0	0	0	2
5:45 PM	0	0	0	0	0	0		0	0	1	1	0	2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	6	2	2	3	1	0	20	1	1	13	1	52
APPROACH %'s :	20.00%	60.00%	20.00%	33.33%	50.00%	16.67%	0.00%	95.24%	4.76%	6.67%	86.67%	6.67%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	2	0	0	0	1	0	4	0	1	5	0	13
PEAK HR FACTOR :		0.500			0.250			0.500			0.500		0.650

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_011 **Day:** WEDNESDAY

BUSES

City: City of Hollywood **Date:** 11/28/2012

AM

NS/EW Streets:	Bronson Ave			Bronson Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	1	0	1	2	0	1	2	0	
7:00 AM		0	1		0	0	1	6	1	0	2	0	11
7:15 AM		1	1		0	0	0	4	0	1	6	0	13
7:30 AM		0	0		1	0	0	4	0	0	3	1	9
7:45 AM		1	0		0	1	0	5	1	0	6	0	14
8:00 AM		0	0		1	0	0	6	0	0	5	0	12
8:15 AM		0	0		0	0	0	4	0	0	6	0	10
8:30 AM		0	0		0	0	0	4	0	0	4	0	8
8:45 AM		0	0		0	0	0	2	0	0	8	0	10
9:00 AM		0	0		0	0	0	5	0	0	4	0	9
9:15 AM		0	0		0	0	0	3	0	0	3	0	6
9:30 AM		0	0		0	0	0	2	0	0	4	0	6
9:45 AM		0	0		0	0	0	3	0	0	5	0	8
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2	2	0	2	1	1	48	2	1	56	1	116
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%	66.67%	33.33%	1.96%	94.12%	3.92%	1.72%	96.55%	1.72%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	16	0	0	23	0	40
PEAK HR FACTOR :		0.000			0.250			0.667			0.719		0.833

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_011 **Day:** WEDNESDAY

BUSES

City: City of Hollywood **Date:** 11/28/2012

PM

NS/EW Streets:	Bronson Ave			Bronson Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	1	0	1	2	0	1	2	0	
3:00 PM	0		0	0	0	0	0	6		0	3		9
3:15 PM	0		0	0	0	0	1	8		0	4		13
3:30 PM	0		0	0	0	0	0	4		0	3		7
3:45 PM	0		0	0	0	0	0	3		0	3		6
4:00 PM	0		0	0	0	0	0	1		1	3		5
4:15 PM	1		1	0	0	0	0	1		0	1		4
4:30 PM	0		0	0	0	0	0	3		0	2		5
4:45 PM	0		0	1	0	1	1	5		0	2		10
5:00 PM	0		0	0	1	0	0	4		0	3		8
5:15 PM	0		0	0	0	0	0	3		0	3		6
5:30 PM	0		0	0	0	0	0	4		0	3		7
5:45 PM	0		0	0	0	0	0	5		0	7		12
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	0	1	1	1	1	2	47	0	1	37	0	92
APPROACH %'s :	50.00%	0.00%	50.00%	33.33%	33.33%	33.33%	4.08%	95.92%	0.00%	2.63%	97.37%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	16	0	0	16	0	33
PEAK HR FACTOR :		0.000			0.250			0.800			0.571		0.688

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_011

Day: WEDNESDAY

HEAVY TRUCKS

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Bronson Ave			Bronson Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	1	0	1	2	0	1	2	0	
7:00 AM	0	0	0	1	0	0	0	2	1	0	8	0	12
7:15 AM	0	0	1	1	0	0	0	5	0	0	4	1	12
7:30 AM	0	1	0	0	1	0	0	2	0	1	6	1	12
7:45 AM	0	0	0	1	0	1	0	3	0	0	8	0	13
8:00 AM	0	0	0	0	1	0	1	3	0	0	3	0	8
8:15 AM	0	0	0	0	0	0	1	9	0	1	4	0	15
8:30 AM	1	1	3	1	0	0	0	3	0	0	8	1	18
8:45 AM	1	0	1	0	1	0	0	4	1	2	3	0	13
9:00 AM	0	1	0	1	1	1	0	4	0	2	13	2	25
9:15 AM	0	0	0	1	2	1	0	3	0	0	6	0	13
9:30 AM	0	0	0	0	0	0	0	2	0	0	9	0	11
9:45 AM	1	0	3	1	0	1	0	2	0	0	4	0	12
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	3	8	7	6	4	2	42	2	6	76	5	164
APPROACH %'s :	21.43%	21.43%	57.14%	41.18%	35.29%	23.53%	4.35%	91.30%	4.35%	6.90%	87.36%	5.75%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	2	1	4	1	2	0	2	19	1	3	18	1	54
PEAK HR FACTOR :	0.350			0.750			0.550			0.611			0.750

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_011

Day: WEDNESDAY

HEAVY TRUCKS

City: City of Hollywood

Date: 11/28/2012

PM

NS/EW Streets:	Bronson Ave			Bronson Ave			Hollywood Blvd			Hollywood Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	1	0	1	2	0	1	2	0	
3:00 PM	0	0	0	0	1	0	0	8	1	0	1	0	11
3:15 PM	0	0	1	1	0	0	0	2	0	1	0	0	5
3:30 PM	0	0	0	0	1	1	0	2	0	0	0	0	4
3:45 PM	0	0	2	1	0	0	0	0	0	0	4	0	7
4:00 PM	0	0	2	0	0	1	0	0	0	2	1	1	7
4:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
4:30 PM	1	0	1	0	0	0	1	7	0	1	1	1	13
4:45 PM	0	1	2	1	0	0	0	3	0	0	1	1	9
5:00 PM	0	0	2	0	1	1	0	3	0	1	1	0	9
5:15 PM	0	0	1	0	0	0	0	1	0	0	1	0	3
5:30 PM	0	0	0	1	2	0	0	1	0	1	0	0	5
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	1	11	4	6	3	1	30	1	6	10	3	77
APPROACH %'s :	7.69%	7.69%	84.62%	30.77%	46.15%	23.08%	3.13%	93.75%	3.13%	31.58%	52.63%	15.79%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	3	1	3	1	0	7	0	2	2	0	19
PEAK HR FACTOR :	0.375			0.417			0.583			0.500			0.528

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_012

Day: WEDNESDAY

CARS

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Bronson Ave			Bronson Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	3	0	1	2	0	
7:00 AM	2	12	20	12	25	11	13	162	4	18	339	4	622
7:15 AM	4	22	32	14	47	18	11	195	2	20	388	11	764
7:30 AM	17	42	64	7	57	21	13	200	2	41	445	12	921
7:45 AM	8	30	35	11	39	24	9	271	5	20	477	13	942
8:00 AM	2	30	31	19	65	17	5	228	1	23	438	17	876
8:15 AM	14	28	33	14	71	20	12	223	4	26	436	14	895
8:30 AM	20	39	33	16	73	28	8	220	4	12	405	17	875
8:45 AM	6	24	19	17	67	31	12	224	5	47	482	13	947
9:00 AM	2	19	21	13	59	31	13	213	2	18	381	17	789
9:15 AM	2	24	21	11	68	19	13	206	9	24	347	17	761
9:30 AM	3	30	18	14	57	18	10	206	4	19	321	10	710
9:45 AM	4	22	15	13	63	25	18	203	1	14	306	13	697
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	84	322	342	161	691	263	137	2551	43	282	4765	158	9799
APPROACH %'s :	11.23%	43.05%	45.72%	14.44%	61.97%	23.59%	5.02%	93.41%	1.57%	5.42%	91.55%	3.04%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	41	130	163	51	232	82	39	922	12	110	1796	56	3634
PEAK HR FACTOR :		0.679			0.869			0.854			0.962		0.964

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_012

Day: WEDNESDAY

CARS

City: City of Hollywood

Date: 11/28/2012

PM

NS/EW Streets:	Bronson Ave			Bronson Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	3	0	1	2	0	
3:00 PM	5	56	66	21	43	26	22	334	4	14	326	18	935
3:15 PM	4	40	40	15	42	11	13	344	6	16	321	7	859
3:30 PM	5	54	32	19	56	16	15	376	2	19	328	17	939
3:45 PM	8	52	39	19	48	26	20	351	9	17	319	22	930
4:00 PM	4	50	32	29	56	15	14	331	4	17	334	21	907
4:15 PM	9	44	58	18	71	22	24	332	3	17	298	20	916
4:30 PM	3	44	44	19	40	24	20	359	2	11	335	22	923
4:45 PM	8	70	51	12	52	28	18	403	7	14	357	25	1045
5:00 PM	16	81	41	28	51	16	24	392	2	12	325	19	1007
5:15 PM	8	66	54	15	64	11	27	402	6	17	347	11	1028
5:30 PM	1	55	40	22	50	23	26	393	12	11	325	24	982
5:45 PM	3	62	52	26	47	19	30	419	7	16	316	17	1014
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	74	674	549	243	620	237	253	4436	64	181	3931	223	11485
APPROACH %'s :	5.71%	51.97%	42.33%	22.09%	56.36%	21.55%	5.32%	93.33%	1.35%	4.18%	90.68%	5.14%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	33	272	186	77	217	78	95	1590	27	54	1354	79	4062
PEAK HR FACTOR :		0.889			0.979			0.984			0.939		0.972

CONTROL : Signalized

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: CA12_5476_012
N/S Street: Bronson Ave
E/W Street: Sunset Blvd
DATE: 11/28/2012 DAY: 11/28/2012
CITY: City of Hollywood

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM								
7:15 AM								
7:30 AM								
7:45 AM								
8:00 AM								
8:15 AM								
8:30 AM								
8:45 AM								
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM								
7:15 AM								
7:30 AM								
7:45 AM								
8:00 AM								
8:15 AM								
8:30 AM								
8:45 AM								
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM								
3:15 PM								
3:30 PM								
3:45 PM								
4:00 PM								
4:15 PM								
4:30 PM								
4:45 PM								
5:00 PM								
5:15 PM								
5:30 PM								
5:45 PM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM								
3:15 PM								
3:30 PM								
3:45 PM								
4:00 PM								
4:15 PM								
4:30 PM								
4:45 PM								
5:00 PM								
5:15 PM								
5:30 PM								
5:45 PM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_012

Day: WEDNESDAY

BIKES

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Bronson Ave			Bronson Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	3	0	1	2	0	
7:00 AM		0	0		1	0		0	0	0	1	0	2
7:15 AM		0	0		0	1		0	1	0	3	0	5
7:30 AM		0	0		1	0		2	0	0	5	0	8
7:45 AM		1	0		0	0		3	0	0	3	0	7
8:00 AM		0	0		0	0		2	0	0	1	0	3
8:15 AM		0	1		0	2		0	1	0	3	0	7
8:30 AM		0	0		0	1		0	0	0	6	0	7
8:45 AM		0	0		1	0		1	0	0	6	0	8
9:00 AM		0	1		0	0		0	0	1	3	0	5
9:15 AM		1	0		0	0		3	0	0	3	0	7
9:30 AM		1	0		0	0		2	0	0	3	1	7
9:45 AM		1	0		1	0		0	0	1	2	0	5
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	4	2	0	4	4	0	13	2	2	39	1	71
APPROACH %'s :	0.00%	66.67%	33.33%	0.00%	50.00%	50.00%	0.00%	86.67%	13.33%	4.76%	92.86%	2.38%	

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	1	1	0	1	2	0	7	1	0	12	0	25
PEAK HR FACTOR :		0.500			0.375			0.667			0.600		0.781

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_012 **Day:** WEDNESDAY

BIKES

City: City of Hollywood **Date:** 11/28/2012

PM

NS/EW Streets:	Bronson Ave			Bronson Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	3	0	1	2	0	
3:00 PM	0	0	0	0	0	0	0	2	0	0	3		5
3:15 PM	0	0	0	1	2	0	0	6	0	1	4		14
3:30 PM	0	1	0	0	0	0	0	7	0	0	4		12
3:45 PM	0	0	0	1	1	0	0	2	0	0	3		7
4:00 PM	0	0	0	0	1	0	2	1	0	0	7		11
4:15 PM	1	0	0	0	2	0	0	2	0	0	5		10
4:30 PM	0	0	0	0	0	0	0	6	1	0	7		14
4:45 PM	0	2	0	0	0	0	1	3	0	0	0		6
5:00 PM	2	1	0	0	1	0	0	2	0	0	7		13
5:15 PM	1	0	1	0	0	0	1	5	0	0	1		9
5:30 PM	0	0	0	0	0	0	0	1	0	0	2		3
5:45 PM	0	0	0	0	0	1	0	1	0	0	3		5
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	4	4	1	2	7	1	4	38	1	1	46	0	109
APPROACH %'s :	44.44%	44.44%	11.11%	20.00%	70.00%	10.00%	9.30%	88.37%	2.33%	2.13%	97.87%	0.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	3	3	1	0	1	0	2	11	0	0	10	0	31
PEAK HR FACTOR :	0.583			0.250			0.542			0.357			0.596

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_012 **Day:** WEDNESDAY

BUSES

City: City of Hollywood **Date:** 11/28/2012

AM

NS/EW Streets:	Bronson Ave			Bronson Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	3	0	1	2	0	
7:00 AM	0	0	0	0	0	0		1		0	4	1	6
7:15 AM	0	1	0	0	0	1		3		0	8	0	13
7:30 AM	2	0	0	3	0	0		5		0	4	0	14
7:45 AM	0	1	1	1	0	0		6		0	4	0	13
8:00 AM	0	0	1	0	1	0		9		0	3	0	14
8:15 AM	0	0	0	0	0	0		7		1	5	0	13
8:30 AM	0	0	0	0	0	0		3		0	6	0	9
8:45 AM	0	0	0	0	0	0		2		0	3	0	5
9:00 AM	0	0	0	0	0	0		2		0	3	0	5
9:15 AM	0	0	0	0	0	0		1		2	4	0	7
9:30 AM	0	0	1	0	0	0		2		0	4	0	7
9:45 AM	0	0	0	0	0	0		2		0	3	0	5

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	2	3	4	1	1	0	43	0	3	51	1	111
APPROACH %'s :	28.57%	28.57%	42.86%	66.67%	16.67%	16.67%	0.00%	100.00%	0.00%	5.45%	92.73%	1.82%	

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	2	1	2	4	1	0	0	27	0	1	16	0	54
PEAK HR FACTOR :	0.625			0.417			0.750			0.708			0.964

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_012

Day: WEDNESDAY

BUSES

City: City of Hollywood

Date: 11/28/2012

PM

NS/EW Streets:	Bronson Ave			Bronson Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	3	0	1	2	0	
3:00 PM	0	0	0	0	0			4		1	7		12
3:15 PM	0	0	0	1	0			6		0	3		10
3:30 PM	1	0	0	0	0			4		0	1		6
3:45 PM	0	1	0	0	0			3		0	4		8
4:00 PM	0	1	1	1	0			10		0	3		16
4:15 PM	0	2	0	0	0			5		0	3		10
4:30 PM	0	0	0	0	0			4		0	2		6
4:45 PM	0	0	1	0	0			5		0	2		8
5:00 PM	0	0	0	0	1			4		0	3		8
5:15 PM	0	0	0	0	0			2		0	3		5
5:30 PM	1	0	0	0	0			2		0	1		4
5:45 PM	0	0	0	0	0			6		0	2		8

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	4	2	2	1	0	0	55	0	1	34	0	101
APPROACH %'s :	25.00%	50.00%	25.00%	66.67%	33.33%	0.00%	0.00%	100.00%	0.00%	2.86%	97.14%	0.00%	

PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	1	0	1	0	1	0	0	13	0	0	9	0	25
PEAK HR FACTOR :		0.500			0.250			0.650			0.750		0.781

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_012

Day: WEDNESDAY

HEAVY TRUCKS

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	Bronson Ave			Bronson Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	3	0	1	2	0	
7:00 AM	0	0	2	0	0	0	0	5	0	0	6	0	13
7:15 AM	0	0	0	1	0	0	1	10	0	1	8	1	22
7:30 AM	0	1	1	1	0	1	0	13	0	0	15	0	32
7:45 AM	0	0	1	0	0	0	0	5	1	0	11	2	20
8:00 AM	0	0	2	1	1	0	0	6	0	1	13	0	24
8:15 AM	0	0	1	2	0	0	0	5	0	0	14	1	23
8:30 AM	0	4	1	0	0	0	1	8	1	0	16	1	32
8:45 AM	0	0	2	0	1	1	1	1	0	0	7	1	14
9:00 AM	0	0	1	1	1	2	2	11	0	0	12	1	31
9:15 AM	0	0	1	0	0	4	0	9	1	1	9	0	25
9:30 AM	1	0	1	1	0	0	0	6	0	1	14	0	24
9:45 AM	0	1	1	0	0	0	0	3	0	0	11	0	16
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	6	14	7	3	8	5	82	3	4	136	7	276
APPROACH %'s :	4.76%	28.57%	66.67%	38.89%	16.67%	44.44%	5.56%	91.11%	3.33%	2.72%	92.52%	4.76%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	1	5	4	1	1	0	29	1	1	53	3	99
PEAK HR FACTOR :		0.750			0.750			0.577			0.950		0.773

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_012

Day: WEDNESDAY

HEAVY TRUCKS

City: City of Hollywood

Date: 11/28/2012

PM

NS/EW Streets:	Bronson Ave			Bronson Ave			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	1	1	0	1	3	0	1	2	0	
3:00 PM	1	1	1	0	0	0	0	5		1	4	0	13
3:15 PM	0	1	0	1	0	0	0	3		0	1	0	6
3:30 PM	0	0	0	0	0	0	0	4		0	0	0	4
3:45 PM	0	2	0	0	0	0	0	5		0	1	0	8
4:00 PM	0	0	0	0	0	1	1	8		0	5	0	15
4:15 PM	0	0	0	0	1	0	0	3		0	2	0	6
4:30 PM	0	0	0	0	0	1	0	4		0	3	1	9
4:45 PM	0	1	0	0	0	1	2	7		0	2	0	13
5:00 PM	0	0	1	1	0	0	1	0		0	1	0	4
5:15 PM	1	0	0	0	0	0	0	3		0	0	0	4
5:30 PM	0	0	0	0	1	0	1	5		0	2	0	9
5:45 PM	0	0	0	0	0	0	0	6		0	2	0	8
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	5	2	2	2	3	5	53	0	1	23	1	99
APPROACH %'s :	22.22%	55.56%	22.22%	28.57%	28.57%	42.86%	8.62%	91.38%	0.00%	4.00%	92.00%	4.00%	

PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	1	1	1	1	1	1	4	15	0	0	5	0	30
PEAK HR FACTOR :	0.750			0.750			0.528			0.625			0.577

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_013 **Day:** WEDNESDAY

CARS

City: City of Hollywood **Date:** 11/28/2012

AM

NS/EW Streets:	US-101 SB On-Ramp			US-101 SB On-Ramp			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	3	0	1	3	0	
7:00 AM								198	92	17	366		673
7:15 AM								239	101	20	459		819
7:30 AM								340	75	27	546		988
7:45 AM								334	106	22	488		950
8:00 AM								334	75	21	535		965
8:15 AM								282	109	26	481		898
8:30 AM								278	94	14	465		851
8:45 AM								292	96	15	536		939
9:00 AM								230	92	20	426		768
9:15 AM								254	76	23	379		732
9:30 AM								261	75	25	386		747
9:45 AM								247	71	34	329		681
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	3289	1062	264	5396	0	10011
APPROACH %'s :							0.00%	75.59%	24.41%	4.66%	95.34%	0.00%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	1290	365	96	2050	0	3801
PEAK HR FACTOR :		0.000			0.000			0.940			0.936		0.962

CONTROL : No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_013 **Day:** WEDNESDAY

CARS

City: City of Hollywood **Date:** 11/28/2012

PM

NS/EW Streets:	US-101 SB On-Ramp			US-101 SB On-Ramp			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	3	0	1	3	0	
3:00 PM								403	126	28	394		951
3:15 PM								375	132	21	355		883
3:30 PM								370	155	15	380		920
3:45 PM								373	145	20	339		877
4:00 PM								400	108	16	395		919
4:15 PM								417	137	12	347		913
4:30 PM								404	97	12	333		846
4:45 PM								465	130	7	433		1035
5:00 PM								498	116	15	362		991
5:15 PM								487	127	15	375		1004
5:30 PM								451	132	14	339		936
5:45 PM								515	142	17	353		1027
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	5158	1547	192	4405	0	11302
APPROACH %'s :							0.00%	76.93%	23.07%	4.18%	95.82%	0.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	1901	505	51	1509	0	3966
PEAK HR FACTOR :		0.000			0.000			0.980			0.886		0.958

CONTROL : No Control

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: CA12_5476_013
N/S Street: US-101 SB On-Ramp
E/W Street: Sunset Blvd
DATE: 11/28/2012 DAY: 11/28/2012
CITY: City of Hollywood

A M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM								
7:15 AM								
7:30 AM								
7:45 AM								
8:00 AM								
8:15 AM								
8:30 AM								
8:45 AM								
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM								
7:15 AM								
7:30 AM								
7:45 AM								
8:00 AM								
8:15 AM								
8:30 AM								
8:45 AM								
9:00 AM								
9:15 AM								
9:30 AM								
9:45 AM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

P M

Adult Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM								
3:15 PM								
3:30 PM								
3:45 PM								
4:00 PM								
4:15 PM								
4:30 PM								
4:45 PM								
5:00 PM								
5:15 PM								
5:30 PM								
5:45 PM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

School-Aged Pedestrians

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
3:00 PM								
3:15 PM								
3:30 PM								
3:45 PM								
4:00 PM								
4:15 PM								
4:30 PM								
4:45 PM								
5:00 PM								
5:15 PM								
5:30 PM								
5:45 PM								
TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_013 **Day:** WEDNESDAY

BIKES

City: City of Hollywood **Date:** 11/28/2012

AM

NS/EW Streets:	US-101 SB On-Ramp			US-101 SB On-Ramp			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	3	0	1	3	0	
7:00 AM								0			1		1
7:15 AM								1			6		7
7:30 AM								2			4		6
7:45 AM								2			3		5
8:00 AM								1			2		3
8:15 AM								1			2		3
8:30 AM								1			6		7
8:45 AM								1			5		6
9:00 AM								0			3		3
9:15 AM								2			3		5
9:30 AM								3			5		8
9:45 AM								2			6		8
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	16	0	0	46	0	62
APPROACH %'s :							0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	6	0	0	11	0	17
PEAK HR FACTOR :		0.000			0.000			0.750			0.688		0.708

CONTROL : No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_013 **Day:** WEDNESDAY

BIKES

City: City of Hollywood **Date:** 11/28/2012

PM

NS/EW Streets:	US-101 SB On-Ramp			US-101 SB On-Ramp			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	3	0	1	3	0	
3:00 PM								2			3		5
3:15 PM								5			2		7
3:30 PM								5			4		9
3:45 PM								4			4		8
4:00 PM								4			7		11
4:15 PM								2			5		7
4:30 PM								4			6		10
4:45 PM								4			1		5
5:00 PM								0			5		5
5:15 PM								5			1		6
5:30 PM								2			2		4
5:45 PM								1			2		3
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	38	0	0	42	0	80
APPROACH %'s :							0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	11	0	0	9	0	20
PEAK HR FACTOR :		0.000			0.000			0.550			0.450		0.833

CONTROL : No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_013 **Day:** WEDNESDAY

BUSES

City: City of Hollywood **Date:** 11/28/2012

AM

NS/EW Streets:	US-101 SB On-Ramp			US-101 SB On-Ramp			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	3	0	1	3	0	
7:00 AM								2	0	0	6		8
7:15 AM								3	1	0	9		13
7:30 AM								5	0	0	5		10
7:45 AM								5	2	0	4		11
8:00 AM								8	1	0	3		12
8:15 AM								6	0	2	5		13
8:30 AM								0	1	0	4		5
8:45 AM								1	0	0	3		4
9:00 AM								6	0	0	3		9
9:15 AM								3	0	0	1		4
9:30 AM								4	0	0	3		7
9:45 AM								3	0	0	3		6
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	46	5	2	49	0	102
APPROACH %'s :							0.00%	90.20%	9.80%	3.92%	96.08%	0.00%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	24	3	2	17	0	46
PEAK HR FACTOR :		0.000			0.000			0.750			0.679		0.885

CONTROL : No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_013 **Day:** WEDNESDAY

BUSES

City: City of Hollywood **Date:** 11/28/2012

PM

NS/EW Streets:	US-101 SB On-Ramp			US-101 SB On-Ramp			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	3	0	1	3	0	
3:00 PM								3	0	0	5		8
3:15 PM								10	0	1	3		14
3:30 PM								6	0	0	2		8
3:45 PM								5	1	0	5		11
4:00 PM								10	2	0	5		17
4:15 PM								4	2	0	3		9
4:30 PM								5	0	0	1		6
4:45 PM								3	2	0	3		8
5:00 PM								3	0	0	2		5
5:15 PM								2	0	0	2		4
5:30 PM								2	0	0	2		4
5:45 PM								4	0	0	4		8
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	57	7	1	37	0	102
APPROACH %'s :							0.00%	89.06%	10.94%	2.63%	97.37%	0.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	10	2	0	9	0	21
PEAK HR FACTOR :		0.000			0.000			0.600			0.750		0.656

CONTROL : No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_013

Day: WEDNESDAY

HEAVY TRUCKS

City: City of Hollywood

Date: 11/28/2012

AM

NS/EW Streets:	US-101 SB On-Ramp			US-101 SB On-Ramp			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	3	0	1	3	0	
7:00 AM								4	3	0	7		14
7:15 AM								6	7	1	9		23
7:30 AM								6	8	1	12		27
7:45 AM								2	4	0	14		20
8:00 AM								5	4	0	15		24
8:15 AM								2	8	0	13		23
8:30 AM								5	5	2	21		33
8:45 AM								2	3	0	5		10
9:00 AM								5	6	0	10		21
9:15 AM								9	6	1	7		23
9:30 AM								2	8	1	17		28
9:45 AM								3	6	2	14		25
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	51	68	8	144	0	271
APPROACH %'s :							0.00%	42.86%	57.14%	5.26%	94.74%	0.00%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	15	24	1	54	0	94
PEAK HR FACTOR :		0.000			0.000			0.696			0.917		0.870

CONTROL : No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_5476_013

Day: WEDNESDAY

HEAVY TRUCKS

City: City of Hollywood

Date: 11/28/2012

PM

NS/EW Streets:	US-101 SB On-Ramp			US-101 SB On-Ramp			Sunset Blvd			Sunset Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	0	0	0	3	0	1	3	0	
3:00 PM								6	5	0	6		17
3:15 PM								5	4	1	2		12
3:30 PM								5	2	0	0		7
3:45 PM								4	6	0	1		11
4:00 PM								1	5	1	5		12
4:15 PM								4	2	0	2		8
4:30 PM								5	2	0	3		10
4:45 PM								4	7	0	3		14
5:00 PM								3	2	0	1		6
5:15 PM								3	1	2	1		7
5:30 PM								4	3	0	3		10
5:45 PM								4	1	0	3		8
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	48	40	4	30	0	122
APPROACH %'s :							0.00%	54.55%	45.45%	11.76%	88.24%	0.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	14	13	2	8	0	37
PEAK HR FACTOR :		0.000			0.000			0.614			0.833		0.661

CONTROL : No Control

Prepared by NDS/ATD

VOLUME

Harold Way E/o Gower St

Day: Wednesday
Date: 11/28/2012

City: Hollywood
Project #: CA12_5477_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	222	173	395

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00					1		0		1		12:00					2		4		6	
00:15					1		0		1		12:15					8		3		11	
00:30					1		2		3		12:30					9		4		13	
00:45					0	3	0	2	0	5	12:45					7	26	2	13	9	39
01:00					1		0		1		13:00					6		3		9	
01:15					0		0		0		13:15					4		0		4	
01:30					0		1		1		13:30					4		1		5	
01:45					0	1	1	2	1	3	13:45					2	16	4	8	6	24
02:00					0		1		1		14:00					4		6		10	
02:15					0		0		0		14:15					8		3		11	
02:30					0		1		1		14:30					3		1		4	
02:45					0		1	3	1	3	14:45					3	18	0	10	3	28
03:00					1		0		1		15:00					6		3		9	
03:15					0		0		0		15:15					5		6		11	
03:30					0		0		0		15:30					5		5		10	
03:45					1	2	0		1	2	15:45					6	22	4	18	10	40
04:00					0		0		0		16:00					3		1		4	
04:15					0		0		0		16:15					7		7		14	
04:30					0		0		0		16:30					2		3		5	
04:45					1	1	0		1	1	16:45					3	15	1	12	4	27
05:00					0		1		1		17:00					2		0		2	
05:15					0		0		0		17:15					3		1		4	
05:30					0		1		1		17:30					3		5		8	
05:45					0		1	3	1	3	17:45					1	9	0	6	1	15
06:00					0		0		0		18:00					2		2		4	
06:15					0		1		1		18:15					2		4		6	
06:30					0		2		2		18:30					3		4		7	
06:45					2	2	3	6	5	8	18:45					5	12	1	11	6	23
07:00					1		1		2		19:00					2		3		5	
07:15					2		1		3		19:15					2		1		3	
07:30					0		0		0		19:30					1		4		5	
07:45					1	4	4	6	5	10	19:45					2	7	1	9	3	16
08:00					4		1		5		20:00					0		3		3	
08:15					3		1		4		20:15					1		2		3	
08:30					1		0		1		20:30					1		1		2	
08:45					4	12	0	2	4	14	20:45					0	2	0	6	0	8
09:00					2		2		4		21:00					0		1		1	
09:15					4		2		6		21:15					0		2		2	
09:30					4		2		6		21:30					1		2		3	
09:45					3	13	1	7	4	20	21:45					1	2	0	5	1	7
10:00					2		1		3		22:00					2		0		2	
10:15					9		6		15		22:15					1		1		2	
10:30					6		6		12		22:30					0		3		3	
10:45					10	27	7	20	17	47	22:45					0	3	1	5	1	8
11:00					4		5		9		23:00					0		0		0	
11:15					5		2		7		23:15					2		1		3	
11:30					6		5		11		23:30					4		0		4	
11:45					4	19	5	17	9	36	23:45					0	6	1	2	1	8
TOTALS						84		68		152	TOTALS						138		105		243
SPLIT %						55.3%		44.7%		38.5%	SPLIT %						56.8%		43.2%		61.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	222	173	395

AM Peak Hour			10:15	10:15	10:15	PM Peak Hour			12:15	15:00	12:15
AM Pk Volume			29	24	53	PM Pk Volume			30	18	42
Pk Hr Factor			0.725	0.857	0.779	Pk Hr Factor			0.833	0.750	0.808
7 - 9 Volume	0	0	16	8	24	4 - 6 Volume	0	0	24	18	42
7 - 9 Peak Hour			08:00	07:00	07:45	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume	0	0	12	6	15	4 - 6 Pk Volume	0	0	15	12	27
Pk Hr Factor	0.000	0.000	0.750	0.375	0.750	Pk Hr Factor	0.000	0.000	0.536	0.429	0.482

Prepared by NDS/ATD

VOLUME

Labaig Ave N/o Sunset Blvd

Day: Wednesday
Date: 11/28/2012

City: Hollywood
Project #: CA12_5477_002

DAILY TOTALS	NB	SB	EB	WB	Total
	305	231	0	0	536

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	1		1						2		12:00	4		2						6	
00:15	0		0						0		12:15	5		10						15	
00:30	0		2						2		12:30	3		4						7	
00:45	1	2	0	3					1	5	12:45	2	14	6	22					8	36
01:00	0		1						1		13:00	4		6						10	
01:15	1		0						1		13:15	4		2						6	
01:30	2		1						3		13:30	1		5						6	
01:45	1	4	1	3					2	7	13:45	6	15	5	18					11	33
02:00	1		0						1		14:00	4		6						10	
02:15	0		0						0		14:15	4		7						11	
02:30	2		0						2		14:30	4		5						9	
02:45	1	4	0						1	4	14:45	4	16	2	20					6	36
03:00	1		1						2		15:00	3		4						7	
03:15	0		0						0		15:15	5		5						10	
03:30	0		0						0		15:30	5		8						13	
03:45	0	1	1	2					1	3	15:45	4	17	6	23					10	40
04:00	0		0						0		16:00	10		2						12	
04:15	2		0						2		16:15	9		4						13	
04:30	1		1						2		16:30	4		4						8	
04:45	2	5	0	1					2	6	16:45	2	25	3	13					5	38
05:00	0		0						0		17:00	9		3						12	
05:15	0		0						0		17:15	3		1						4	
05:30	1		0						1		17:30	8		4						12	
05:45	0	1	0						0	1	17:45	6	26	2	10					8	36
06:00	0		0						0		18:00	4		1						5	
06:15	1		1						2		18:15	8		5						13	
06:30	3		1						4		18:30	12		4						16	
06:45	1	5	1	3					2	8	18:45	9	33	6	16					15	49
07:00	1		0						1		19:00	11		2						13	
07:15	2		3						5		19:15	5		1						6	
07:30	2		2						4		19:30	2		2						4	
07:45	2	7	2	7					4	14	19:45	4	22	3	8					7	30
08:00	3		2						5		20:00	4		2						6	
08:15	5		2						7		20:15	6		3						9	
08:30	3		5						8		20:30	5		0						5	
08:45	3	14	2	11					5	25	20:45	2	17	2	7					4	24
09:00	2		4						6		21:00	2		1						3	
09:15	3		3						6		21:15	1		2						3	
09:30	5		3						8		21:30	0		2						2	
09:45	3	13	2	12					5	25	21:45	2	5	2	7					4	12
10:00	4		0						4		22:00	6		0						6	
10:15	8		5						13		22:15	3		2						5	
10:30	4		7						11		22:30	2		1						3	
10:45	6	22	4	16					10	38	22:45	2	13	0	3					2	16
11:00	6		5						11		23:00	0		0						0	
11:15	5		3						8		23:15	1		1						2	
11:30	4		7						11		23:30	2		3						5	
11:45	6	21	6	21					12	42	23:45	0	3	1	5					1	8
TOTALS		99		79						178	TOTALS		206		152						358
SPLIT %		55.6%		44.4%						33.2%	SPLIT %		57.5%		42.5%						66.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	305	231	0	0	536

AM Peak Hour	10:15	11:30			10:15	PM Peak Hour	18:15	12:15			18:15
AM Pk Volume	24	25			45	PM Pk Volume	40	26			57
Pk Hr Factor	0.750	0.625			0.865	Pk Hr Factor	0.833	0.650			0.891
7 - 9 Volume	21	18	0	0	39	4 - 6 Volume	51	23	0	0	74
7 - 9 Peak Hour	08:00	07:45			08:00	4 - 6 Peak Hour	17:00	16:15			16:00
7 - 9 Pk Volume	14	11	0	0	25	4 - 6 Pk Volume	26	14	0	0	38
Pk Hr Factor	0.700	0.550	0.000	0.000	0.781	Pk Hr Factor	0.722	0.875	0.000	0.000	0.731

Prepared by NDS/ATD

VOLUME

El Centro Ave S/o Leland Way

Day: Wednesday
Date: 11/28/2012

City: Hollywood
Project #: CA12_5477_003

DAILY TOTALS	NB	SB	EB	WB	Total
	1,803	1,973	0	0	3,776

AM Period	NB		SB		EB		WB		TOTAL	
00:00	6		5						11	
00:15	2		5						7	
00:30	7		2						9	
00:45	4	19	5	17					9	36
01:00	4		4						8	
01:15	0		2						2	
01:30	3		0						3	
01:45	2	9	4	10					6	19
02:00	2		4						6	
02:15	2		3						5	
02:30	1		4						5	
02:45	0	5	2	13					2	18
03:00	1		0						1	
03:15	0		2						2	
03:30	2		1						3	
03:45	0	3	0	3					0	6
04:00	1		0						1	
04:15	0		2						2	
04:30	2		2						4	
04:45	3	6	1	5					4	11
05:00	0		1						1	
05:15	4		3						7	
05:30	2		2						4	
05:45	1	7	6	12					7	19
06:00	3		6						9	
06:15	6		11						17	
06:30	5		8						13	
06:45	1	15	10	35					11	50
07:00	13		16						29	
07:15	13		20						33	
07:30	19		21						40	
07:45	19	64	33	90					52	154
08:00	26		43						69	
08:15	30		32						62	
08:30	31		45						76	
08:45	36	123	29	149					65	272
09:00	17		50						67	
09:15	17		33						50	
09:30	14		35						49	
09:45	26	74	31	149					57	223
10:00	28		25						53	
10:15	22		31						53	
10:30	19		26						45	
10:45	17	86	24	106					41	192
11:00	30		26						56	
11:15	25		30						55	
11:30	10		22						32	
11:45	11	76	37	115					48	191
TOTALS		487		704						**1191**
SPLIT %		40.9%		59.1%						**31.5%**

PM Period	NB		SB		EB		WB		TOTAL	
12:00	10		28						38	
12:15	11		44						55	
12:30	16		31						47	
12:45	23	60	38	141					61	201
13:00	26		41						67	
13:15	19		28						47	
13:30	20		36						56	
13:45	13	78	33	138					46	216
14:00	17		34						51	
14:15	21		36						57	
14:30	26		28						54	
14:45	20	84	38	136					58	220
15:00	22		36						58	
15:15	40		28						68	
15:30	28		35						63	
15:45	28	118	25	124					53	242
16:00	34		23						57	
16:15	55		34						89	
16:30	76		43						119	
16:45	59	224	32	132					91	356
17:00	57		45						102	
17:15	71		21						92	
17:30	66		41						107	
17:45	59	253	31	138					90	391
18:00	52		39						91	
18:15	71		32						103	
18:30	55		26						81	
18:45	44	222	22	119					66	341
19:00	38		26						64	
19:15	26		27						53	
19:30	25		22						47	
19:45	17	106	21	96					38	202
20:00	23		27						50	
20:15	13		16						29	
20:30	15		15						30	
20:45	14	65	24	82					38	147
21:00	16		22						38	
21:15	6		20						26	
21:30	16		20						36	
21:45	9	47	12	74					21	121
22:00	11		14						25	
22:15	6		17						23	
22:30	7		12						19	
22:45	13	37	13	56					26	93
23:00	9		10						19	
23:15	4		6						10	
23:30	7		8						15	
23:45	2	22	9	33					11	55
TOTALS		1316		1269						**2585**
SPLIT %		50.9%		49.1%						**68.5%**

DAILY TOTALS	NB	SB	EB	WB	Total
	1,803	1,973	0	0	3,776

AM Peak Hour	08:00	08:30			**08:00**
AM Pk Volume	123	157			**272**
Pk Hr Factor	0.854	0.785			**0.895**
7 - 9 Volume	187	239	0	0	**426**
7 - 9 Peak Hour	08:00	07:45			**08:00**
7 - 9 Pk Volume	123	153	0	0	**272**
Pk Hr Factor	0.854	0.850	0.000	0.000	**0.895**

PM Peak Hour	16:30	12:15			**16:30**
PM Pk Volume	263	154			**404**
Pk Hr Factor	0.865	0.875			**0.849**
4 - 6 Volume	477	270	0	0	**747**
4 - 6 Peak Hour	16:30	16:15			**16:30**
4 - 6 Pk Volume	263	154	0	0	**404**
Pk Hr Factor	0.865	0.856	0.000	0.000	**0.849**

ATTACHMENT B:
LEVEL OF SERVICE CALCULATION WORKSHEETS

EXISTING PLUS PROJECT

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Cahuenga Bl W/E: Sunset Bl I/S No: 1

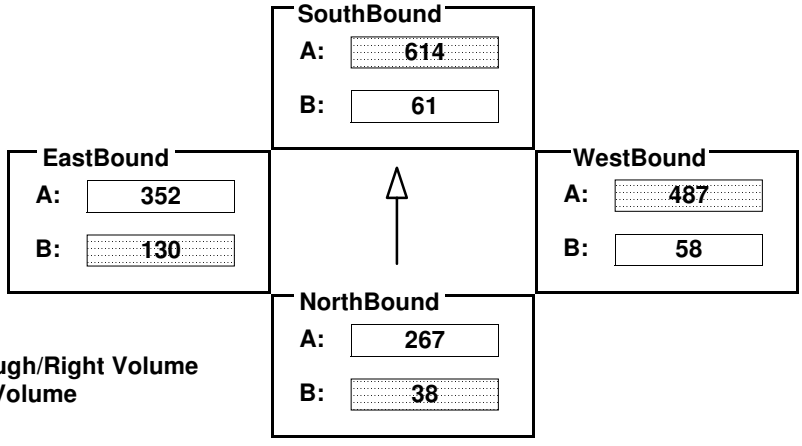
AM/PM: AM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	38	522	11	61	1068	160	58	1423	39	130	983	73
AMBIENT												
RELATED												
PROJECT												
TOTAL	38	522	11	61	1068	160	58	1423	39	130	983	73
LANE	1	1	1	1	1	1	2	1	1	2	1	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{38 + 614 + 487 + 130}{*1425} = 0.821$$

LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Vine St | W/E: Franklin Av/US 101 SB Ramps | I/S No: 2

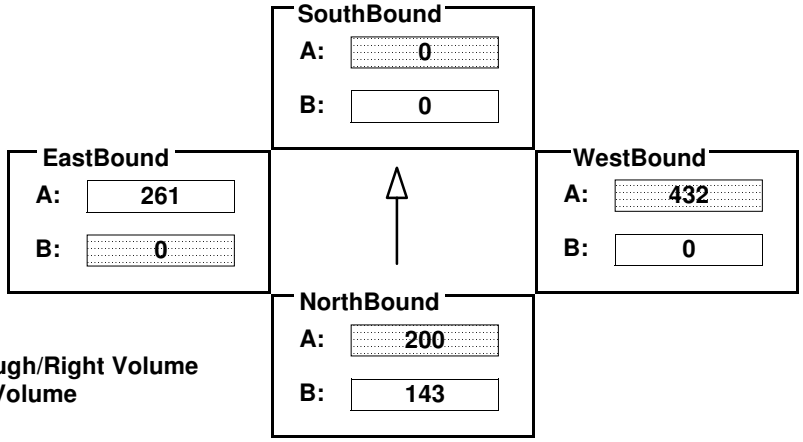
AM/PM: AM | Comments: Existing plus Project Conditions

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	143	0	200	0	0	0	0	864	0	0	261	1383
AMBIENT												
RELATED												
PROJECT												
TOTAL	143	0	200	0	0	0	0	864	0	0	261	1383
LANE	1						1				2								1			1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	<none>	<none>	Perm	<none>	Perm	Free

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{200 + 0 + 432 + 0}{*1500} = 0.351$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Vine St W/E: Hollywood Bl I/S No: 3

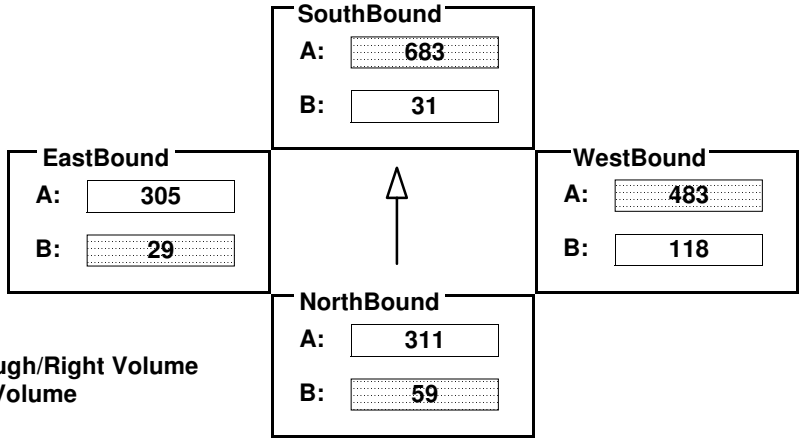
AM/PM: AM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	59	530	91	31	1274	92	118	942	23	29	547	63
AMBIENT												
RELATED												
PROJECT												
TOTAL	59	530	91	31	1274	92	118	942	23	29	547	63
LANE	1	1	1	1	1	1	1	1	1	1	1	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{59 + 683 + 483 + 29}{*1425} = 0.810$$

LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Vine St W/E: Selma Av I/S No: 4

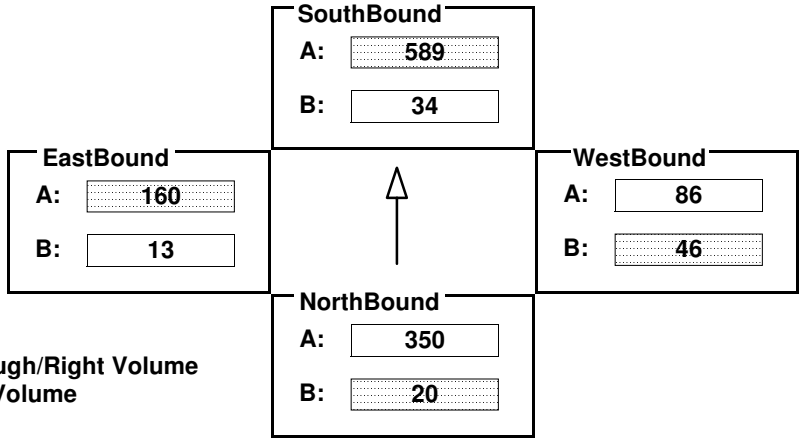
AM/PM: AM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	20	609	91	34	1157	21	46	75	11	13	120	40
AMBIENT												
RELATED												
PROJECT												
TOTAL	20	609	91	34	1157	21	46	75	11	13	120	40
LANE	1	1	1	1	1	1	1	1	1	1	1	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{20 + 589 + 46 + 160}{*1500} = 0.473$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Vine St W/E: Sunset Bl I/S No: 5

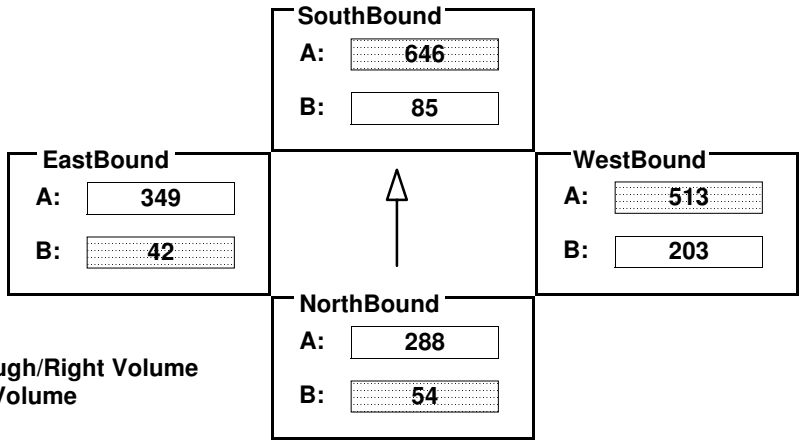
AM/PM: AM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	54	575	185	85	1198	94	203	1432	107	42	964	83
AMBIENT												
RELATED												
PROJECT												
TOTAL	54	575	185	85	1198	94	203	1432	107	42	964	83
LANE	1	2	1	1	1	1	1	2	1	1	2	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Prot-Fix	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{54 + 646 + 513 + 42}{*1425} = 0.811$$

LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Argyle Av W/E: Franklin Av/ US 101 NB On-ramp I/S No: 6

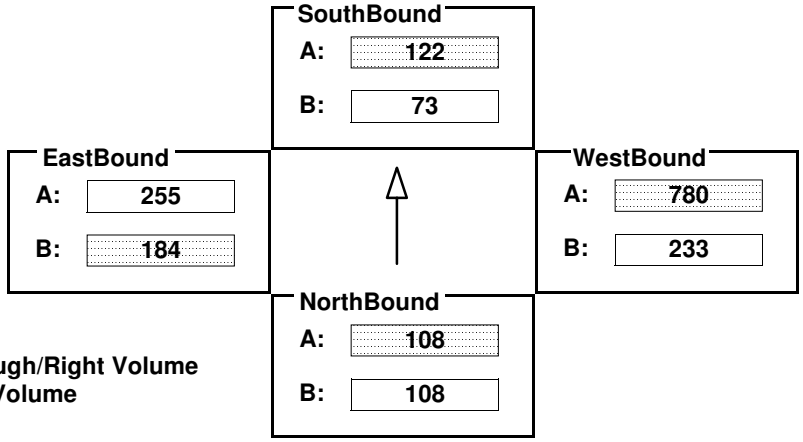
AM/PM: AM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	184	31	52	73	154	89	233	1537	23	184	509	130
AMBIENT												
RELATED												
PROJECT												
TOTAL	184	31	52	73	154	89	233	1537	23	184	509	130
LANE	1 1			1	1	1	1	1	1	1	2	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Split	OLA		Split	Auto		Prot-Fix	Auto		Prot-Fix	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{108 + 122 + 780 + 184}{*1375} = 0.798$$

LOS = C

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Argyle Av W/E: Hollywood Bl I/S No: 7

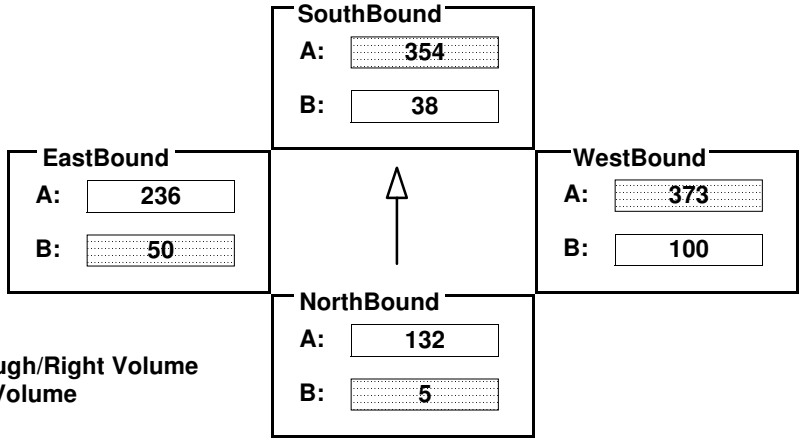
AM/PM: AM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	5	125	7	38	354	85	100	677	69	50	448	24
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	125	7	38	354	85	100	677	69	50	448	24
LANE	1				1			1			1			1			1			1			1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{5 + 354 + 373 + 50}{*1500} = 0.451$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Argyle Av W/E: Selma Av I/S No: 8

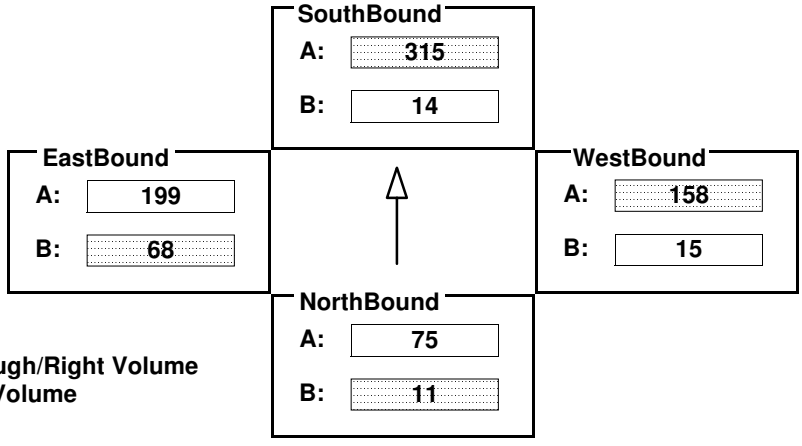
AM/PM: AM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	11	67	8	14	233	82	15	72	71	68	99	32
AMBIENT												
RELATED												
PROJECT												
TOTAL	11	67	8	14	233	82	15	72	71	68	99	32
LANE	1				1			1			1				1				1				1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{11 + 315 + 158 + 68}{*1500} = 0.298$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Argyle Av W/E: Sunset Bl I/S No: 9

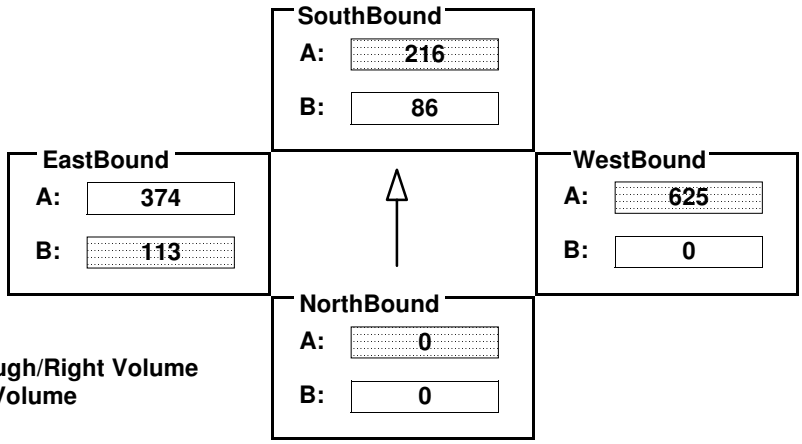
AM/PM: AM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	86	0	130	0	1805	71	113	1121	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	86	0	130	0	1805	71	113	1121	0
LANE							2		1	1		3
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		Perm	Auto		Perm	Auto		Perm	<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 216 + 625 + 113}{*1500} = 0.566$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: El Centro Av W/E: Hollywood Bl I/S No: 10

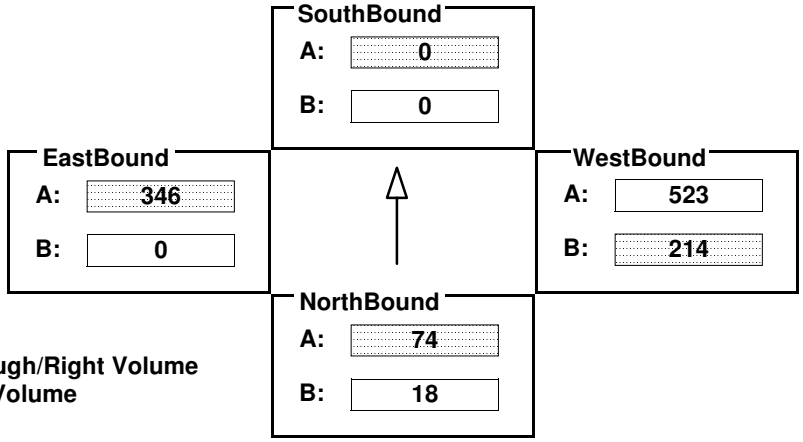
AM/PM: AM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	18	0	56	0	0	0	214	1046	0	0	636	55
AMBIENT												
RELATED												
PROJECT												
TOTAL	18	0	56	0	0	0	214	1046	0	0	636	55
LANE							1		2		1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		<none>	<none>		Perm	<none>		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{74 + 0 + 214 + 346}{1200} = 0.528$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: El Centro Av W/E: Sunset Bl I/S No: 11

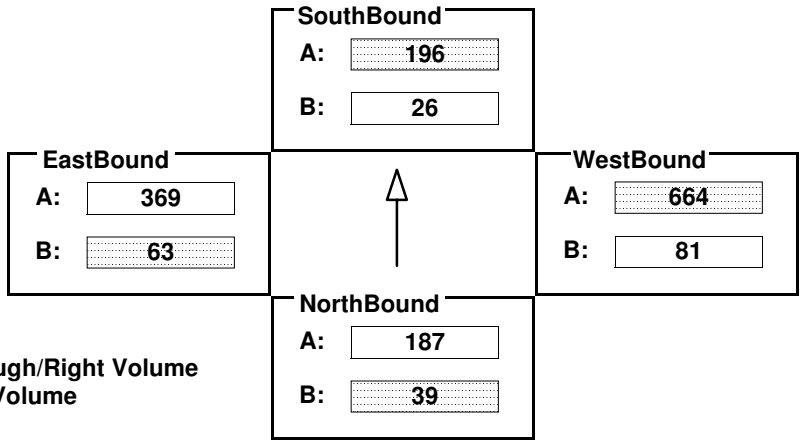
AM/PM: AM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	39	108	40	26	128	42	81	1885	108	63	1055	51
AMBIENT												
RELATED												
PROJECT												
TOTAL	39	108	40	26	128	42	81	1885	108	63	1055	51
LANE												
	1			1			1	2	1	1	2	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{39 + 196 + 664 + 63}{*1500} = 0.571$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: Franklin Av I/S No: 12

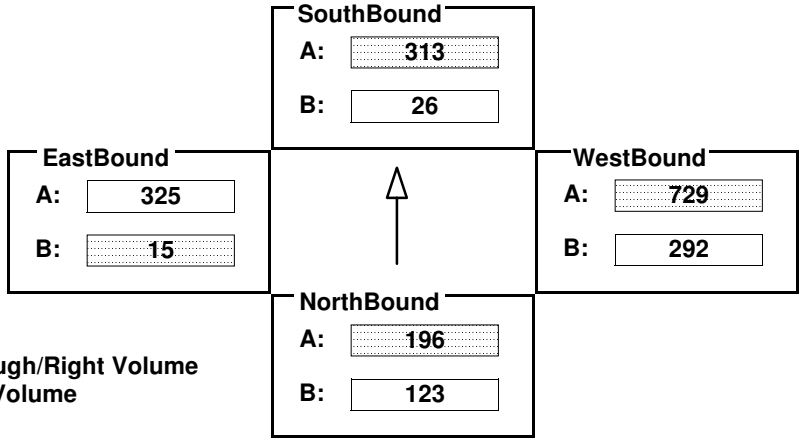
AM/PM: AM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	200	45	196	26	236	51	292	1452	6	15	587	62
AMBIENT												
RELATED												
PROJECT												
TOTAL	200	45	196	26	236	51	292	1452	6	15	587	62
LANE	1	1				1				1				1				1				1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{196 + 313 + 729 + 15}{*1425} = 0.809$$

LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: US 101 NB Off-ramp I/S No: 13

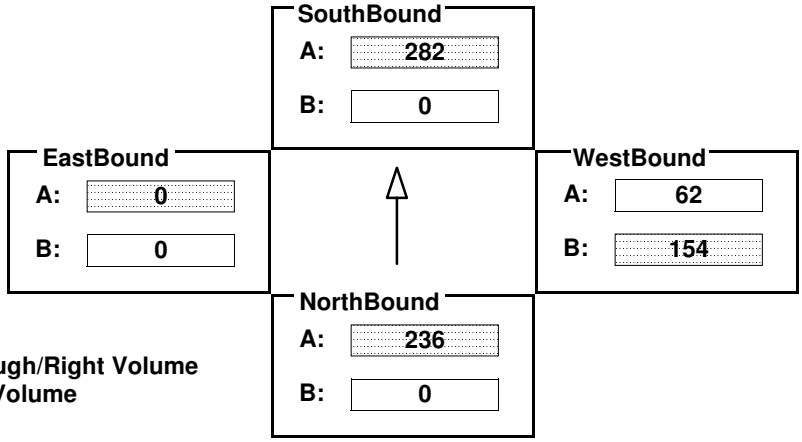
AM/PM: AM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	471	0	0	564	0	154	0	62	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	471	0	0	564	0	154	0	62	0	0	0
LANE		2			2		1		1			
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	<none>		<none>	<none>		Perm	Auto		<none>	<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{236 + 282 + 154 + 0}{1200} = 0.363$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: US 101 SB Off-ramp I/S No: 14

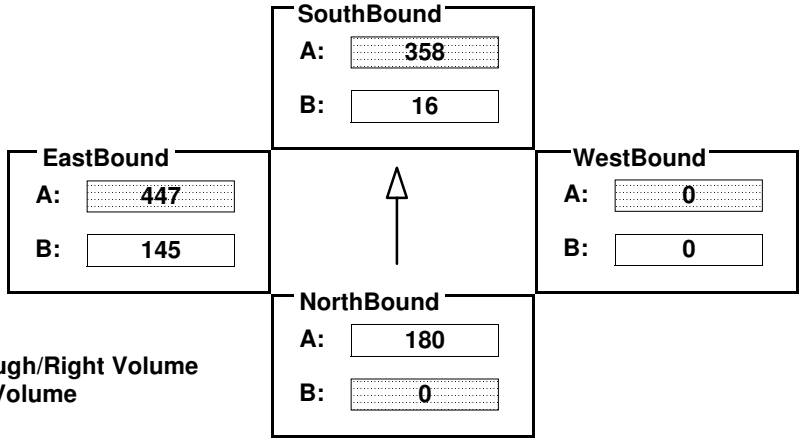
AM/PM: AM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	325	34	16	683	0	0	0	0	145	14	447
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	325	34	16	683	0	0	0	0	145	14	447
LANE		1		1				1	1					1		1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	<none>	<none>	<none>	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{0 + 358 + 0 + 447}{1200} = 0.671$$

LOS = B

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: Hollywood Bl I/S No: 15

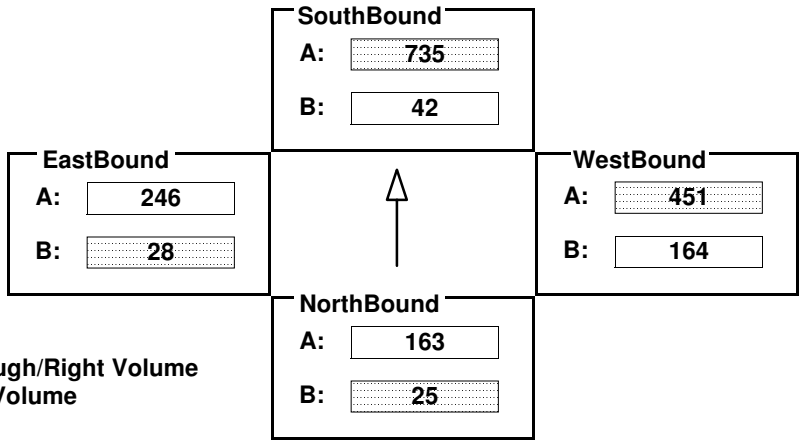
AM/PM: AM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	25	240	85	42	735	278	164	877	24	28	465	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	240	85	42	735	278	164	877	24	28	465	26
LANE	1	1		1	1		1	1		1	1	
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{25 + 735 + 451 + 28}{*1500} = 0.756$$

LOS = C

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: Selma Av I/S No: 16

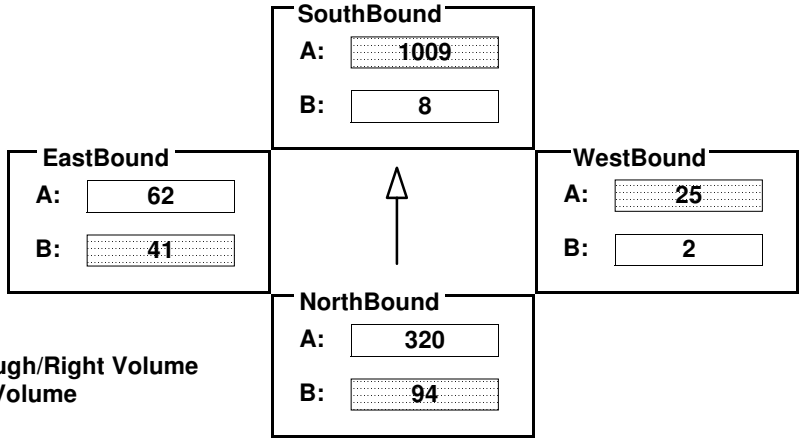
AM/PM: AM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	94	320	0	8	945	56	2	19	4	41	0	21
AMBIENT												
RELATED												
PROJECT												
TOTAL	94	320	0	8	945	56	2	19	4	41	0	21
LANE		1			1						1				1				1			
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{94 + 1009 + 25 + 41}{1200} = 0.974$$

LOS = E

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: Sunset Bl I/S No: 17

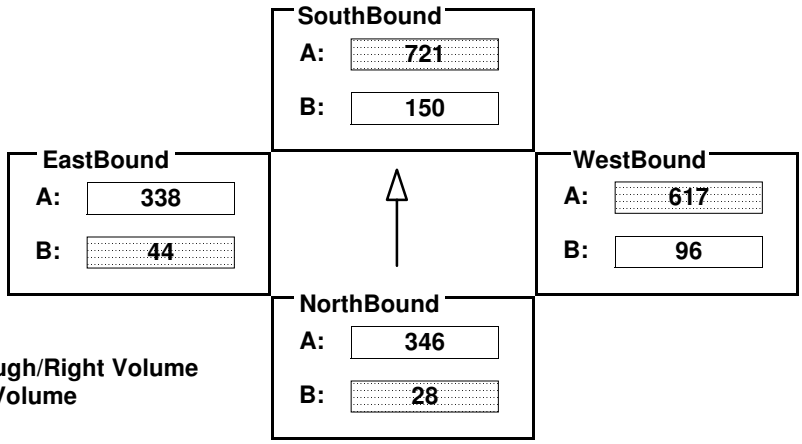
AM/PM: AM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	28	285	61	150	620	101	96	1746	105	44	955	59
AMBIENT												
RELATED												
PROJECT												
TOTAL	28	285	61	150	620	101	96	1746	105	44	955	59
LANE	1			1			1			1		
							2			2		
							1			1		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Prot-Fix	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{28 + 721 + 617 + 44}{*1425} = 0.919$$

LOS = E

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: Fountain Av I/S No: 18

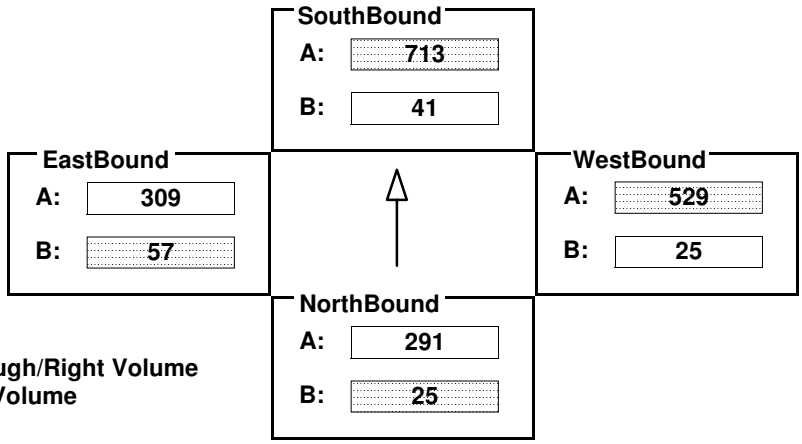
AM/PM: AM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	25	265	26	41	623	90	25	470	34	57	230	22
AMBIENT												
RELATED												
PROJECT												
TOTAL	25	265	26	41	623	90	25	470	34	57	230	22
LANE	1			1			1			1		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{25 + 713 + 529 + 57}{*1500} = 0.813$$

LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: Santa Monica Bl I/S No: 19

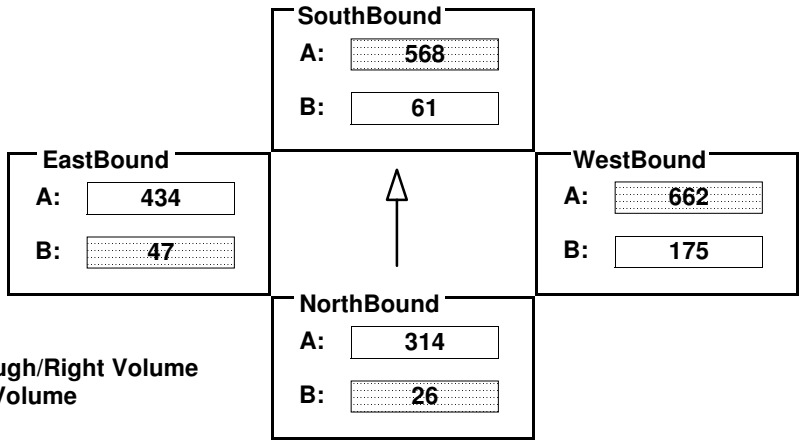
AM/PM: AM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	26	275	39	61	511	57	175	1298	26	47	823	44
AMBIENT												
RELATED												
PROJECT												
TOTAL	26	275	39	61	511	57	175	1298	26	47	823	44
LANE	1				1			1			1				1			1				1			1				1				1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{26 + 568 + 662 + 47}{*1500} = 0.799$$

LOS = C

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Bronson Av W/E: Hollywood Bl I/S No: 20

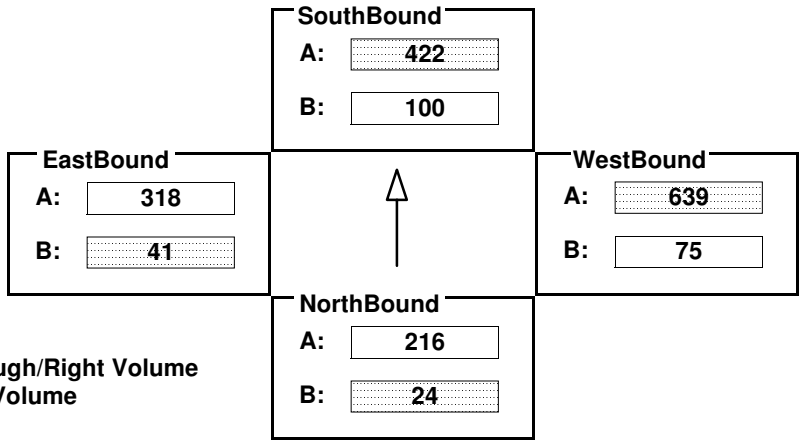
AM/PM: AM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	24	121	95	100	263	59	75	1216	61	41	595	41
AMBIENT												
RELATED												
PROJECT												
TOTAL	24	121	95	100	263	59	75	1216	61	41	595	41
LANE	1				1					1				1				1				1				1				1				1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{24 + 422 + 639 + 41}{*1500} = 0.681$$

LOS = B

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Bronson Av W/E: Sunset Bl I/S No: 21

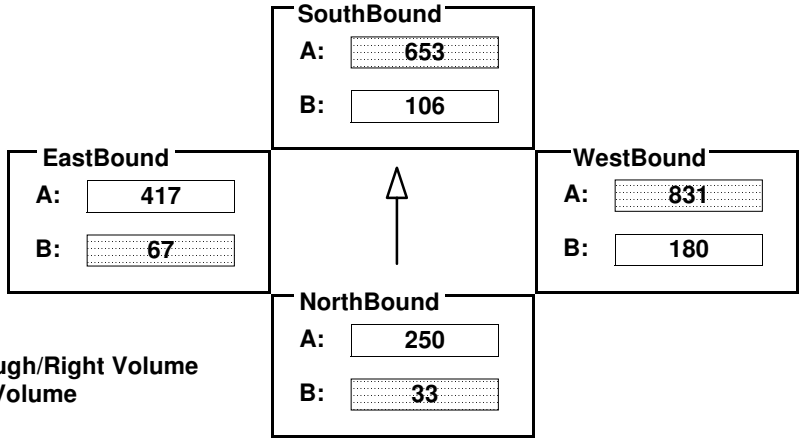
AM/PM: AM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	33	142	108	106	504	149	180	2418	74	67	1225	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	33	142	108	106	504	149	180	2418	74	67	1225	25
LANE	1			1			1			1		
							2			2		
							1			1		
SIGNAL Phasing	Perm			Perm			Perm			Perm		
SIGNAL RTOR	Auto			Auto			Auto			Auto		

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{33 + 653 + 831 + 67}{*1500} = 0.986$$

LOS = E

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: US 101 SB Ramps W/E: Hollywood Bl I/S No: 22

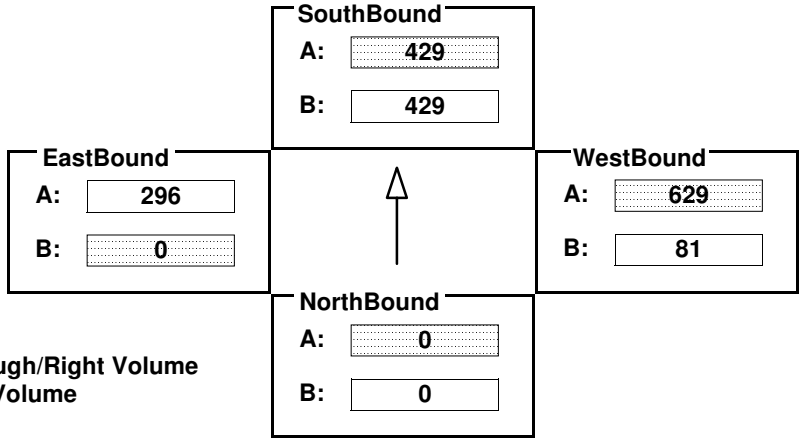
AM/PM: AM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	730	9	119	81	1258	0	0	592	206
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	730	9	119	81	1258	0	0	592	206
LANE				1			1	2			2	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		Perm	Auto		Prot-Fix	<none>		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 429 + 629 + 0}{*1425} = 0.672$$

LOS = B

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: US 101 NB Ramps W/E: Hollywood Bl I/S No: 23

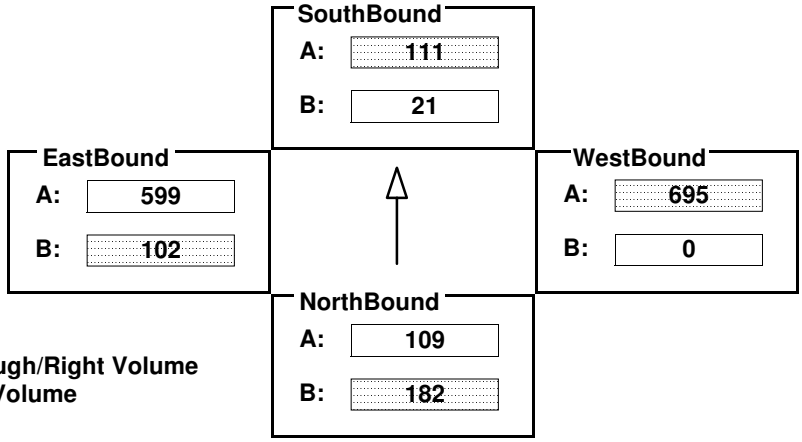
AM/PM: AM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	330	0	109	21	0	111	0	900	706	102	1197	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	330	0	109	21	0	111	0	900	706	102	1197	0
LANE	2			1		1		2	1	1	2	
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Split	Auto		Split	Auto		Perm	Auto		Perm	<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{182 + 111 + 695 + 102}{*1425} = 0.695$$

LOS = B

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: US 101 SB On-ramp W/E: Sunset Bl I/S No: 24

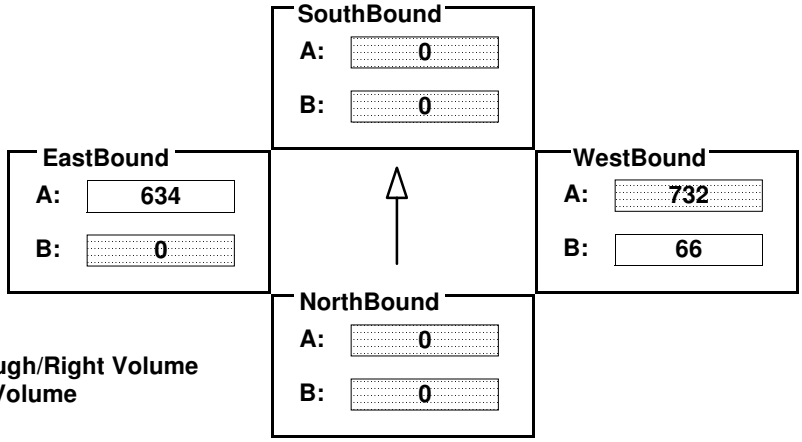
AM/PM: AM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	0	0	66	2197	0	0	1522	380
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	0	0	66	2197	0	0	1522	380
LANE							1		3		2	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		<none>	<none>		Perm	<none>		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = +

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{+ \quad + \quad 732 \quad + \quad 0}{1200} = 0.610$$

LOS = B

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: El Centro Av W/E: De Longpre Av I/S No: 25

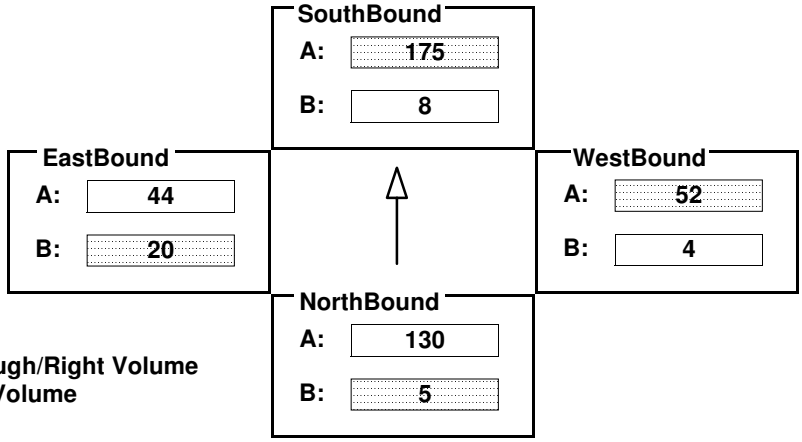
AM/PM: AM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	5	123	2	8	132	35	4	31	17	20	18	6
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	123	2	8	132	35	4	31	17	20	18	6
LANE		1			1			1			1	
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{5 + 175 + 52 + 20}{1200} = 0.210$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: De Longpre Av I/S No: 26

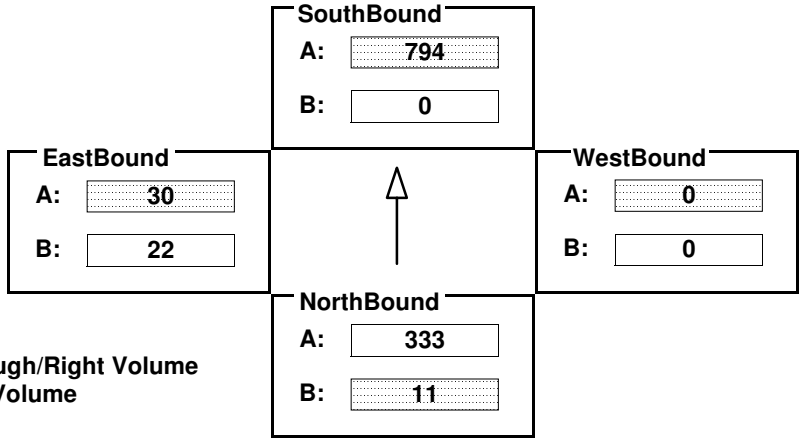
AM/PM: AM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	11	333	0	0	756	38	0	0	0	22	0	8
AMBIENT												
RELATED												
PROJECT												
TOTAL	11	333	0	0	756	38	0	0	0	22	0	8
LANE	1		1						1												1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	<none>	Perm	Auto	<none>	<none>	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{11 + 794 + 0 + 30}{1200} = 0.696$$

LOS = B

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: El Centro Av W/E: Fountain Av I/S No: 27

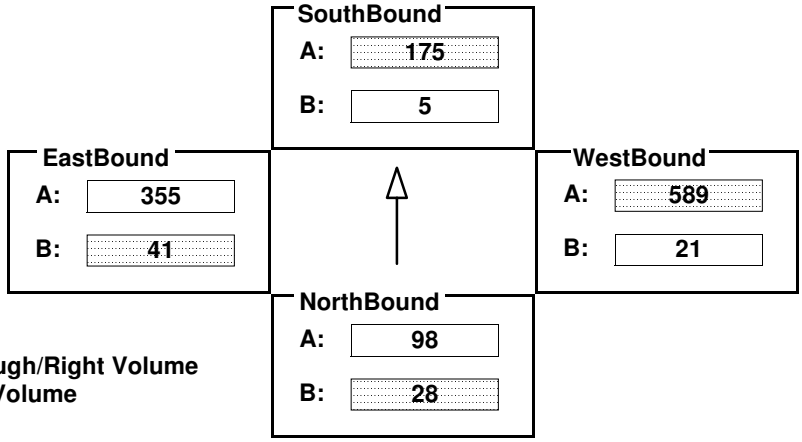
AM/PM: AM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	28	60	10	5	103	67	21	549	19	41	297	17
AMBIENT												
RELATED												
PROJECT												
TOTAL	28	60	10	5	103	67	21	549	19	41	297	17
LANE		1			1			1			1	
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{28 + 175 + 589 + 41}{*1500} = 0.485$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Cahuenga Bl W/E: Sunset Bl I/S No: 1

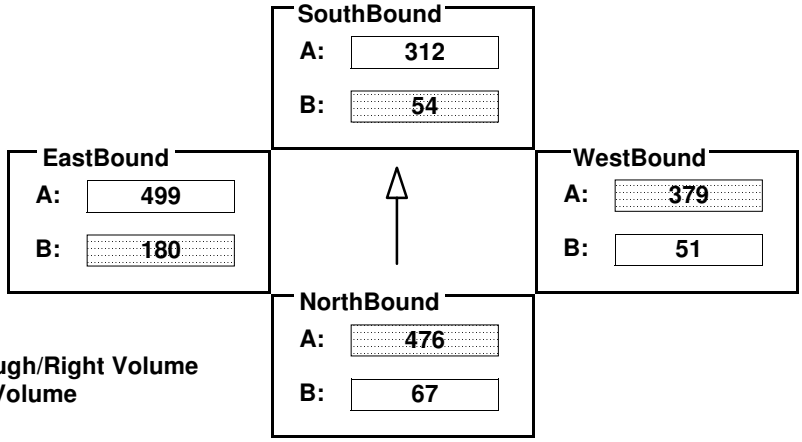
AM/PM: PM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	67	873	78	54	512	111	51	1076	60	180	1432	64
AMBIENT												
RELATED												
PROJECT												
TOTAL	67	873	78	54	512	111	51	1076	60	180	1432	64
LANE	1	1	1	1	1	1	1	2	1	1	2	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{476 + 54 + 379 + 180}{*1425} = 0.694$$

LOS = B

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Vine St W/E: Franklin Av/US 101 SB Ramps I/S No: 2

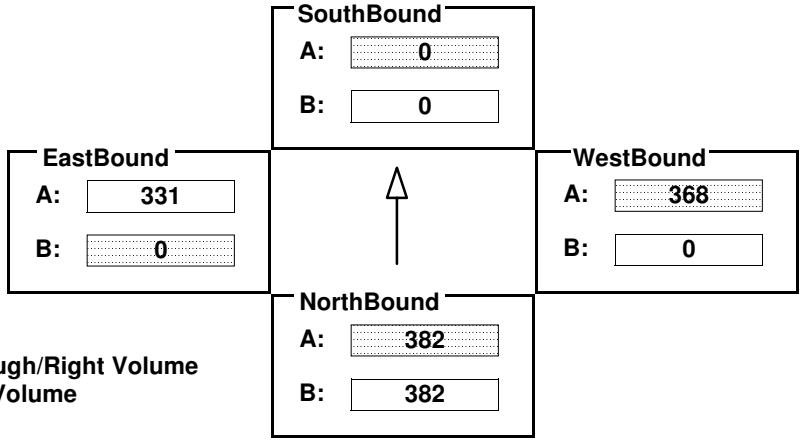
AM/PM: PM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	468	0	295	0	0	0	0	736	0	0	331	744
AMBIENT												
RELATED												
PROJECT												
TOTAL	468	0	295	0	0	0	0	736	0	0	331	744
LANE	1						1							2							1			1	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	<none>	<none>	Perm	<none>	Perm	Free

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{382 + 0 + 368 + 0}{*1500} = 0.430$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Vine St W/E: Hollywood Bl I/S No: 3

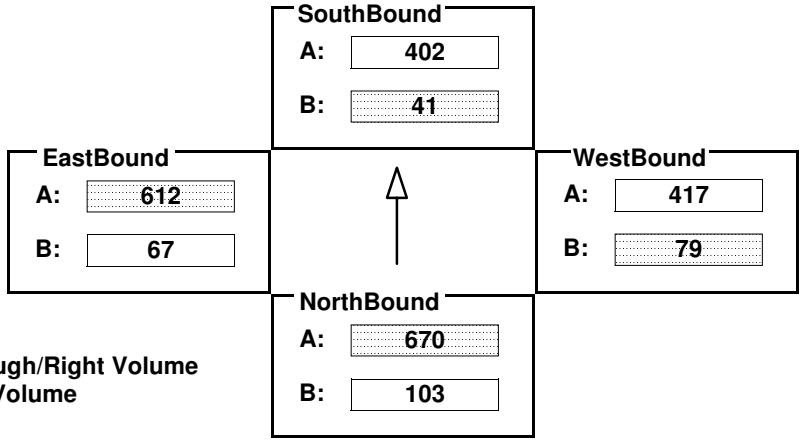
AM/PM: PM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	103	1092	248	41	749	54	79	773	61	67	1090	134
AMBIENT												
RELATED												
PROJECT												
TOTAL	103	1092	248	41	749	54	79	773	61	67	1090	134
LANE	1	1	1	1	1	1	1	1	1	1	1	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{670 + 41 + 79 + 612}{*1425} = 0.914$$

LOS = E

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Vine St W/E: Selma Av I/S No: 4

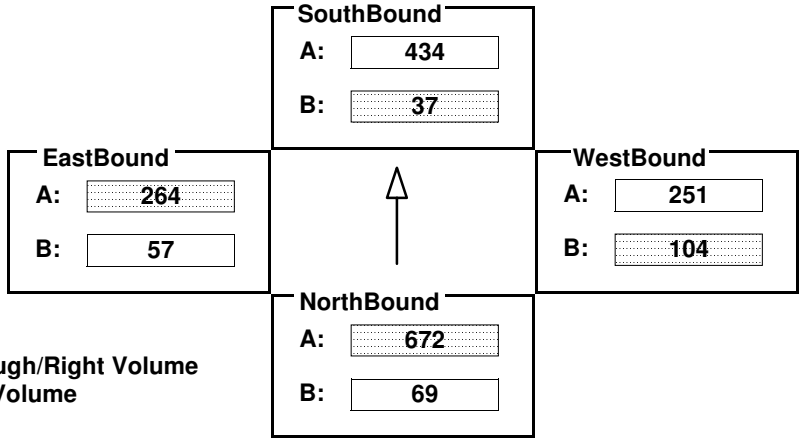
AM/PM: PM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	69	1226	118	37	836	31	104	201	50	57	165	99
AMBIENT												
RELATED												
PROJECT												
TOTAL	69	1226	118	37	836	31	104	201	50	57	165	99
LANE	1	1	1	1	1	1	1	1	1	1	1	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{672 + 37 + 104 + 264}{*1500} = 0.648$$

LOS = B

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Vine St W/E: Sunset Bl I/S No: 5

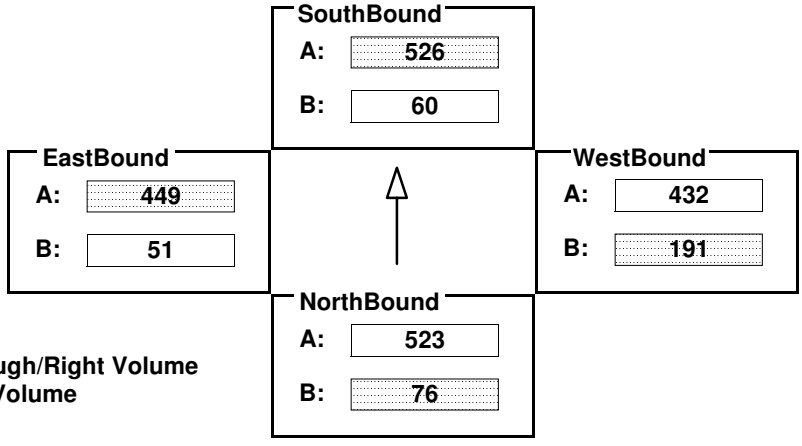
AM/PM: PM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	76	1045	179	60	947	104	191	1185	110	51	1237	111
AMBIENT												
RELATED												
PROJECT												
TOTAL	76	1045	179	60	947	104	191	1185	110	51	1237	111
LANE	1	2	1	1	1	1	1	2	1	1	2	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Prot-Fix	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{76 + 526 + 191 + 449}{*1425} = 0.802$$

LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Argyle Av W/E: Franklin Av/ US 101 NB On-ramp I/S No: 6

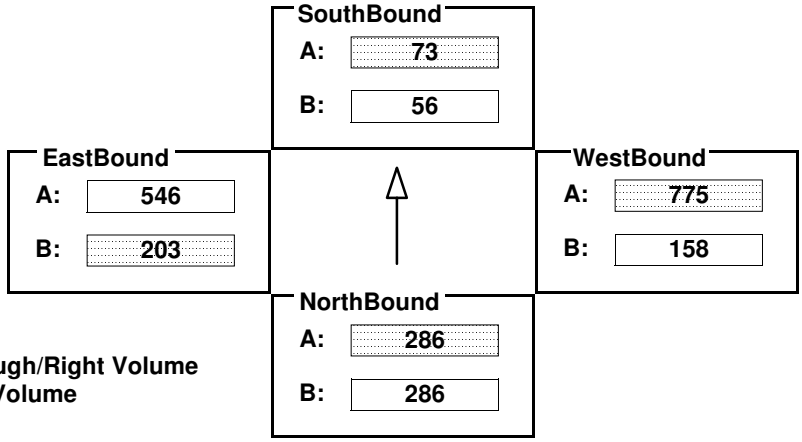
AM/PM: PM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	513	59	155	56	98	48	158	1532	17	203	1091	39
AMBIENT												
RELATED												
PROJECT												
TOTAL	513	59	155	56	98	48	158	1532	17	203	1091	39
LANE	1 1			1	1	1	1	1	1	1	2	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Split	OLA		Split	Auto		Prot-Fix	Auto		Prot-Fix	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{286 + 73 + 775 + 203}{*1375} = 0.902$$

LOS = E

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Argyle Av W/E: Hollywood Bl I/S No: 7

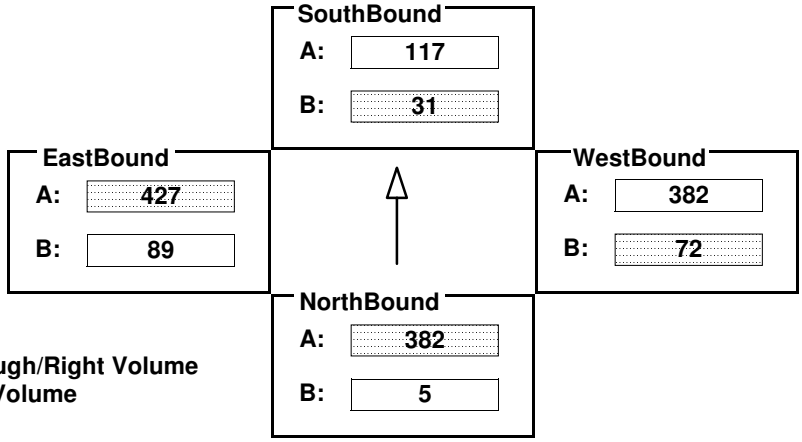
AM/PM: PM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	5	364	18	31	117	46	72	614	149	89	824	29
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	364	18	31	117	46	72	614	149	89	824	29
LANE	1				1			1		1		1			1			1		1		1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{382 + 31 + 72 + 427}{*1500} = 0.538$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Argyle Av W/E: Selma Av I/S No: 8

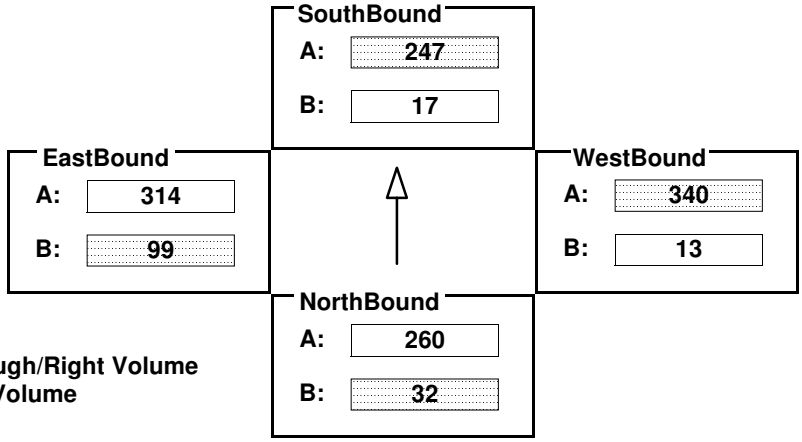
AM/PM: PM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	32	237	23	17	154	93	13	149	178	99	148	67
AMBIENT												
RELATED												
PROJECT												
TOTAL	32	237	23	17	154	93	13	149	178	99	148	67
LANE	1				1			1			1				1				1				1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{32 + 247 + 340 + 99}{*1500} = 0.409$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Argyle Av W/E: Sunset Bl I/S No: 9

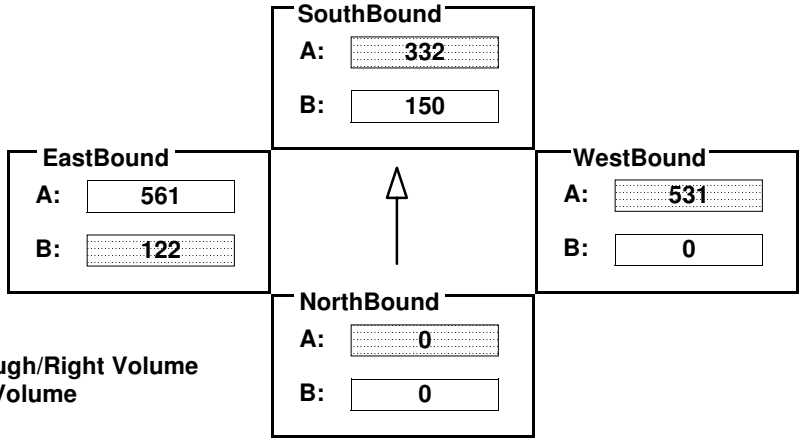
AM/PM: PM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	150	0	182	0	1492	101	122	1683	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	150	0	182	0	1492	101	122	1683	0
LANE							2		1	1		3
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		Perm	Auto		Perm	Auto		Perm	<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 332 + 531 + 122}{*1500} = 0.587$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: El Centro Av W/E: Hollywood Bl I/S No: 10

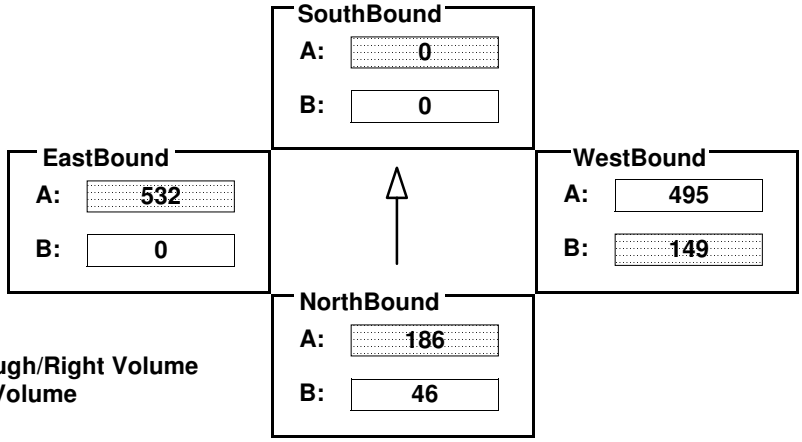
AM/PM: PM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	46	0	140	0	0	0	149	990	0	0	996	68
AMBIENT												
RELATED												
PROJECT												
TOTAL	46	0	140	0	0	0	149	990	0	0	996	68
LANE							1		2			1		1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	<none>	<none>	Perm	<none>	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{186 + 0 + 149 + 532}{1200} = 0.723$$

LOS = C

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: El Centro Av W/E: Sunset Bl I/S No: 11

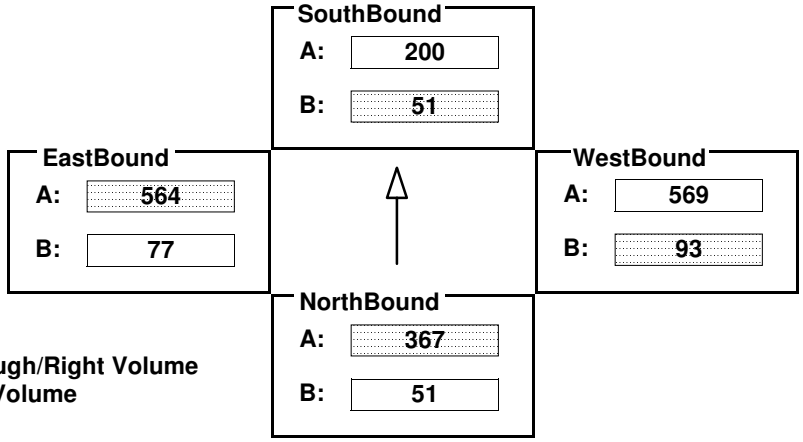
AM/PM: PM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	51	203	113	51	105	44	93	1545	162	77	1604	87
AMBIENT												
RELATED												
PROJECT												
TOTAL	51	203	113	51	105	44	93	1545	162	77	1604	87
LANE												
	1			1			1	2	1	1	2	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{367 + 51 + 93 + 564}{*1500} = 0.647$$

LOS = B

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: Franklin Av I/S No: 12

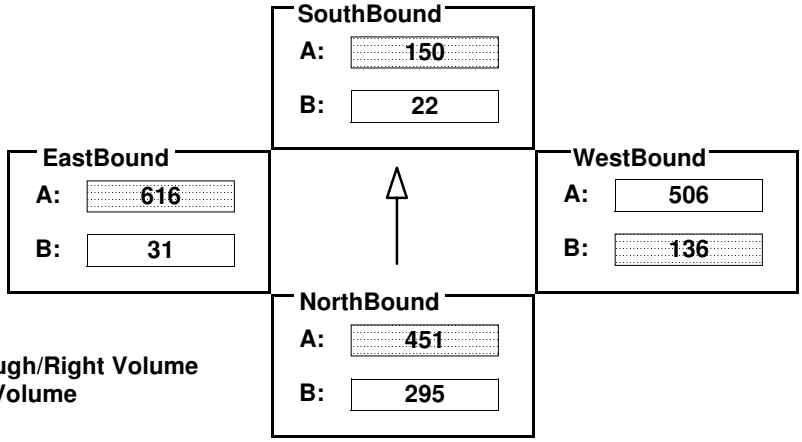
AM/PM: PM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	464	125	451	22	94	34	136	990	22	31	1182	49
AMBIENT												
RELATED												
PROJECT												
TOTAL	464	125	451	22	94	34	136	990	22	31	1182	49
LANE	1 1				1			1		1 1			1			1 1			1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{451 + 150 + 136 + 616}{*1425} = 0.879$$

LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St | W/E: US 101 NB Off-ramp | I/S No: 13

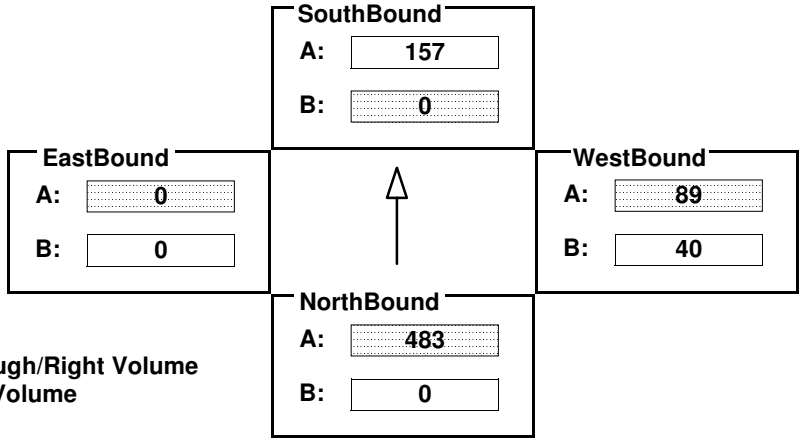
AM/PM: PM | Comments: Existing plus Project Conditions

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	966	0	0	313	0	40	0	89	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	966	0	0	313	0	40	0	89	0	0	0
LANE		2			2		1		1			
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		<none>	<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{483 + 0 + 89 + 0}{1200} = 0.477$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: US 101 SB Off-ramp I/S No: 14

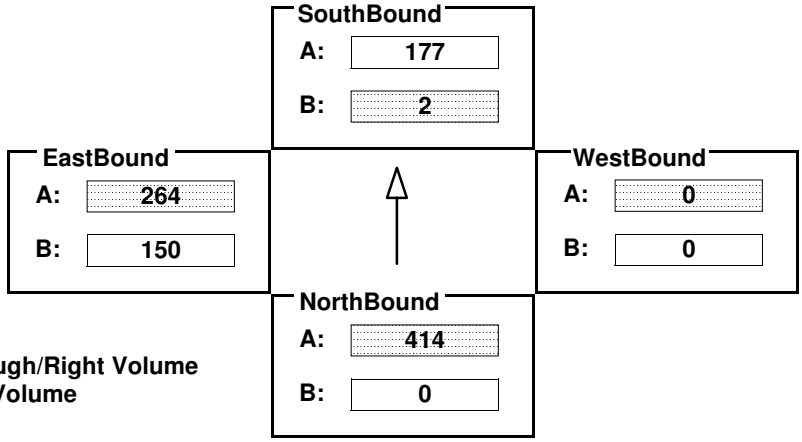
AM/PM: PM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	811	17	2	345	0	0	0	0	150	7	264
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	811	17	2	345	0	0	0	0	150	7	264
LANE		1	1		1	1					1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		<none>	<none>		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{414 + 2 + 0 + 264}{1200} = 0.567$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: Hollywood Bl I/S No: 15

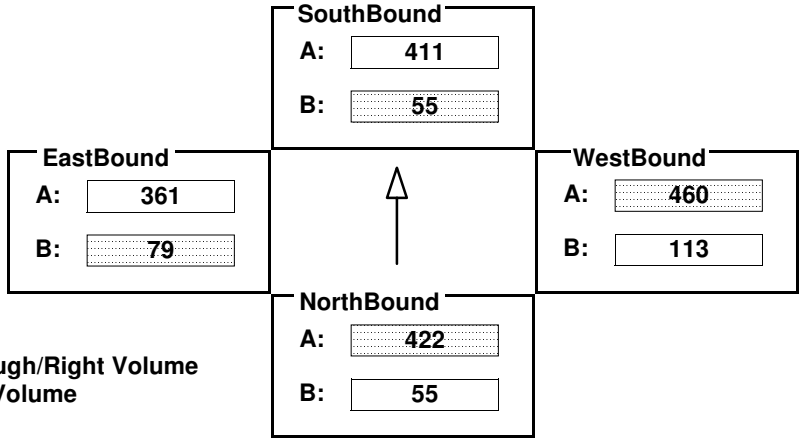
AM/PM: PM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	55	709	134	55	411	120	113	859	60	79	694	27
AMBIENT												
RELATED												
PROJECT												
TOTAL	55	709	134	55	411	120	113	859	60	79	694	27
LANE	1	1	1	1	1	1	1	1	1	1	1	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{422 + 55 + 460 + 79}{*1500} = 0.607$$

LOS = B

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: Selma Av I/S No: 16

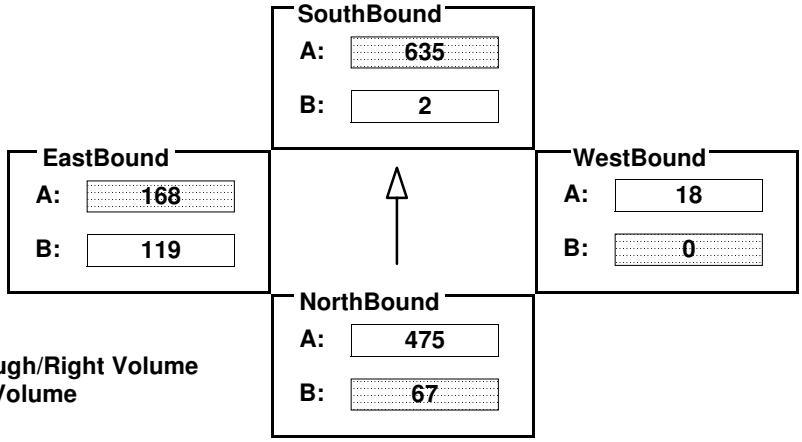
AM/PM: PM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	67	682	0	2	554	79	0	1	17	119	4	45
AMBIENT												
RELATED												
PROJECT												
TOTAL	67	682	0	2	554	79	0	1	17	119	4	45
LANE		1			1						1				1				1			
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{67 + 635 + 0 + 168}{1200} = 0.725$$

LOS = C

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: Sunset Bl I/S No: 17

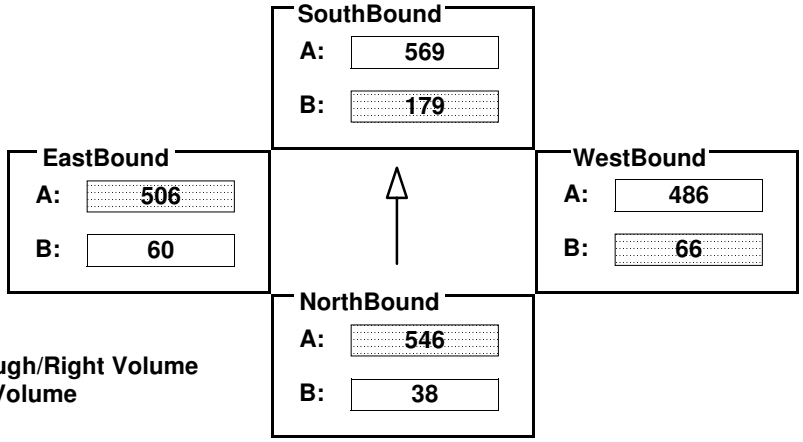
AM/PM: PM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	38	444	102	179	478	91	66	1344	113	60	1453	64
AMBIENT												
RELATED												
PROJECT												
TOTAL	38	444	102	179	478	91	66	1344	113	60	1453	64
LANE	1			1			1			1		
							2			2		
							1			1		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Prot-Fix	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{546 + 179 + 66 + 506}{*1425} = 0.840$$

LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: Fountain Av I/S No: 18

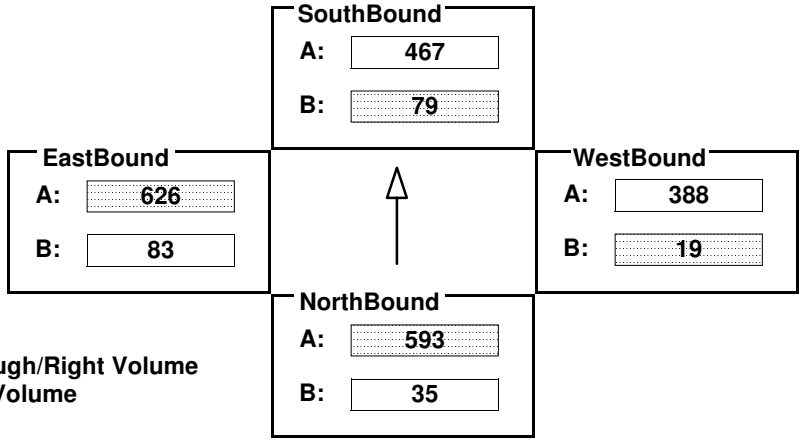
AM/PM: PM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	35	548	45	79	404	63	19	333	36	83	507	36
AMBIENT												
RELATED												
PROJECT												
TOTAL	35	548	45	79	404	63	19	333	36	83	507	36
LANE	1			1			1			1		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{593 + 79 + 19 + 626}{*1500} = 0.808$$

LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: Santa Monica Bl I/S No: 19

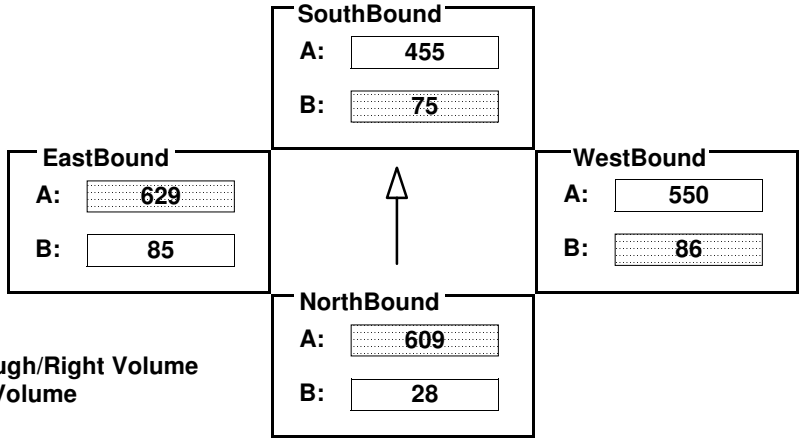
AM/PM: PM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	28	511	98	75	402	53	86	1054	46	85	1228	29
AMBIENT												
RELATED												
PROJECT												
TOTAL	28	511	98	75	402	53	86	1054	46	85	1228	29
LANE	1			1			1			1		
	1			1			1			1		
							1			1		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{609 + 75 + 86 + 629}{*1500} = 0.863$$

LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Bronson Av W/E: Hollywood Bl I/S No: 20

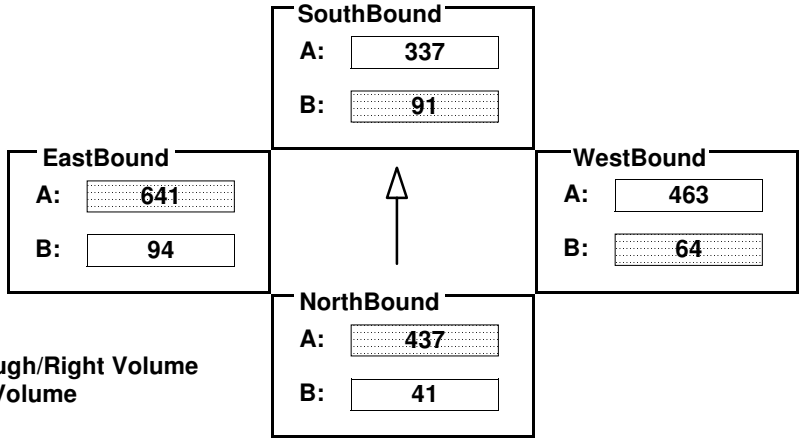
AM/PM: PM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	41	293	144	91	199	47	64	855	70	94	1211	71
AMBIENT												
RELATED												
PROJECT												
TOTAL	41	293	144	91	199	47	64	855	70	94	1211	71
LANE	1				1					1				1				1				1				1				1				1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{437 + 91 + 64 + 641}{*1500} = 0.752$$

LOS = C

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Bronson Av | W/E: Sunset Bl | I/S No: 21

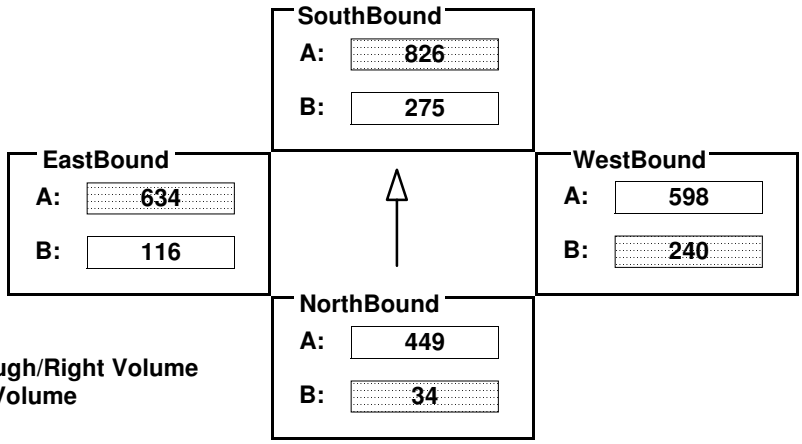
AM/PM: PM | Comments: Existing plus Project Conditions

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	34	291	158	275	499	327	240	1527	267	116	1854	49
AMBIENT												
RELATED												
PROJECT												
TOTAL	34	291	158	275	499	327	240	1527	267	116	1854	49
LANE	1			1			1			1		
							2			2		
							1			1		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{34 + 826 + 240 + 634}{*1500} = 1.086$$

LOS = F

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: US 101 SB Ramps W/E: Hollywood Bl I/S No: 22

AM/PM: PM Comments: Existing plus Project Conditions

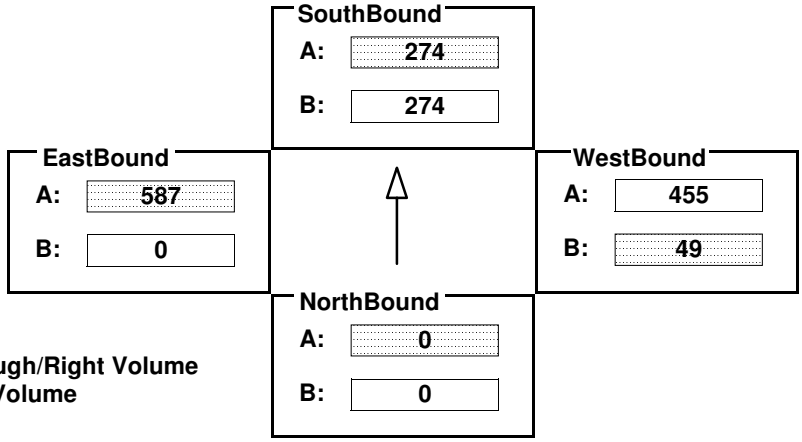
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	447	6	94	49	910	0	0	1174	274
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	447	6	94	49	910	0	0	1174	274
LANE				1			1		2		2	1

	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Perm	Auto	Prot-Fix	<none>	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 274 + 49 + 587}{*1425} = 0.569$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: US 101 NB Ramps W/E: Hollywood Bl I/S No: 23

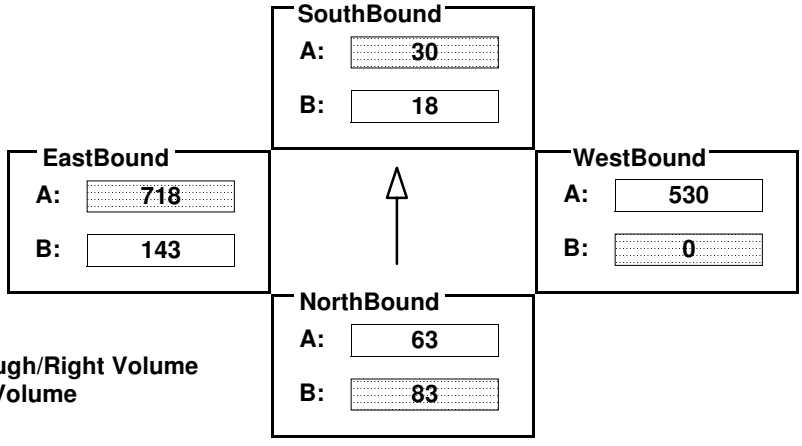
AM/PM: PM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	151	0	63	18	0	30	0	813	539	143	1435	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	151	0	63	18	0	30	0	813	539	143	1435	0
LANE	2			1			2			1	2	
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Split	Auto		Split	Auto		Perm	Auto		Perm	<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{83 + 30 + 0 + 718}{*1425} = 0.513$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: US 101 SB On-ramp W/E: Sunset Bl I/S No: 24

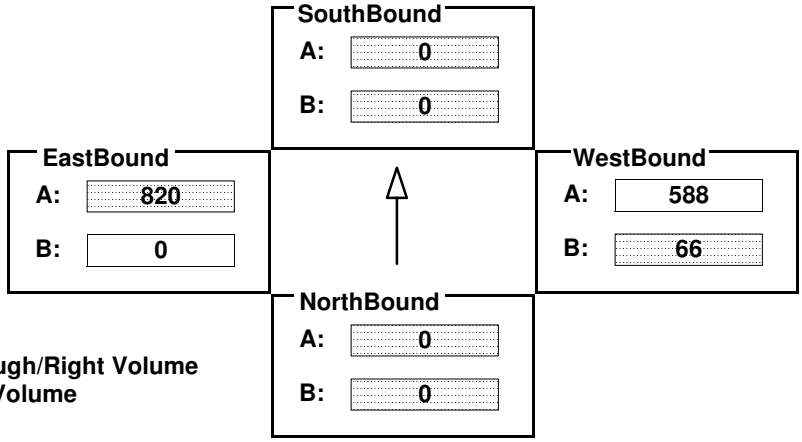
AM/PM: PM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	0	0	66	1763	0	0	1936	523
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	0	0	66	1763	0	0	1936	523
LANE							1		3			2		1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	<none>	<none>	Perm	<none>	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = +

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{+ \quad + \quad 66 \quad + \quad 820}{1200} = 0.738$$

LOS = C

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: El Centro Av W/E: De Longpre Av I/S No: 25

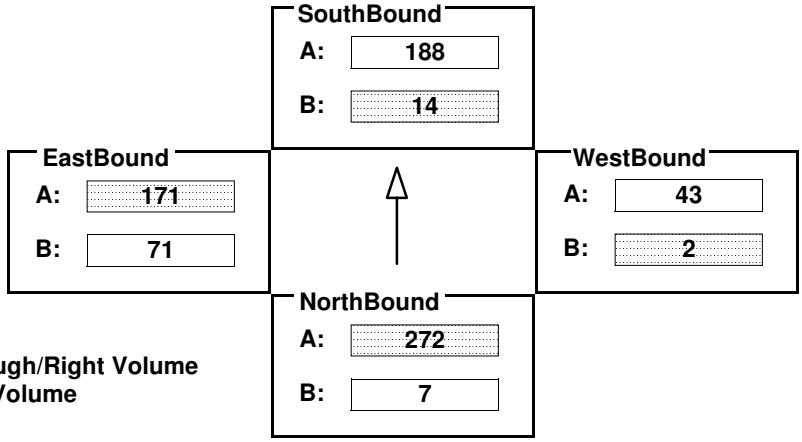
AM/PM: PM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	7	260	5	14	156	18	2	23	18	71	73	27
AMBIENT												
RELATED												
PROJECT												
TOTAL	7	260	5	14	156	18	2	23	18	71	73	27
LANE				1						1						1				1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{272 + 14 + 2 + 171}{1200} = 0.383$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: De Longpre Av I/S No: 26

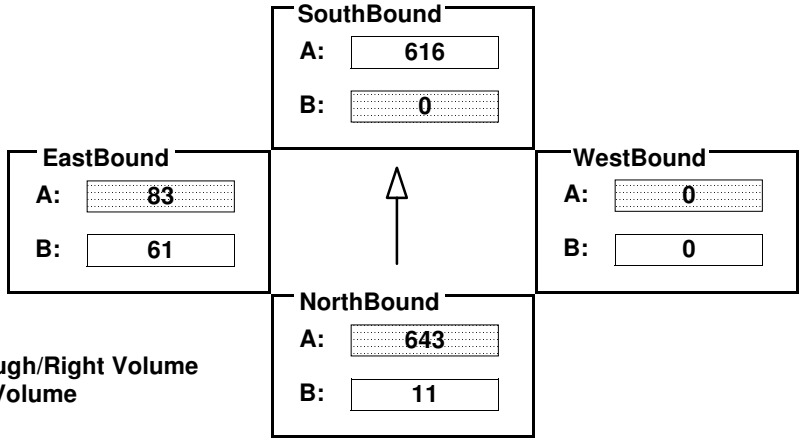
AM/PM: PM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	11	643	0	0	582	34	0	0	0	61	0	22
AMBIENT												
RELATED												
PROJECT												
TOTAL	11	643	0	0	582	34	0	0	0	61	0	22
LANE	1		1						1												1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	<none>	Perm	Auto	<none>	<none>	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{643 + 0 + 0 + 83}{1200} = 0.605$$

LOS = B

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: El Centro Av W/E: Fountain Av I/S No: 27

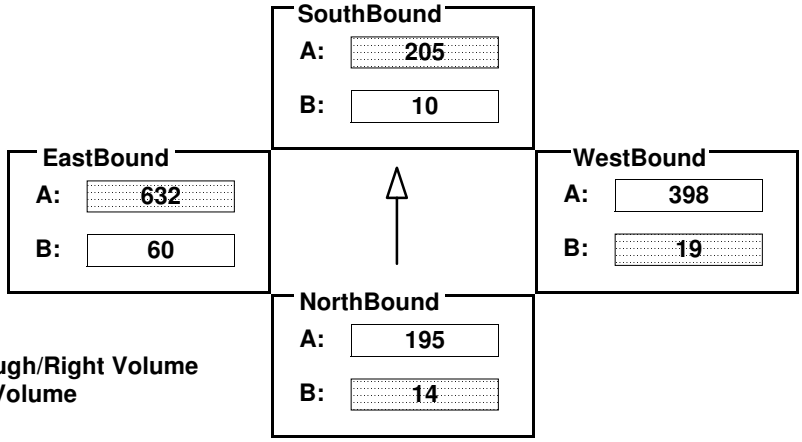
AM/PM: PM Comments: Existing plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	14	145	36	10	105	90	19	361	18	60	540	32
AMBIENT												
RELATED												
PROJECT												
TOTAL	14	145	36	10	105	90	19	361	18	60	540	32
LANE												
	1			1			1			1		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{14 + 205 + 19 + 632}{*1500} = 0.510$$

LOS = A

CUMULATIVE PLUS PROJECT

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Cahuenga Bl W/E: Sunset Bl I/S No: 1

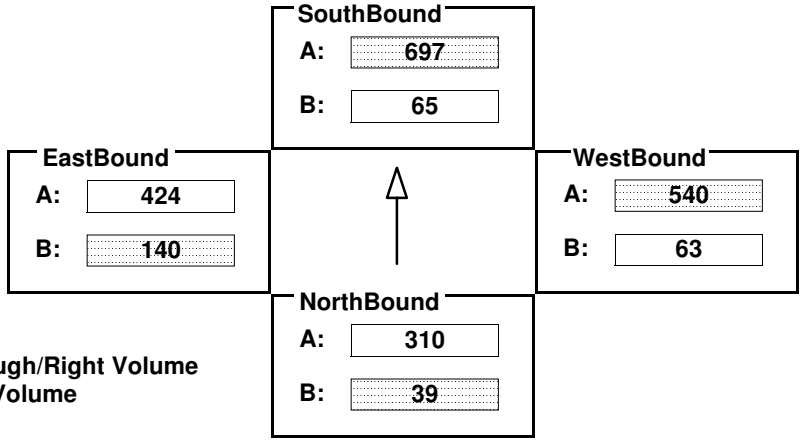
AM/PM: AM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	39	603	16	65	1221	172	63	1579	42	140	1198	74
AMBIENT												
RELATED												
PROJECT												
TOTAL	39	603	16	65	1221	172	63	1579	42	140	1198	74
LANE	1	1	1	1	1	1	2	1	1	2	1	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{39 + 697 + 540 + 140}{*1425} = 0.924$$

LOS = E

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Vine St W/E: Franklin Av/US 101 SB Ramps I/S No: 2

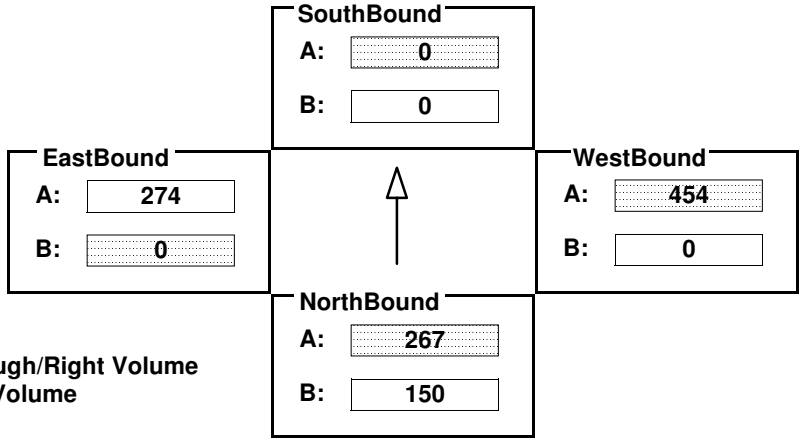
AM/PM: AM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	150	0	267	0	0	0	0	907	0	0	274	1540
AMBIENT												
RELATED												
PROJECT												
TOTAL	150	0	267	0	0	0	0	907	0	0	274	1540
LANE	1						1					
									2			
											1	
												1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	<none>	<none>	Perm	<none>	Perm	Free				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{267 + 0 + 454 + 0}{*1500} = 0.411$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Vine St W/E: Hollywood Bl I/S No: 3

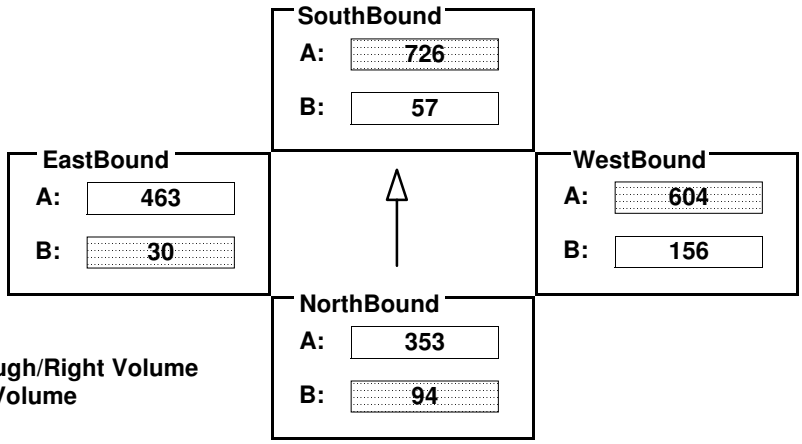
AM/PM: AM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	94	564	142	57	1353	98	156	1183	24	30	830	95
AMBIENT												
RELATED												
PROJECT												
TOTAL	94	564	142	57	1353	98	156	1183	24	30	830	95
LANE	1	1	1	1	1	1	1	1	1	1	1	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{94 + 726 + 604 + 30}{*1425} = 0.950$$

LOS = E

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Vine St W/E: Selma Av I/S No: 4

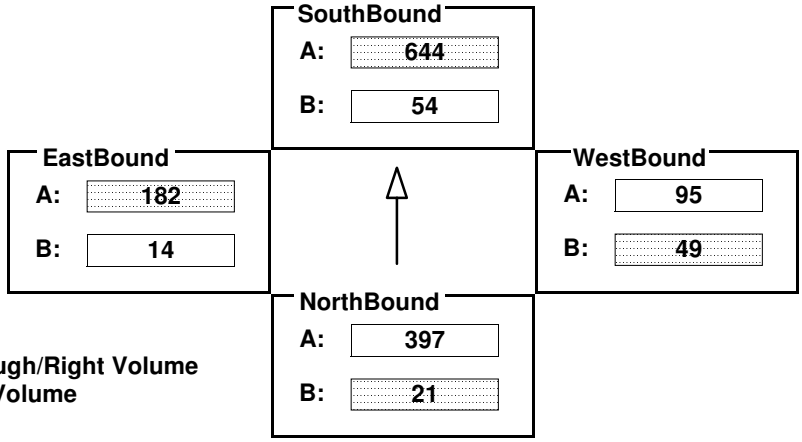
AM/PM: AM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	21	696	98	54	1265	22	49	83	12	14	140	42
AMBIENT												
RELATED												
PROJECT												
TOTAL	21	696	98	54	1265	22	49	83	12	14	140	42
LANE	1	1	1	1	1	1	1	1	1	1	1	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{21 + 644 + 49 + 182}{*1500} = 0.527$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Vine St W/E: Sunset Bl I/S No: 5

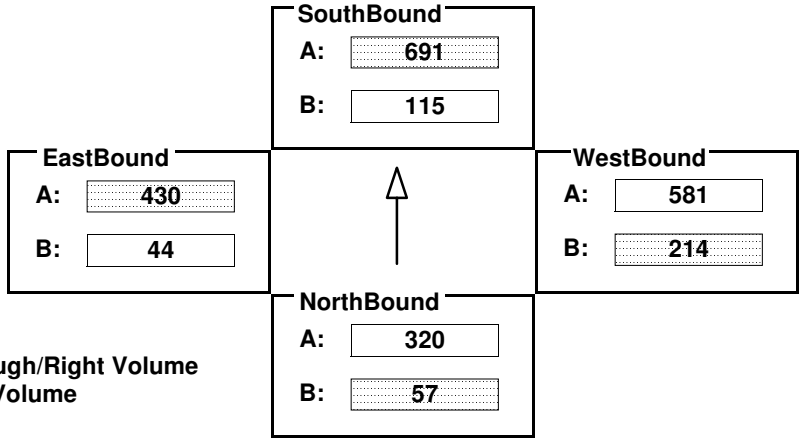
AM/PM: AM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	57	640	216	115	1283	99	214	1608	136	44	1204	87
AMBIENT												
RELATED												
PROJECT												
TOTAL	57	640	216	115	1283	99	214	1608	136	44	1204	87
LANE	1	2	1	1	1	1	1	2	1	1	2	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Prot-Fix	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{57 + 691 + 214 + 430}{*1425} = 0.907$$

LOS = E

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Argyle Av | W/E: Franklin Av/ US 101 NB On-ramp | I/S No: 6

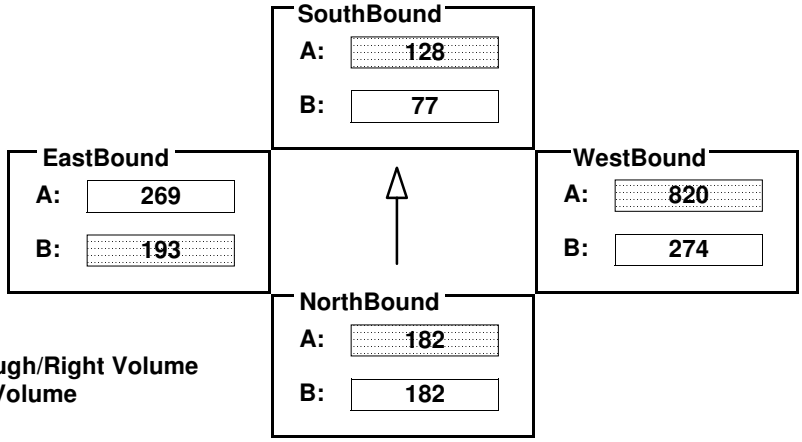
AM/PM: AM | Comments: Cumulative plus Project Conditions

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	330	33	81	77	162	93	274	1615	24	193	537	190
AMBIENT												
RELATED												
PROJECT												
TOTAL	330	33	81	77	162	93	274	1615	24	193	537	190
LANE	1 1			1	1	1	1	1	1	1	2	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Split	OLA		Split	Auto		Prot-Fix	Auto		Prot-Fix	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{182 + 128 + 820 + 193}{*1375} = 0.892$$

LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Argyle Av W/E: Hollywood Bl I/S No: 7

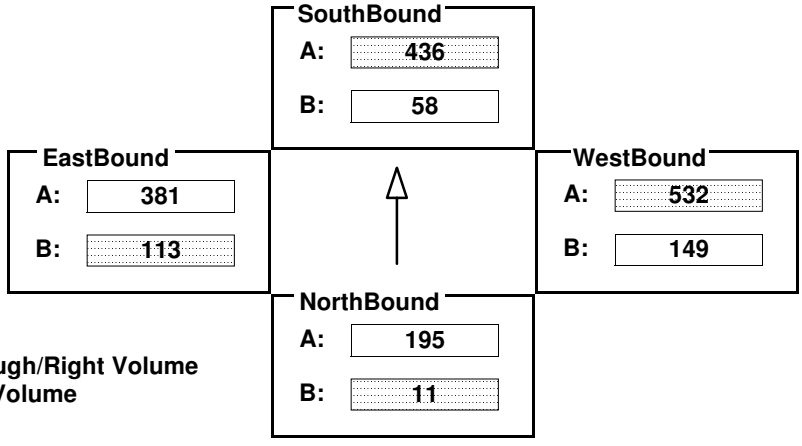
AM/PM: AM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	11	170	25	58	436	89	149	929	135	113	722	39
AMBIENT												
RELATED												
PROJECT												
TOTAL	11	170	25	58	436	89	149	929	135	113	722	39
LANE	1				1			1			1		1			1			1		1			1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{11 + 436 + 532 + 113}{*1500} = 0.658$$

LOS = B

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Argyle Av W/E: Selma Av I/S No: 8

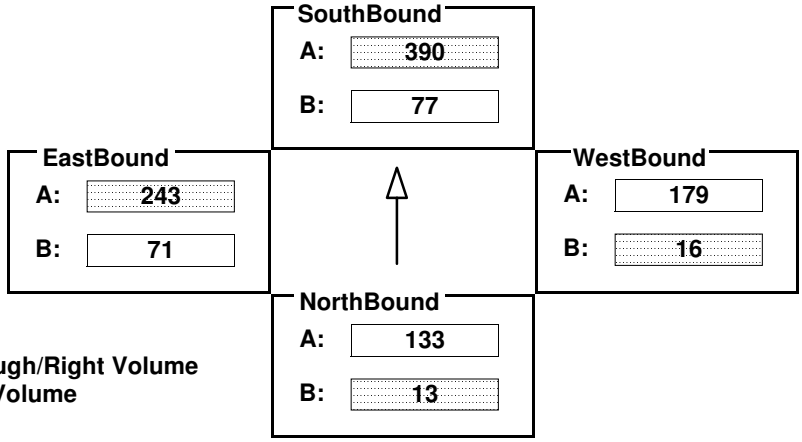
AM/PM: AM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	13	125	8	77	304	86	16	80	83	71	129	43
AMBIENT												
RELATED												
PROJECT												
TOTAL	13	125	8	77	304	86	16	80	83	71	129	43
LANE	1				1			1			1				1				1				1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{13 + 390 + 16 + 243}{*1500} = 0.371$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Argyle Av W/E: Sunset Bl I/S No: 9

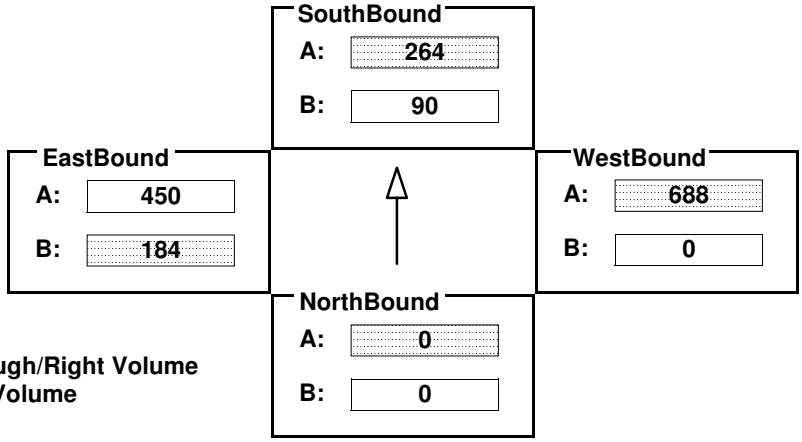
AM/PM: AM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	90	0	174	0	1989	75	184	1351	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	90	0	174	0	1989	75	184	1351	0
LANE							2		1	1		3
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		Perm	Auto		Perm	Auto		Perm	<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 264 + 688 + 184}{*1500} = 0.687$$

LOS = B

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: El Centro Av W/E: Hollywood Bl I/S No: 10

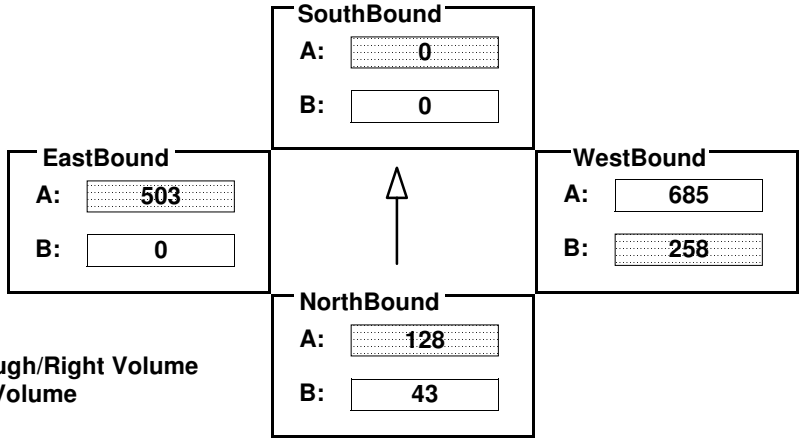
AM/PM: AM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	43	0	85	0	0	0	258	1370	0	0	923	83
AMBIENT												
RELATED												
PROJECT												
TOTAL	43	0	85	0	0	0	258	1370	0	0	923	83
LANE			1				1	2			1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		<none>	<none>		Perm	<none>		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{128 + 0 + 258 + 503}{1200} = 0.741$$

LOS = C

CP_AM

January 21, 2013 ,Monday 09:01:11 AM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: El Centro Av W/E: Sunset Bl I/S No: 11

AM/PM: AM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	41	150	42	87	176	44	85	2073	214	64	1284	54
AMBIENT												
RELATED												
PROJECT												
TOTAL	41	150	42	87	176	44	85	2073	214	64	1284	54

LANE

	NORTHBOUND	SOUTHBOUND	WESTBOUND	EASTBOUND
LT			1	1
LT/TH				
TH			2	2
LT/TH/RT	1	1		
TH/RT			1	1
RT				
LT/RT				

SIGNAL	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram

SouthBound
A: 307
B: 87

EastBound
A: 446
B: 64

WestBound
A: 762
B: 85

NorthBound
A: 233
B: 41

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{41 + 307 + 762 + 64}{*1500} = 0.713$$

LOS = C

Developed by Chun Wong, 12/94

CP_AM

CalcaDB

January 21, 2013 ,Monday 09:01:11 AM

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: Franklin Av I/S No: 12

AM/PM: AM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	211	47	206	38	256	54	312	1554	26	16	644	65
AMBIENT												
RELATED												
PROJECT												
TOTAL	211	47	206	38	256	54	312	1554	26	16	644	65

	NB							SB							WB							EB						
LANE	1	1				1					1				1		1		1			1		1		1		

	NORTHBOUND		SOUTHBOUND		WESTBOUND		EASTBOUND	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram

	A	B
SouthBound	348	38
EastBound	355	16
WestBound	790	312
NorthBound	206	129

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{206 + 348 + 790 + 16}{*1425} = 0.884$$

LOS = D

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St | W/E: US 101 NB Off-ramp | I/S No: 13

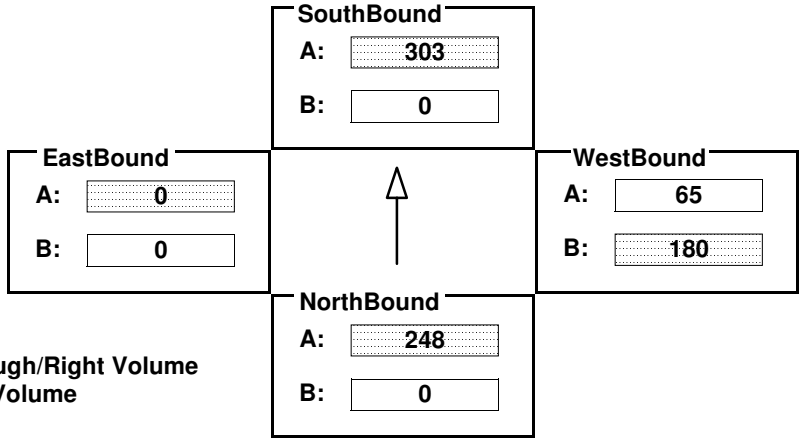
AM/PM: AM | Comments: Cumulative plus Project Conditions

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	495	0	0	606	0	180	0	65	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	495	0	0	606	0	180	0	65	0	0	0
LANE		2			2		1		1			
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	<none>		<none>	<none>		Perm	Auto		<none>	<none>	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{248 + 303 + 180 + 0}{1200} = 0.403$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St | W/E: US 101 SB Off-ramp | I/S No: 14

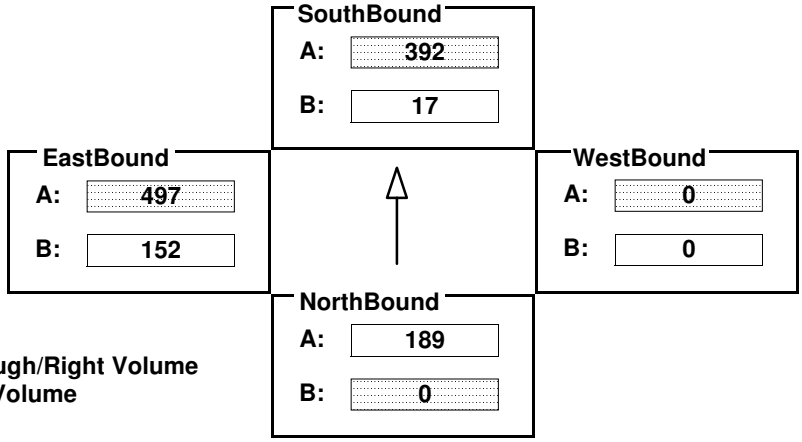
AM/PM: AM | Comments: Cumulative plus Project Conditions

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	342	36	17	749	0	0	0	0	152	15	497
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	342	36	17	749	0	0	0	0	152	15	497
LANE		1		1				1	1			
											1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	<none>		<none>	<none>		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{0 + 392 + 0 + 497}{1200} = 0.741$$

LOS = C

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: Hollywood Bl I/S No: 15

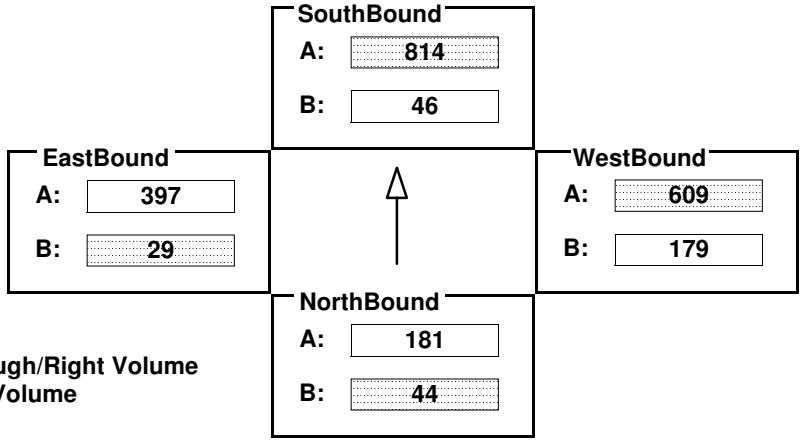
AM/PM: AM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	44	253	108	46	814	304	179	1192	25	29	747	47
AMBIENT												
RELATED												
PROJECT												
TOTAL	44	253	108	46	814	304	179	1192	25	29	747	47
LANE	1	1	1	1	1	1	1	1	1	1	1	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{44 + 814 + 609 + 29}{*1500} = 0.927$$

LOS = E

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: Selma Av I/S No: 16

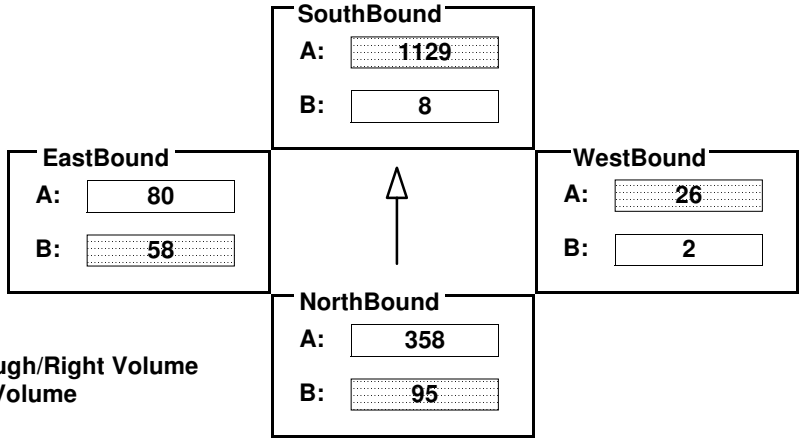
AM/PM: AM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	95	358	0	8	1018	103	2	20	4	58	0	22
AMBIENT												
RELATED												
PROJECT												
TOTAL	95	358	0	8	1018	103	2	20	4	58	0	22
LANE		1			1						1				1				1			
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{95 + 1129 + 26 + 58}{1200} = 1.090$$

LOS = F

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: Sunset Bl I/S No: 17

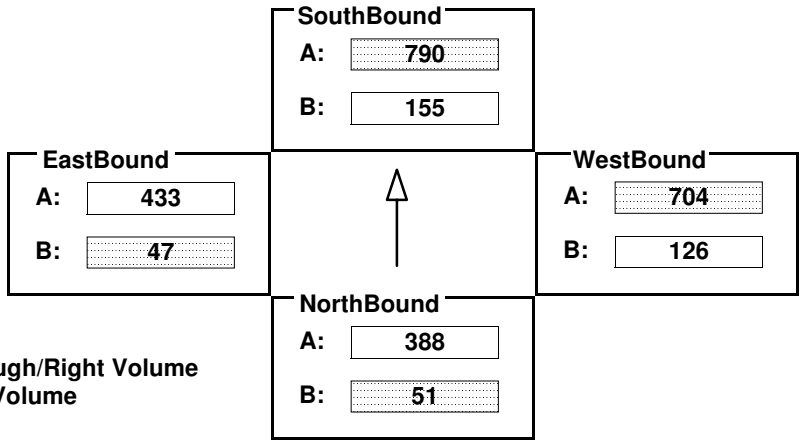
AM/PM: AM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	51	321	67	155	683	107	126	2005	108	47	1234	65
AMBIENT												
RELATED												
PROJECT												
TOTAL	51	321	67	155	683	107	126	2005	108	47	1234	65
LANE	1				1			1			1			1			1			2			1			1			2			1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{51 + 790 + 704 + 47}{*1425} = 1.047$$

LOS = F

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: Fountain Av I/S No: 18

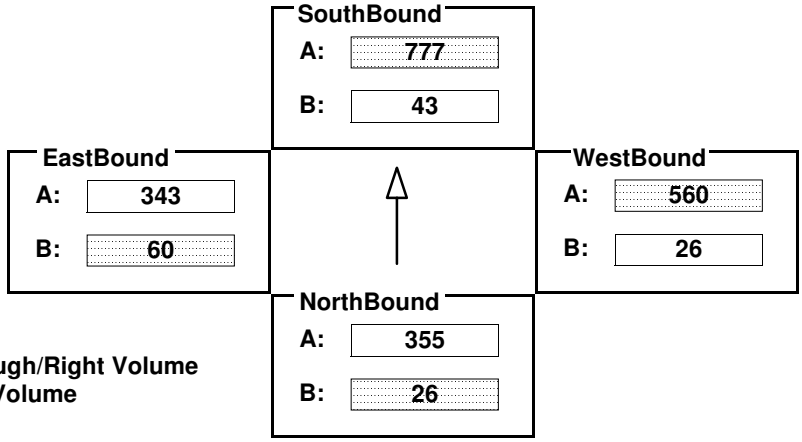
AM/PM: AM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	26	328	27	43	682	95	26	498	36	60	254	29
AMBIENT												
RELATED												
PROJECT												
TOTAL	26	328	27	43	682	95	26	498	36	60	254	29
LANE	1			1			1			1		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{26 + 777 + 560 + 60}{*1500} = 0.879$$

LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: Santa Monica Bl I/S No: 19

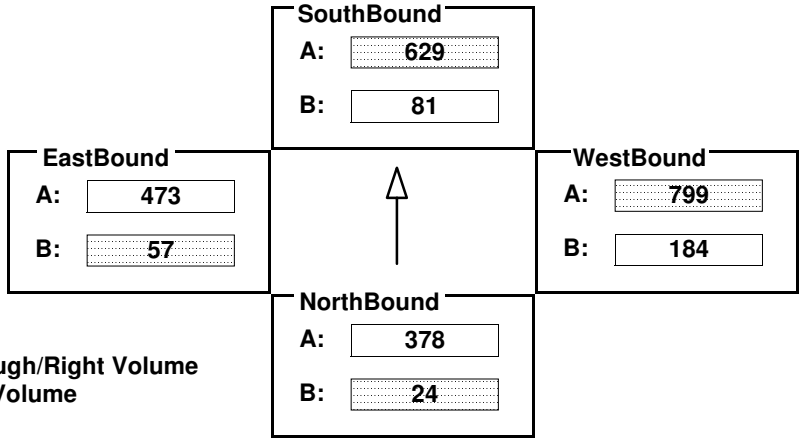
AM/PM: AM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	24	337	41	81	568	61	184	1468	129	57	902	44
AMBIENT												
RELATED												
PROJECT												
TOTAL	24	337	41	81	568	61	184	1468	129	57	902	44
LANE	1				1			1			1	
					1			1			1	
								1				
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{24 + 629 + 799 + 57}{*1500} = 0.936$$

LOS = E

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Bronson Av W/E: Hollywood Bl I/S No: 20

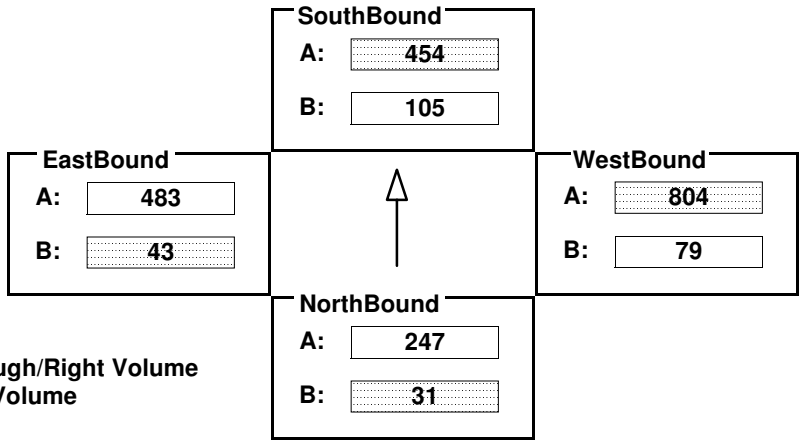
AM/PM: AM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	31	147	100	105	287	62	79	1544	64	43	916	49
AMBIENT												
RELATED												
PROJECT												
TOTAL	31	147	100	105	287	62	79	1544	64	43	916	49
LANE	1				1					1				1				1				1				1				1				1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{31 + 454 + 804 + 43}{*1500} = 0.818$$

LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Bronson Av W/E: Sunset Bl I/S No: 21

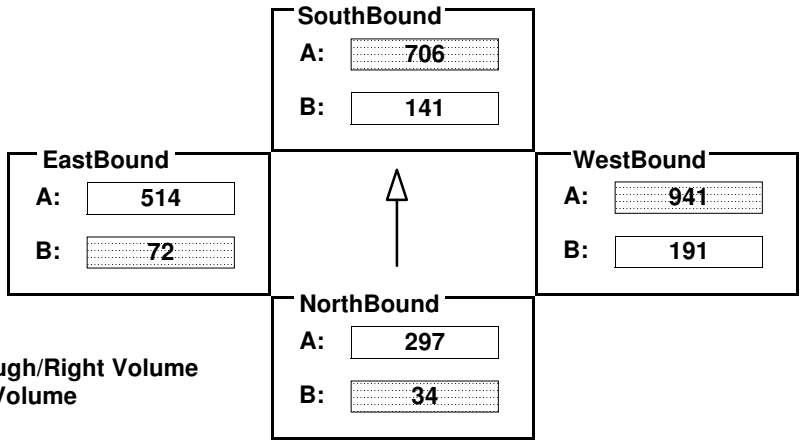
AM/PM: AM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	34	173	124	141	546	160	191	2729	93	72	1517	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	34	173	124	141	546	160	191	2729	93	72	1517	26
LANE	1				1			1			1			1			2			1			1			2			1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{34 + 706 + 941 + 72}{*1500} = 1.099$$

LOS = F

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: US 101 SB Ramps W/E: Hollywood Bl I/S No: 22

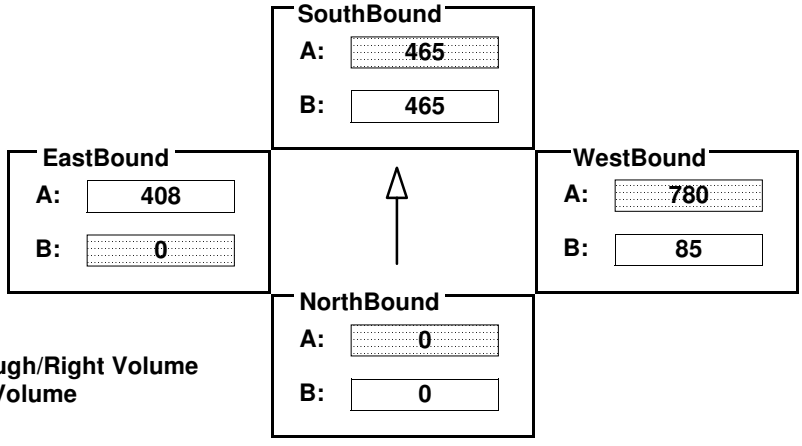
AM/PM: AM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	767	9	153	85	1560	0	0	815	314
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	767	9	153	85	1560	0	0	815	314
LANE				1			1		2		2	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		Perm	Auto		Prot-Fix	<none>		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 465 + 780 + 0}{*1425} = 0.804$$

LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: US 101 NB Ramps W/E: Hollywood Bl I/S No: 23

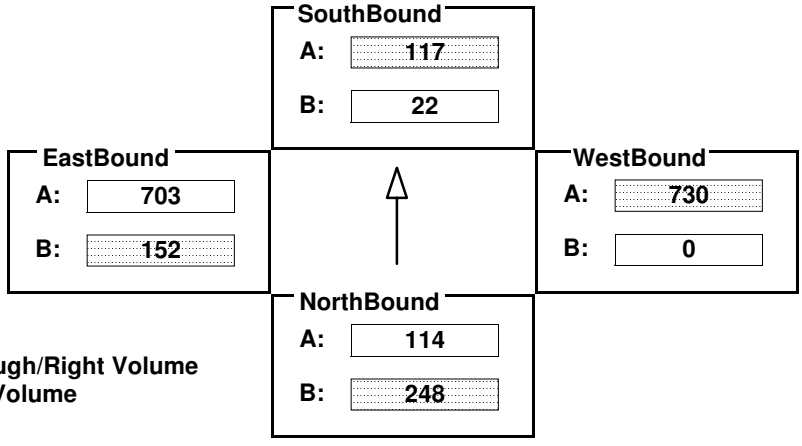
AM/PM: AM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	451	0	114	22	0	117	0	1079	741	152	1405	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	451	0	114	22	0	117	0	1079	741	152	1405	0
LANE	2			1		1			2	1		1	2				
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	Auto	Perm	Auto	Perm	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{248 + 117 + 730 + 152}{*1425} = 0.805$$

LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: US 101 SB On-ramp W/E: Sunset Bl I/S No: 24

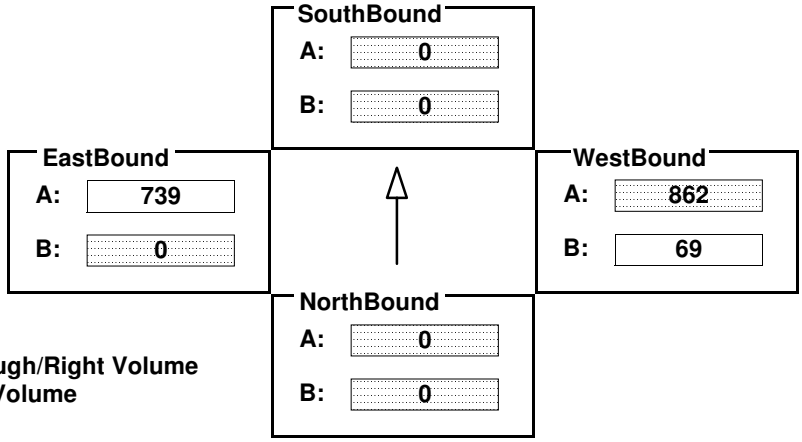
AM/PM: AM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	0	0	69	2585	0	0	1663	554
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	0	0	69	2585	0	0	1663	554
LANE							1		3			2		1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	<none>	<none>	Perm	<none>	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = +

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{+ \quad + \quad 862 \quad + \quad 0}{1200} = 0.718$$

LOS = C

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: El Centro Av W/E: De Longpre Av I/S No: 25

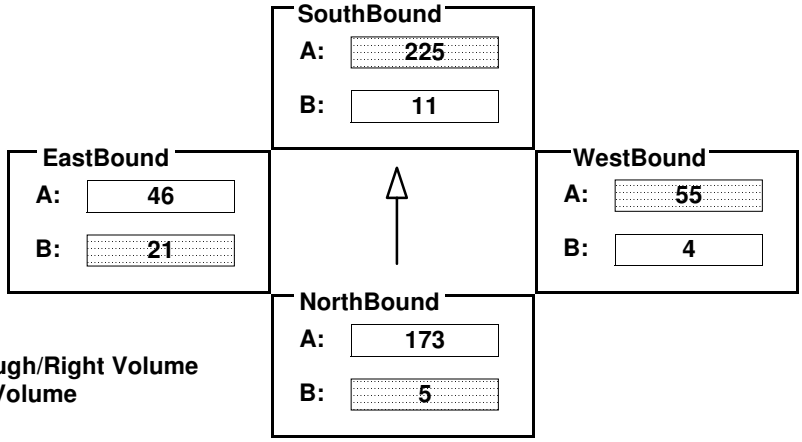
AM/PM: AM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	5	166	2	11	177	37	4	33	18	21	19	6
AMBIENT												
RELATED												
PROJECT												
TOTAL	5	166	2	11	177	37	4	33	18	21	19	6
LANE				1						1				1				1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{5 + 225 + 55 + 21}{1200} = 0.255$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: De Longpre Av I/S No: 26

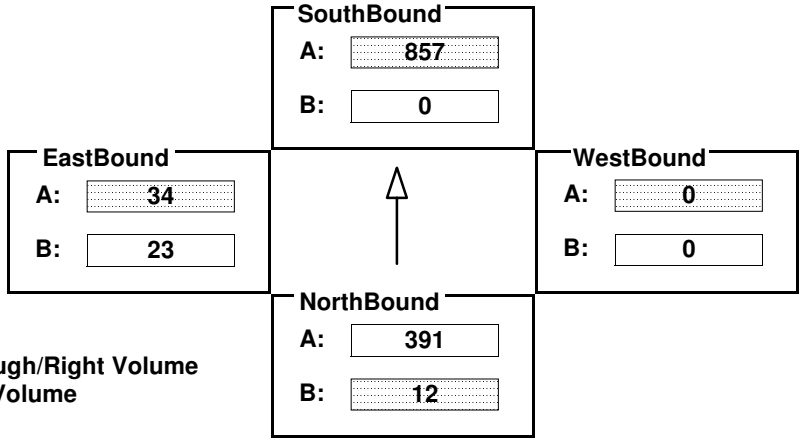
AM/PM: AM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	12	391	0	0	817	40	0	0	0	23	0	11
AMBIENT												
RELATED												
PROJECT												
TOTAL	12	391	0	0	817	40	0	0	0	23	0	11
LANE	1		1						1			1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	<none>	Perm	Auto	<none>	<none>	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{12 + 857 + 0 + 34}{1200} = 0.753$$

LOS = C

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: El Centro Av W/E: Fountain Av I/S No: 27

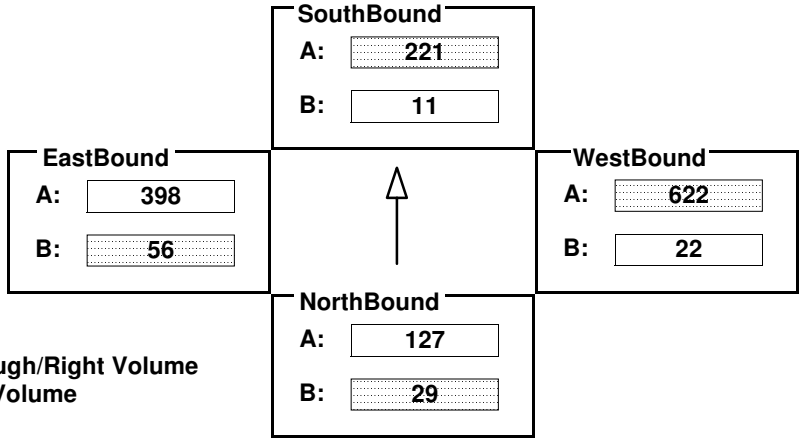
AM/PM: AM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	29	87	11	11	133	77	22	580	20	56	324	18
AMBIENT												
RELATED												
PROJECT												
TOTAL	29	87	11	11	133	77	22	580	20	56	324	18
LANE		1			1			1			1	
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{29 + 221 + 622 + 56}{*1500} = 0.549$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Cahuenga Bl W/E: Sunset Bl I/S No: 1

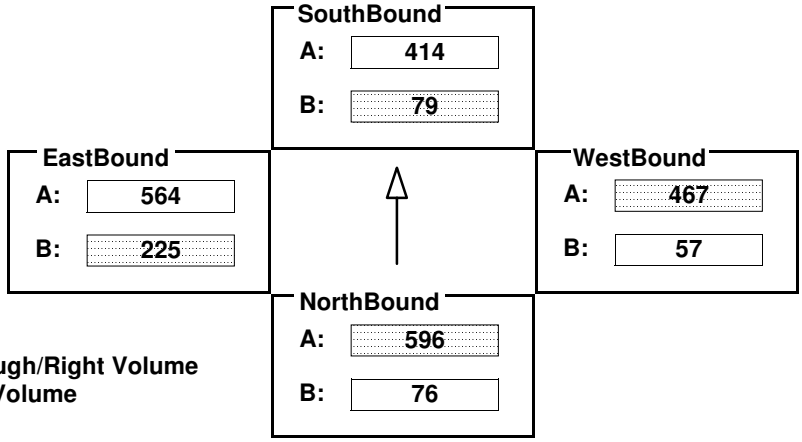
AM/PM: PM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	76	1106	85	79	686	142	57	1306	96	225	1616	77
AMBIENT												
RELATED												
PROJECT												
TOTAL	76	1106	85	79	686	142	57	1306	96	225	1616	77
LANE	1	1	1	1	1	1	1	2	1	1	2	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{596 + 79 + 467 + 225}{*1425} = 0.889$$

LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Vine St W/E: Franklin Av/US 101 SB Ramps I/S No: 2

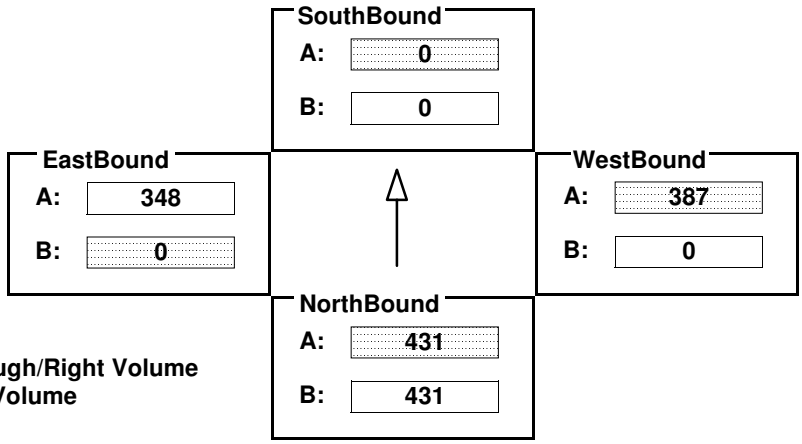
AM/PM: PM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	491	0	371	0	0	0	0	773	0	0	348	954
AMBIENT												
RELATED												
PROJECT												
TOTAL	491	0	371	0	0	0	0	773	0	0	348	954
LANE	1						1							2							1			1	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	<none>	<none>	Perm	<none>	Perm	Free

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{431 + 0 + 387 + 0}{*1500} = 0.475$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Vine St W/E: Hollywood Bl I/S No: 3

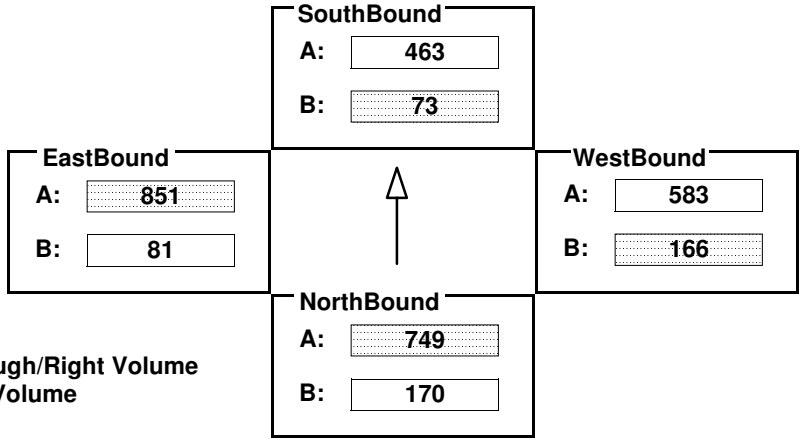
AM/PM: PM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	170	1162	336	73	853	73	166	1102	64	81	1492	210
AMBIENT												
RELATED												
PROJECT												
TOTAL	170	1162	336	73	853	73	166	1102	64	81	1492	210
LANE	1	1	1	1	1	1	1	1	1	1	1	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{749 + 73 + 166 + 851}{*1425} = 1.221$$

LOS = F

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Vine St W/E: Selma Av I/S No: 4

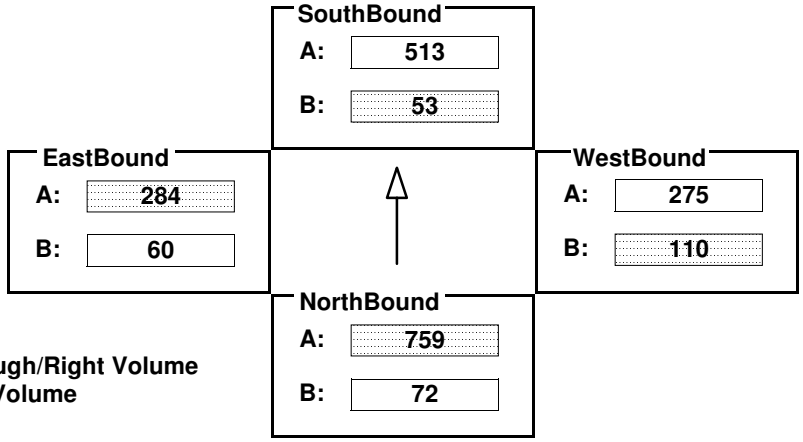
AM/PM: PM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	72	1389	129	53	992	33	110	222	53	60	180	104
AMBIENT												
RELATED												
PROJECT												
TOTAL	72	1389	129	53	992	33	110	222	53	60	180	104
LANE	1	1	1	1	1	1	1	1	1	1	1	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{759 + 53 + 110 + 284}{*1500} = 0.734$$

LOS = C

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Vine St W/E: Sunset Bl I/S No: 5

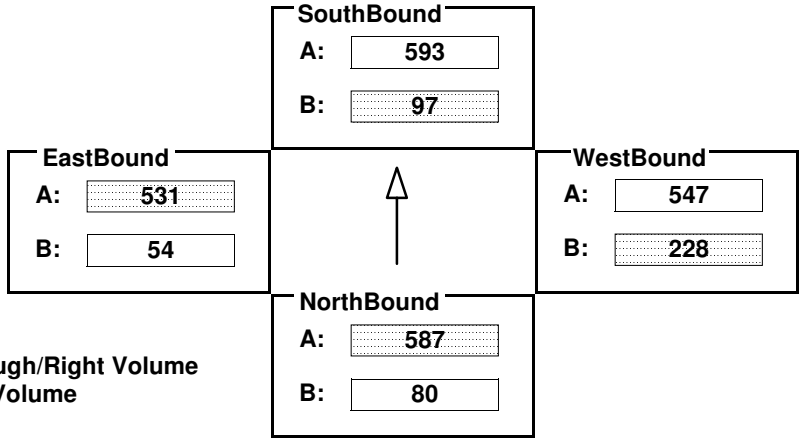
AM/PM: PM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	80	1173	214	97	1077	109	228	1496	146	54	1475	117
AMBIENT												
RELATED												
PROJECT												
TOTAL	80	1173	214	97	1077	109	228	1496	146	54	1475	117
LANE	1	2	1	1	1	1	1	2	1	1	2	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Prot-Fix	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{587 + 97 + 228 + 531}{*1425} = 0.943$$

LOS = E

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Argyle Av W/E: Franklin Av/ US 101 NB On-ramp I/S No: 6

AM/PM: PM Comments: Cumulative plus Project Conditions

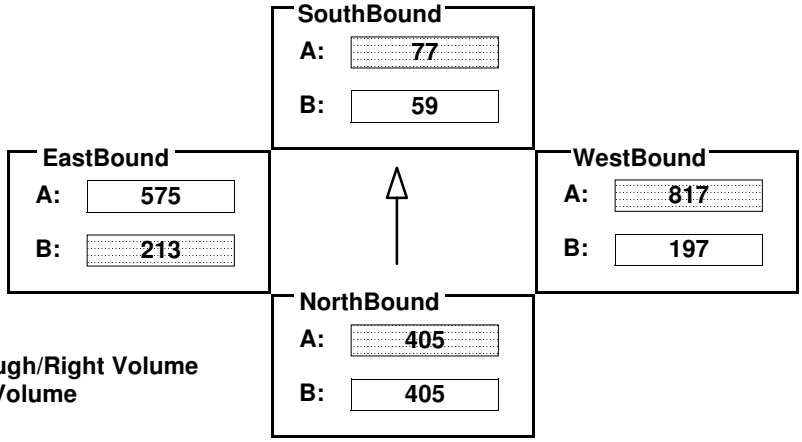
COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	747	62	200	59	103	50	197	1616	18	213	1150	83
AMBIENT												
RELATED												
PROJECT												
TOTAL	747	62	200	59	103	50	197	1616	18	213	1150	83
LANE	1	1				1		1		1		
	1		1		1			1		1		
	1		1		1			1		1	2	
						1						

	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	OLA	Split	Auto	Prot-Fix	Auto	Prot-Fix	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{405 + 77 + 817 + 213}{*1375} = 1.030$$

LOS = F

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Argyle Av W/E: Hollywood Bl I/S No: 7

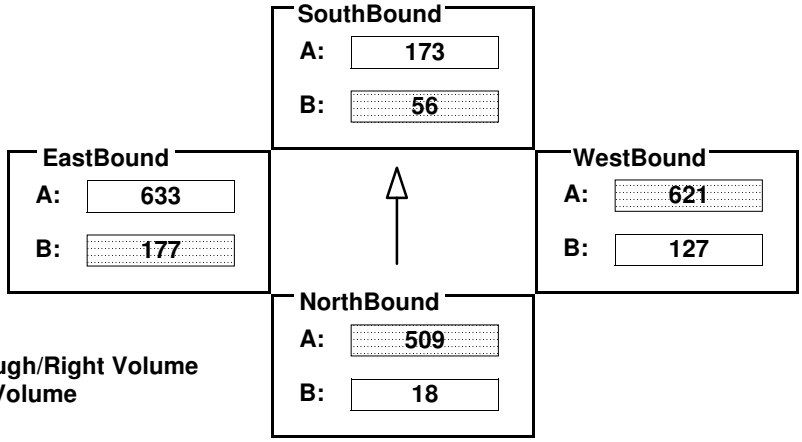
AM/PM: PM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	18	467	42	56	173	48	127	1004	237	177	1224	41
AMBIENT												
RELATED												
PROJECT												
TOTAL	18	467	42	56	173	48	127	1004	237	177	1224	41
LANE	1				1			1		1			1			1			1			1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{509 + 56 + 621 + 177}{*1500} = 0.839$$

LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Argyle Av W/E: Selma Av I/S No: 8

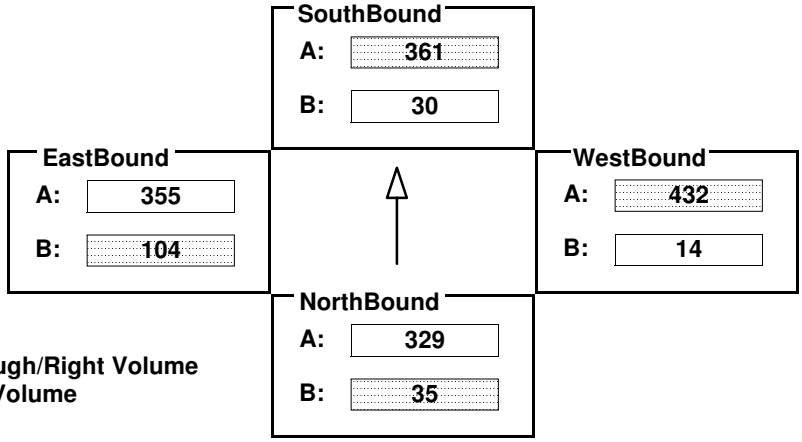
AM/PM: PM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	35	305	24	30	263	98	14	167	251	104	164	87
AMBIENT												
RELATED												
PROJECT												
TOTAL	35	305	24	30	263	98	14	167	251	104	164	87
LANE	1				1			1			1			1			1			1			
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{35 + 361 + 432 + 104}{*1500} = 0.551$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Argyle Av | W/E: Sunset Bl | I/S No: 9

AM/PM: PM | Comments: Cumulative plus Project Conditions

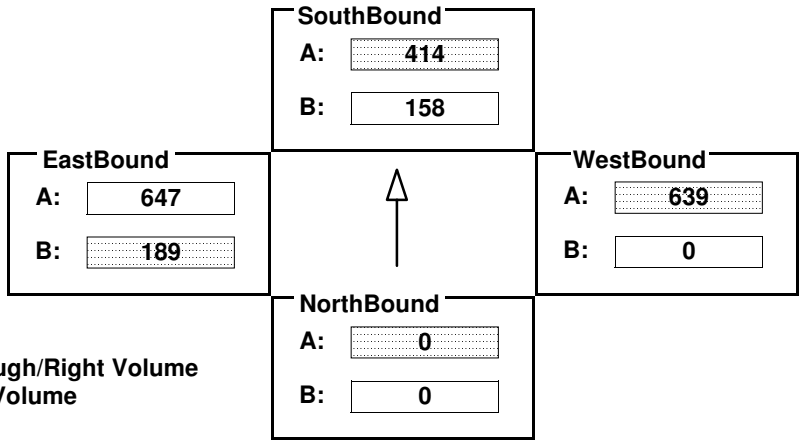
COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	158	0	256	0	1810	106	189	1942	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	158	0	256	0	1810	106	189	1942	0
LANE							2		1	1		3

	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	Perm	Auto	Perm	Auto	Perm	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{0 + 414 + 639 + 189}{*1500} = 0.758$$

LOS = C

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: El Centro Av W/E: Hollywood Bl I/S No: 10

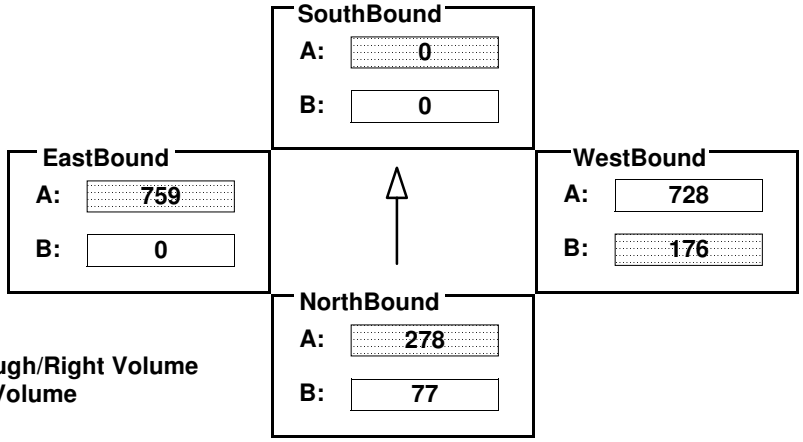
AM/PM: PM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	77	0	201	0	0	0	176	1455	0	0	1413	105
AMBIENT												
RELATED												
PROJECT												
TOTAL	77	0	201	0	0	0	176	1455	0	0	1413	105
LANE							1		2			1		1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	<none>	<none>	Perm	<none>	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{278 + 0 + 176 + 759}{1200} = 1.011$$

LOS = F

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: El Centro Av W/E: Sunset Bl I/S No: 11

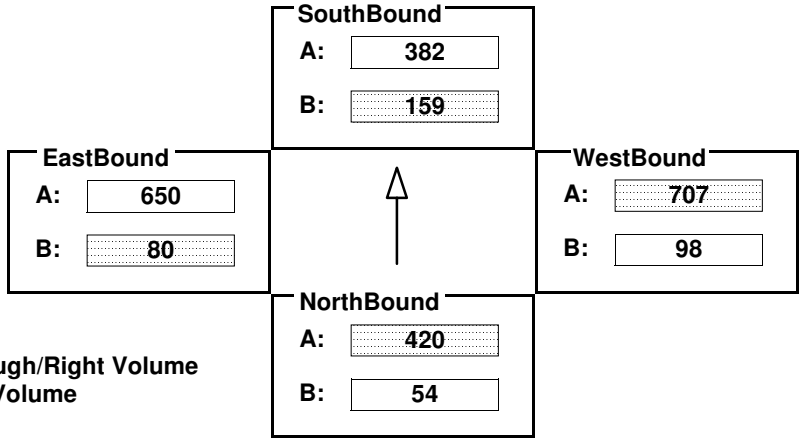
AM/PM: PM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	54	247	119	159	177	46	98	1866	255	80	1860	91
AMBIENT												
RELATED												
PROJECT												
TOTAL	54	247	119	159	177	46	98	1866	255	80	1860	91
LANE				1						1		
							1		2			
							1		1			
										1		2
										1		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{420 + 159 + 707 + 80}{*1500} = 0.841$$

LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: Franklin Av I/S No: 12

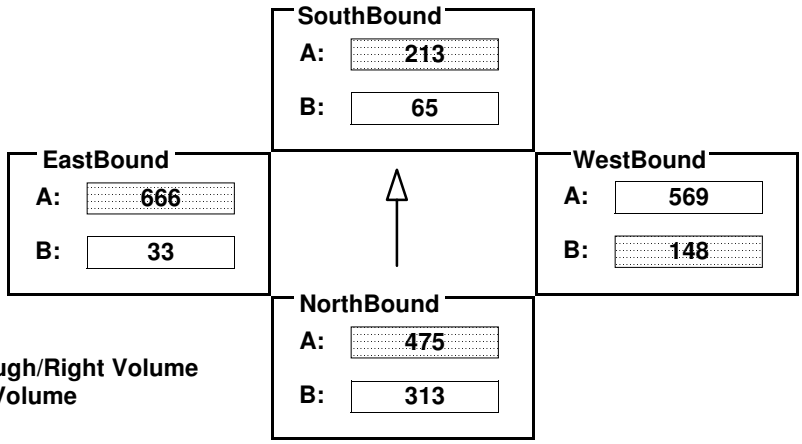
AM/PM: PM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	494	131	475	65	112	36	148	1071	67	33	1281	51
AMBIENT												
RELATED												
PROJECT												
TOTAL	494	131	475	65	112	36	148	1071	67	33	1281	51
LANE	1	1				1				1		
							1		1		1	
						1						
							1		1		1	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Split	Auto	Split	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{475 + 213 + 148 + 666}{*1425} = 0.984$$

LOS = E

CP_PM

CalcaDB

January 21, 2013 ,Monday 09:05:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: US 101 NB Off-ramp I/S No: 13

AM/PM: PM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1024	0	0	348	0	56	0	93	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1024	0	0	348	0	56	0	93	0	0	0

	NORTHBOUND							SOUTHBOUND							WESTBOUND							EASTBOUND						
LANE			2							2					1					1								

	NORTHBOUND		SOUTHBOUND		WESTBOUND		EASTBOUND	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	<none>	<none>

Critical Movements Diagram

SouthBound
A: 174
B: 0

EastBound
A: 0
B: 0

WestBound
A: 93
B: 56

NorthBound
A: 512
B: 0

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{512 + 0 + 93 + 0}{1200} = 0.504$$

LOS = A

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St | W/E: US 101 SB Off-ramp | I/S No: 14

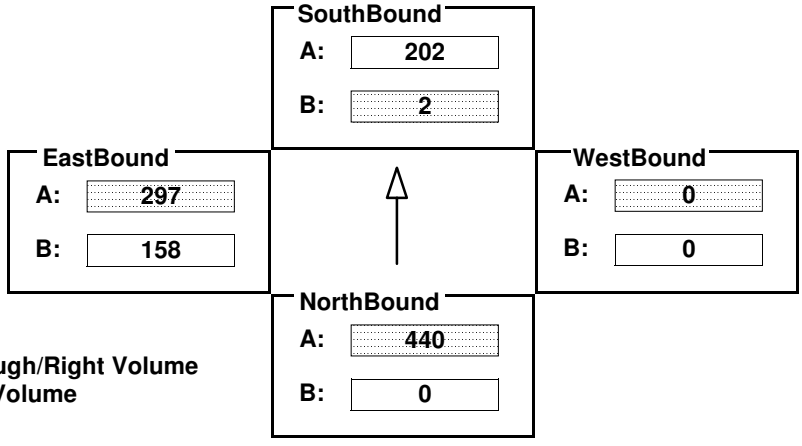
AM/PM: PM | Comments: Cumulative plus Project Conditions

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	861	18	2	395	0	0	0	0	158	7	297
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	861	18	2	395	0	0	0	0	158	7	297
LANE		1	1		1	1					1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		<none>	<none>		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{440 + 2 + 0 + 297}{1200} = 0.616$$

LOS = B

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St | W/E: Hollywood Bl | I/S No: 15

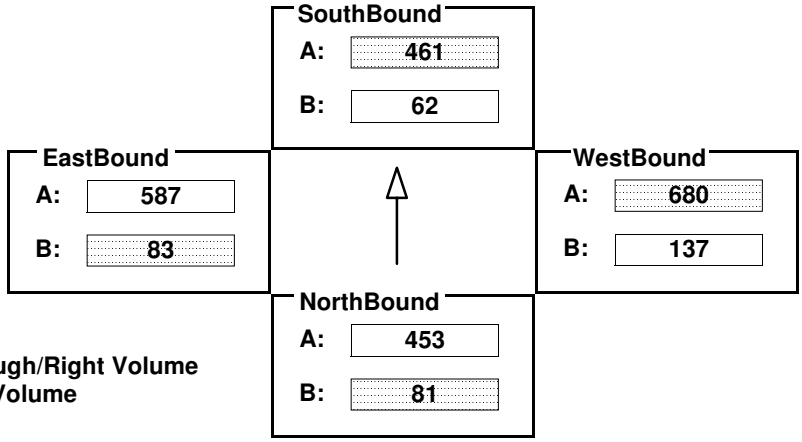
AM/PM: PM | Comments: Cumulative plus Project Conditions

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	81	754	152	62	461	141	137	1296	63	83	1120	54
AMBIENT												
RELATED												
PROJECT												
TOTAL	81	754	152	62	461	141	137	1296	63	83	1120	54
LANE	1	1	1	1	1	1	1	1	1	1	1	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{81 + 461 + 680 + 83}{*1500} = 0.800$$

LOS = C

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: Selma Av I/S No: 16

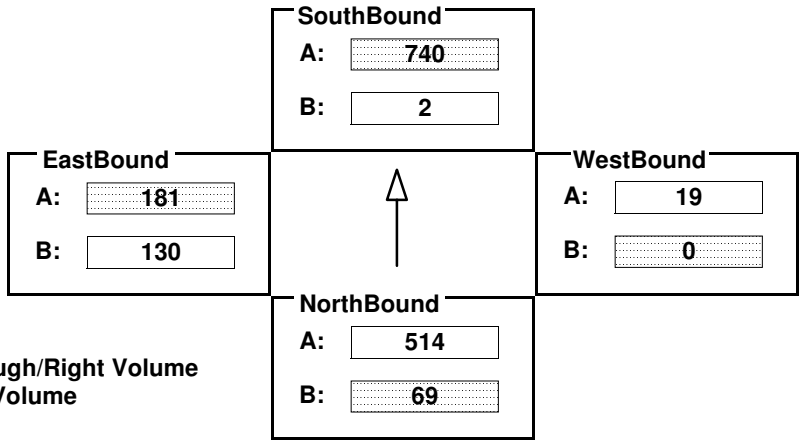
AM/PM: PM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	69	752	0	2	611	127	0	1	18	130	4	47
AMBIENT												
RELATED												
PROJECT												
TOTAL	69	752	0	2	611	127	0	1	18	130	4	47
LANE		1			1						1				1				1			
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{69 + 740 + 0 + 181}{1200} = 0.825$$

LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: Sunset Bl I/S No: 17

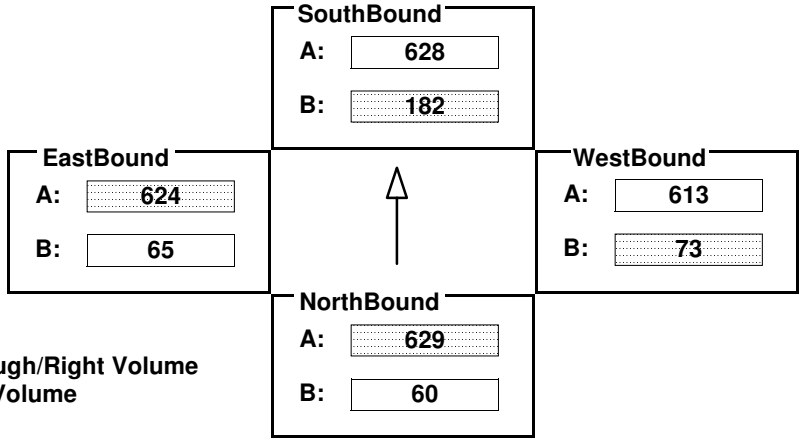
AM/PM: PM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	60	500	129	182	532	96	73	1721	118	65	1805	68
AMBIENT												
RELATED												
PROJECT												
TOTAL	60	500	129	182	532	96	73	1721	118	65	1805	68
LANE	1				1			1			1				1			1			2			1			1			2			1		
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Prot-Fix		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{629 + 182 + 73 + 624}{*1425} = 0.988$$

LOS = E

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: Fountain Av I/S No: 18

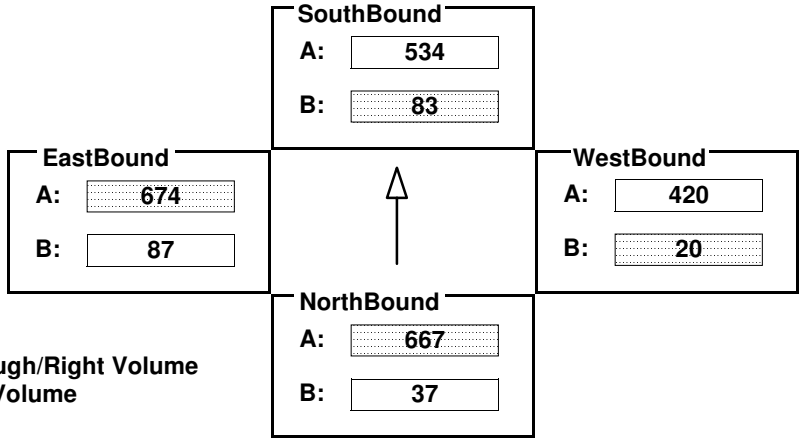
AM/PM: PM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	37	620	47	83	468	66	20	362	38	87	536	51
AMBIENT												
RELATED												
PROJECT												
TOTAL	37	620	47	83	468	66	20	362	38	87	536	51
LANE	1			1			1			1		
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{667 + 83 + 20 + 674}{*1500} = 0.893$$

LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: Santa Monica Bl I/S No: 19

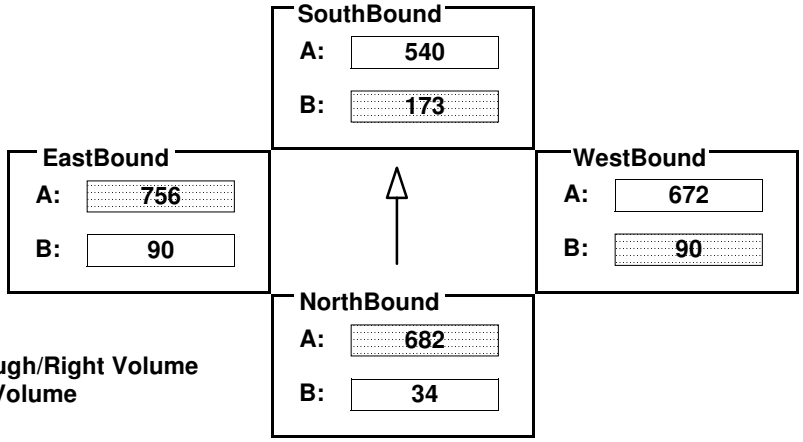
AM/PM: PM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	34	579	103	173	477	63	90	1255	88	90	1480	32
AMBIENT												
RELATED												
PROJECT												
TOTAL	34	579	103	173	477	63	90	1255	88	90	1480	32
LANE	1				1			1			1			1			1			1			1			1			1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{682 + 173 + 90 + 756}{*1500} = 1.064$$

LOS = F

CP_PM

CalcaDB

January 21, 2013 ,Monday 09:05:35 AM

INTERSECTION DATA SUMMARY SHEET

N/S: Bronson Av   W/E: Hollywood Bl   I/S No: 20

AM/PM: PM   Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	49	352	151	96	251	49	67	1315	74	99	1677	81
AMBIENT												
RELATED												
PROJECT												
TOTAL	49	352	151	96	251	49	67	1315	74	99	1677	81

LANE

	LT	LT/TH	TH	LT/TH/RT	TH/RT	RT	LT/RT
Northbound	1				1		
Southbound				1			
Westbound	1		1		1		
Eastbound	1		1		1		

SIGNAL

	Phasing	RTOR
Northbound	Perm	Auto
Southbound	Perm	Auto
Westbound	Perm	Auto
Eastbound	Perm	Auto

Critical Movements Diagram

	A	B
SouthBound	396	96
EastBound	879	99
WestBound	695	67
NorthBound	503	49

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{503 + 96 + 67 + 879}{*1500} = 0.960$$

LOS = E

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Bronson Av W/E: Sunset Bl I/S No: 21

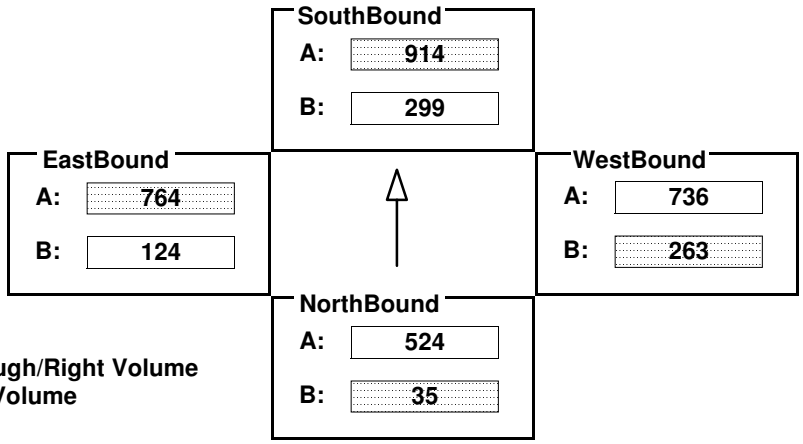
AM/PM: PM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	35	355	169	299	570	344	263	1916	293	124	2242	51
AMBIENT												
RELATED												
PROJECT												
TOTAL	35	355	169	299	570	344	263	1916	293	124	2242	51
LANE	1				1			1			1			1			2		1			1			2		1		
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{35 + 914 + 263 + 764}{*1500} = 1.247$$

LOS = F

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: US 101 SB Ramps W/E: Hollywood Bl I/S No: 22

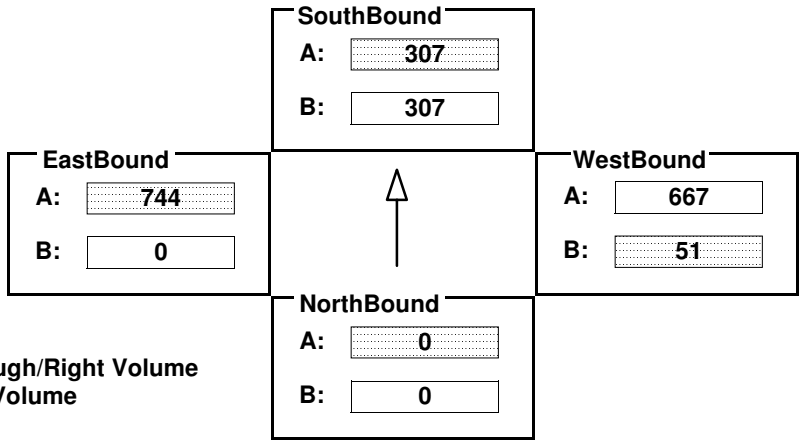
AM/PM: PM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	469	6	139	51	1333	0	0	1487	438
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	469	6	139	51	1333	0	0	1487	438
LANE				1			1	2			2	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	<none>	<none>		Perm	Auto		Prot-Fix	<none>		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{0 + 307 + 51 + 744}{*1425} = 0.703$$

LOS = C

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: US 101 NB Ramps W/E: Hollywood Bl I/S No: 23

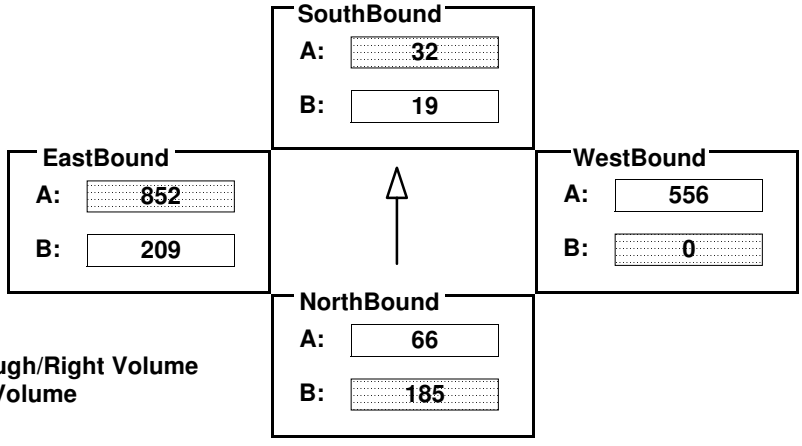
AM/PM: PM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	336	0	66	19	0	32	0	1053	566	209	1703	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	336	0	66	19	0	32	0	1053	566	209	1703	0
LANE	2					1		1				1			2				1			1		2					
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	Auto	Split	Auto	Perm	Auto	Perm	<none>

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{185 + 32 + 0 + 852}{*1425} = 0.680$$

LOS = B

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: US 101 SB On-ramp W/E: Sunset Bl I/S No: 24

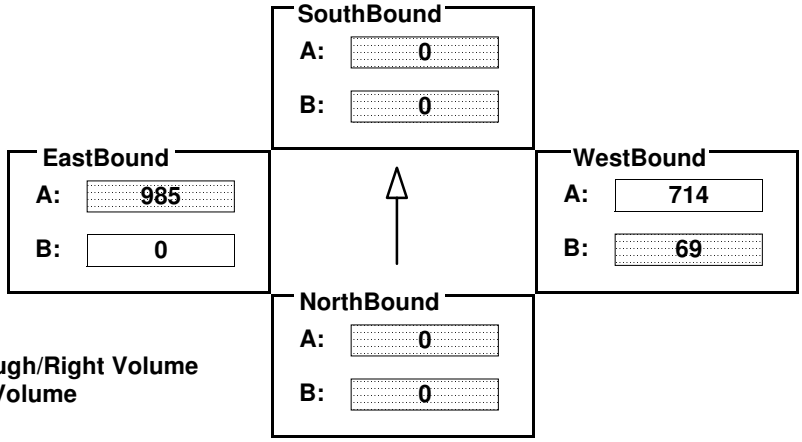
AM/PM: PM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	0	0	0	0	0	69	2142	0	0	2143	811
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	0	0	0	0	0	69	2142	0	0	2143	811
LANE							1		3			2		1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	<none>	<none>	<none>	<none>	Perm	<none>	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = +

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{+ \quad + \quad 69 \quad + \quad 985}{1200} = 0.878$$

LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: El Centro Av W/E: De Longpre Av I/S No: 25

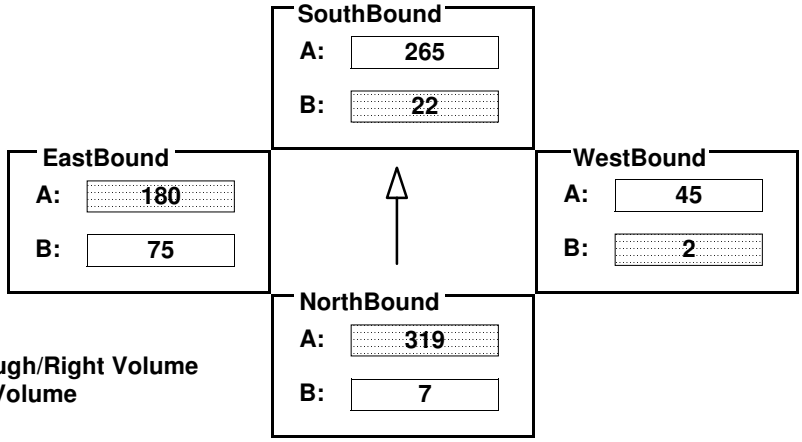
AM/PM: PM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	7	307	5	22	224	19	2	24	19	75	77	28
AMBIENT												
RELATED												
PROJECT												
TOTAL	7	307	5	22	224	19	2	24	19	75	77	28
LANE		1			1			1			1	
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Perm	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{319 + 22 + 2 + 180}{1200} = 0.436$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: De Longpre Av I/S No: 26

AM/PM: PM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

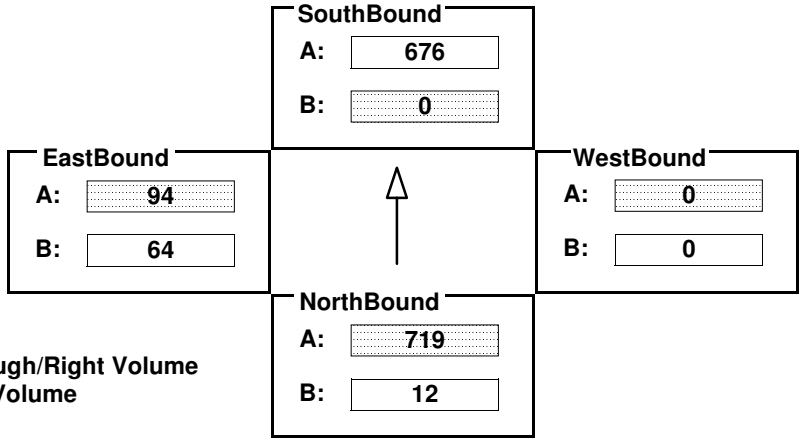
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	12	719	0	0	640	36	0	0	0	64	0	30
AMBIENT												
RELATED												
PROJECT												
TOTAL	12	719	0	0	640	36	0	0	0	64	0	30

	NORTHBOUND							SOUTHBOUND						
LANE	1		1									1		

	NORTHBOUND		SOUTHBOUND		WESTBOUND		EASTBOUND	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	<none>	Perm	Auto	<none>	<none>	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{719 + 0 + 0 + 94}{1200} = 0.678$$

LOS = B

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: El Centro Av W/E: Fountain Av I/S No: 27

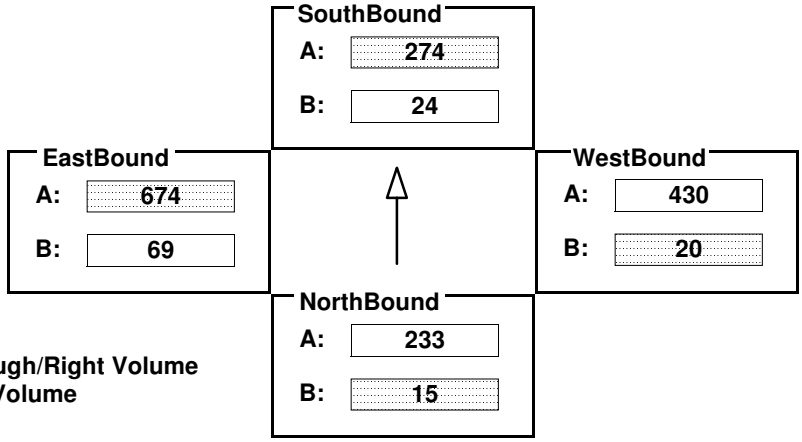
AM/PM: PM Comments: Cumulative plus Project Conditions

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	15	180	38	24	147	103	20	391	19	69	571	34
AMBIENT												
RELATED												
PROJECT												
TOTAL	15	180	38	24	147	103	20	391	19	69	571	34
LANE				1						1				1				1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{15 + 274 + 20 + 674}{*1500} = 0.585$$

LOS = A

EXISTING PLUS PROJECT WITH MITIGATIONS

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: Franklin Av I/S No: 12

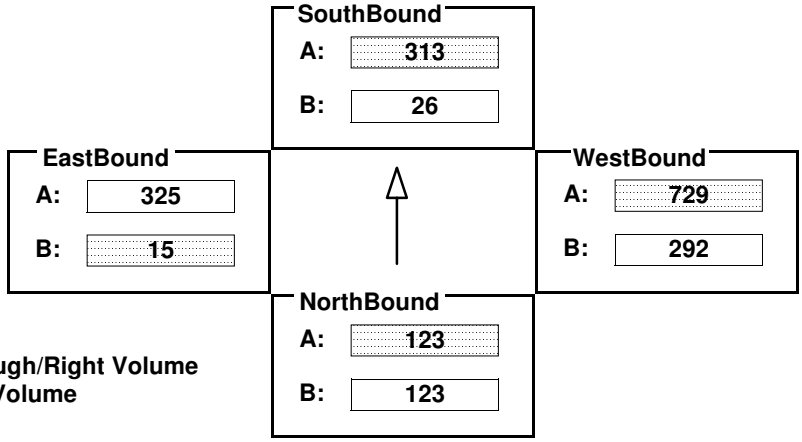
AM/PM: AM Comments: Existing plus Project Conditions MIT

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	200	45	196	26	236	51	292	1452	6	15	587	62
AMBIENT												
RELATED												
PROJECT												
TOTAL	200	45	196	26	236	51	292	1452	6	15	587	62
LANE	1	1				1				1				1				1				1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	OLA	Split	Auto	Prot-Fix	Auto	Prot-Fix	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{123 + 313 + 729 + 15}{*1375} = 0.788$$

LOS = C

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: Sunset Bl I/S No: 17

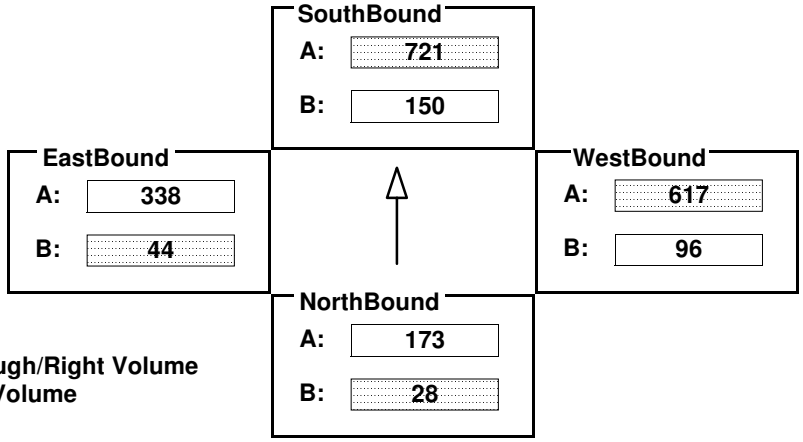
AM/PM: AM Comments: Existing plus Project Conditions MIT

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	28	285	61	150	620	101	96	1746	105	44	955	59
AMBIENT												
RELATED												
PROJECT												
TOTAL	28	285	61	150	620	101	96	1746	105	44	955	59
LANE	1	1	1	1	1	1	2	1	1	2	1	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{28 + 721 + 617 + 44}{*1425} = 0.919$$

LOS = E

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Bronson Av W/E: Sunset Bl I/S No: 21

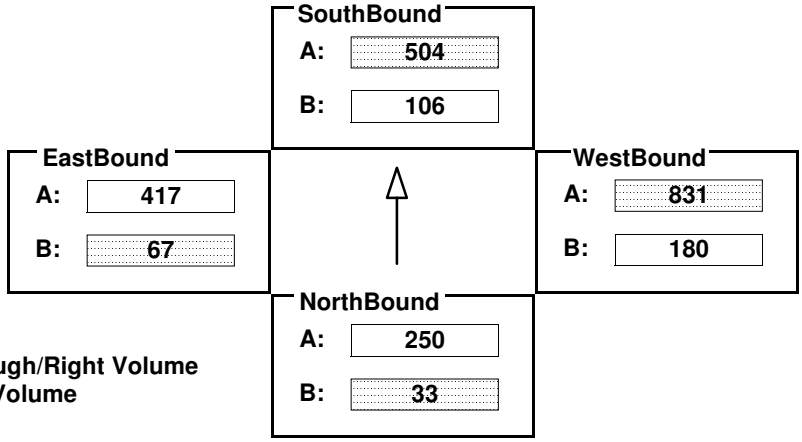
AM/PM: AM Comments: Existing plus Project Conditions MIT

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	33	142	108	106	504	149	180	2418	74	67	1225	25
AMBIENT												
RELATED												
PROJECT												
TOTAL	33	142	108	106	504	149	180	2418	74	67	1225	25
LANE	1			1		1	1			1		
				1			2			2		
							1			1		
SIGNAL	Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto		Phasing: Perm	RTOR: Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{33 + 504 + 831 + 67}{*1500} = 0.887$$

LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St | W/E: Franklin Av | I/S No: 12

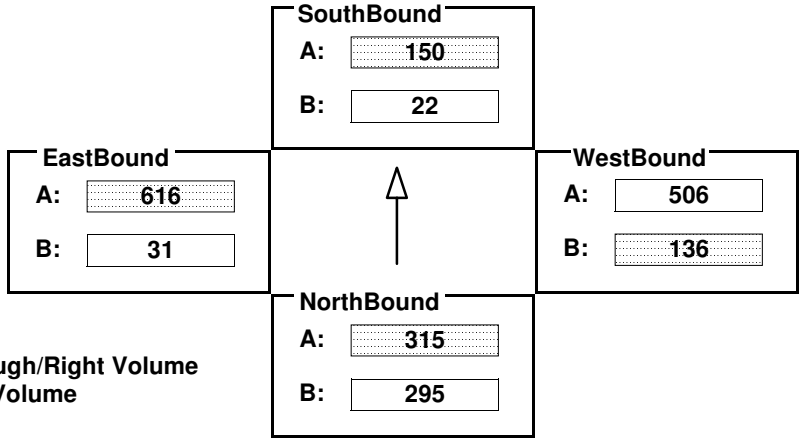
AM/PM: PM | Comments: Existing plus Project Conditions MIT

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	464	125	451	22	94	34	136	990	22	31	1182	49
AMBIENT												
RELATED												
PROJECT												
TOTAL	464	125	451	22	94	34	136	990	22	31	1182	49
LANE	1 1				1			1		1	1	
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Split	OLA		Split	Auto		Prot-Fix	Auto		Prot-Fix	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{315 + 150 + 136 + 616}{*1375} = 0.815$$

LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St | W/E: Sunset Bl | I/S No: 17

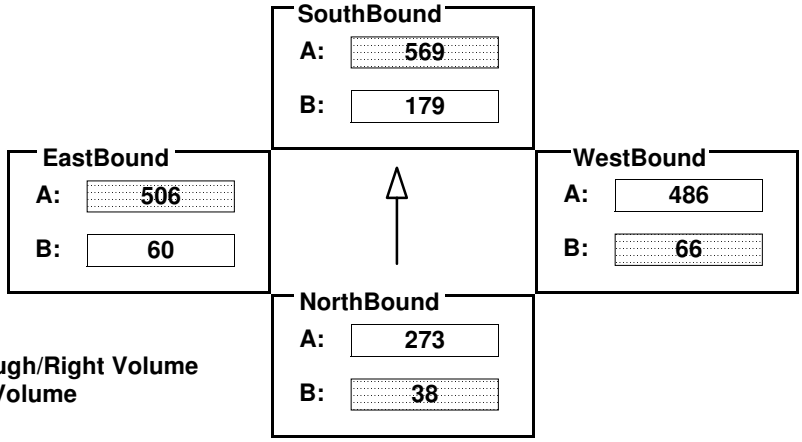
AM/PM: PM | Comments: Existing plus Project Conditions MIT

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	38	444	102	179	478	91	66	1344	113	60	1453	64
AMBIENT												
RELATED												
PROJECT												
TOTAL	38	444	102	179	478	91	66	1344	113	60	1453	64
LANE	1	1	1	1	1	2	1	1	2	1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{38 + 569 + 66 + 506}{*1425} = 0.757$$

LOS = C

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Bronson Av W/E: Sunset Bl I/S No: 21

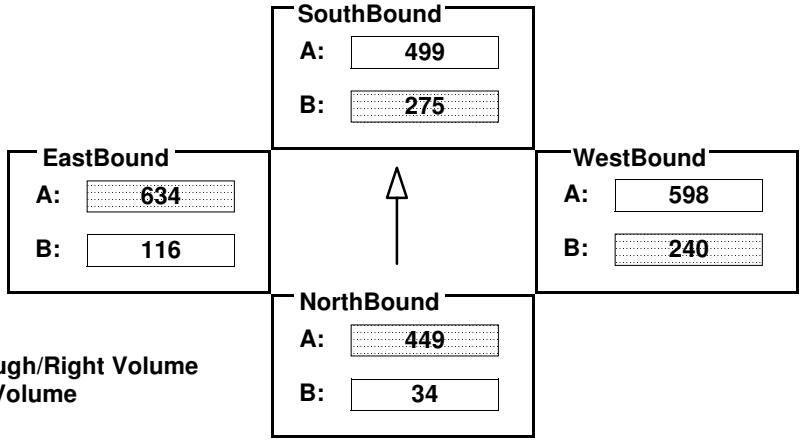
AM/PM: PM Comments: Existing plus Project Conditions MIT

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	34	291	158	275	499	327	240	1527	267	116	1854	49
AMBIENT												
RELATED												
PROJECT												
TOTAL	34	291	158	275	499	327	240	1527	267	116	1854	49
LANE	1				1			1			1			1			1			1	2		1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{449 + 275 + 240 + 634}{*1500} = 0.995$$

LOS = E

FUTURE PLUS PROJECT WITH MITIGATIONS

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Vine St | W/E: Sunset Bl | I/S No: 5

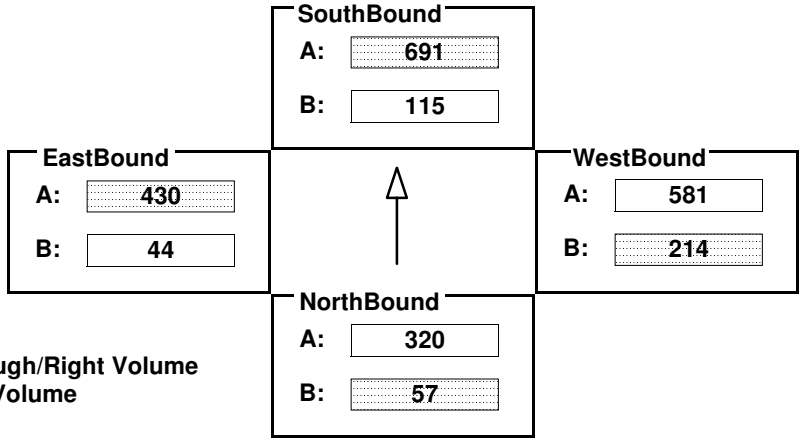
AM/PM: AM | Comments: Cumulative plus Project Conditions MIT

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	57	640	216	115	1283	99	214	1608	136	44	1204	87
AMBIENT												
RELATED												
PROJECT												
TOTAL	57	640	216	115	1283	99	214	1608	136	44	1204	87
LANE	1	2	1	1	1	1	1	2	1	1	2	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Prot-Fix	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{57 + 691 + 214 + 430}{*1425} = 0.907$$

LOS = E

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: El Centro Av W/E: Sunset Bl I/S No: 11

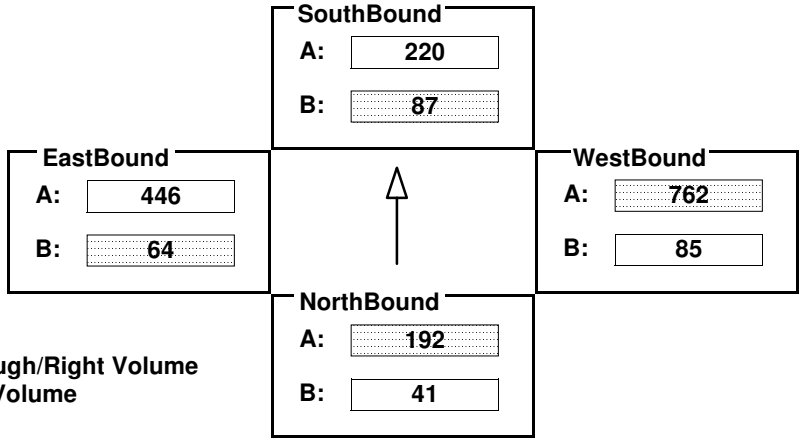
AM/PM: AM Comments: Cumulative plus Project Conditions MIT

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	41	150	42	87	176	44	85	2073	214	64	1284	54
AMBIENT												
RELATED												
PROJECT												
TOTAL	41	150	42	87	176	44	85	2073	214	64	1284	54
LANE	1				1			1			1			1			1			2			1			2			1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{192 + 87 + 762 + 64}{*1500} = 0.667$$

LOS = B

MP_AM

CalcaDB

January 21, 2013 ,Monday 04:52:52 PM

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St — W/E: Franklin Av — I/S No: 12

AM/PM: AM — Comments: Cumulative plus Project Conditions MIT

COUNT DATE: — STUDY DATE: — GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	211	47	206	38	256	54	312	1554	26	16	644	65
AMBIENT												
RELATED												
PROJECT												
TOTAL	211	47	206	38	256	54	312	1554	26	16	644	65

LANE							
NORTHBOUND	1	1				1	
SOUTHBOUND				1			
WESTBOUND	1		1		1		
EASTBOUND	1		1		1		

SIGNAL	NB Phasing	NB RTOR	SB Phasing	SB RTOR	WB Phasing	WB RTOR	EB Phasing	EB RTOR
	Split	OLA	Split	Auto	Prot-Fix	Auto	Prot-Fix	Auto

Critical Movements Diagram

	A	B
SouthBound	348	38
EastBound	355	16
WestBound	790	312
NorthBound	129	129

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{129 + 348 + 790 + 16}{*1375} = 0.863$$

LOS = D

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St | W/E: Sunset Bl | I/S No: 17

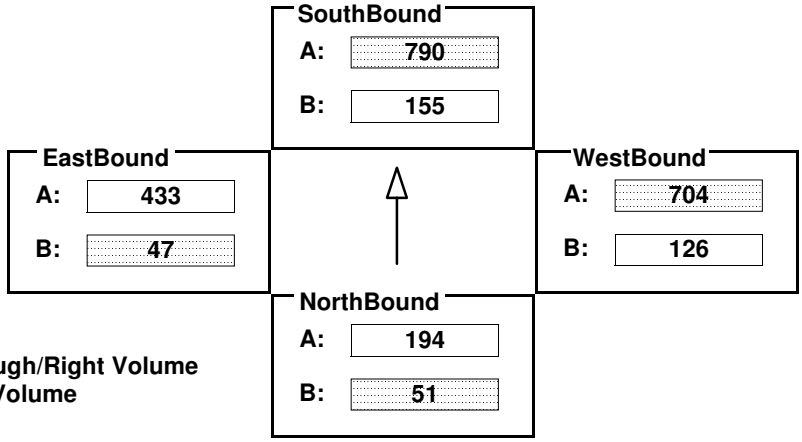
AM/PM: AM | Comments: Cumulative plus Project Conditions MIT

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	51	321	67	155	683	107	126	2005	108	47	1234	65
AMBIENT												
RELATED												
PROJECT												
TOTAL	51	321	67	155	683	107	126	2005	108	47	1234	65
LANE	1	1	1	1	1	2	1	1	2	1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{51 + 790 + 704 + 47}{*1425} = 1.047$$

LOS = F

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Bronson Av W/E: Hollywood Bl I/S No: 20

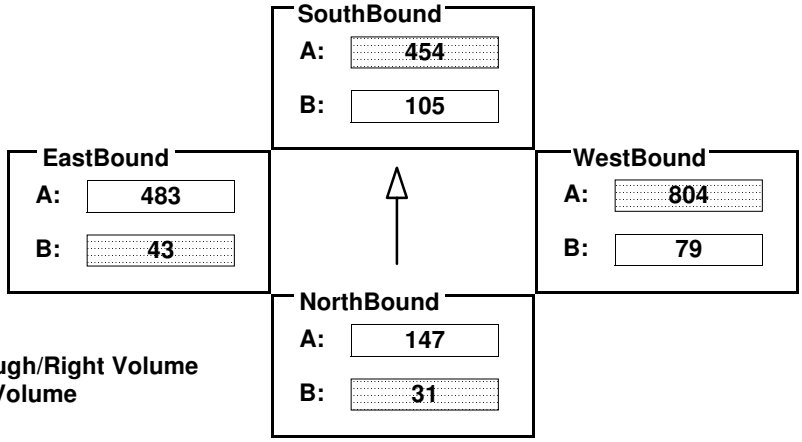
AM/PM: AM Comments: Cumulative plus Project Conditions MIT

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	31	147	100	105	287	62	79	1544	64	43	916	49
AMBIENT												
RELATED												
PROJECT												
TOTAL	31	147	100	105	287	62	79	1544	64	43	916	49
LANE	1	1	1				1	1	1	1	1	1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{31 + 454 + 804 + 43}{*1500} = 0.818$$

LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Bronson Av W/E: Sunset Bl I/S No: 21

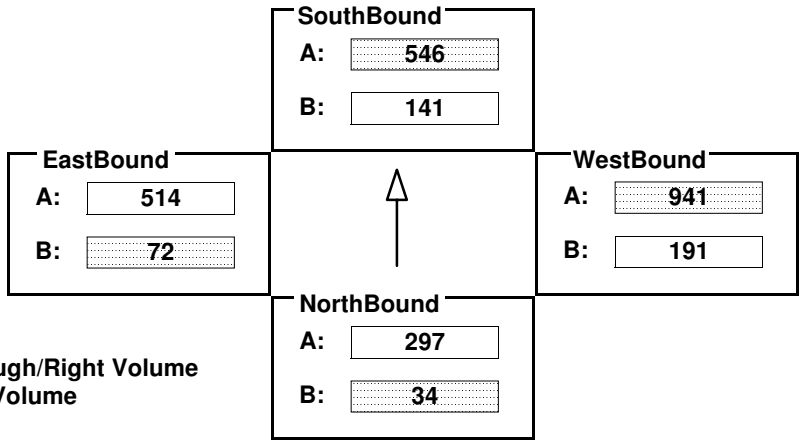
AM/PM: AM Comments: Cumulative plus Project Conditions MIT

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	34	173	124	141	546	160	191	2729	93	72	1517	26
AMBIENT												
RELATED												
PROJECT												
TOTAL	34	173	124	141	546	160	191	2729	93	72	1517	26
LANE	1				1			1			1			1			1			1			2			1			1			2			1		
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR	
SIGNAL	Perm		Auto		Perm		Auto		Perm		Auto		Perm		Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{34 + 546 + 941 + 72}{*1500} = 0.992$$

LOS = E

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Vine St | W/E: Sunset Bl | I/S No: 5

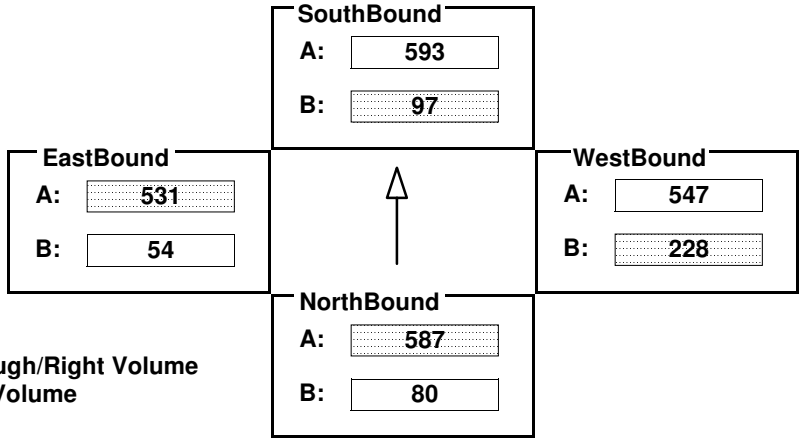
AM/PM: PM | Comments: Cumulative plus Project Conditions MIT

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	80	1173	214	97	1077	109	228	1496	146	54	1475	117
AMBIENT												
RELATED												
PROJECT												
TOTAL	80	1173	214	97	1077	109	228	1496	146	54	1475	117
LANE	1	2	1	1	1	1	1	2	1	1	2	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Perm	Auto		Prot-Fix	Auto		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{587 + 97 + 228 + 531}{*1425} = 0.943$$

LOS = E

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: El Centro Av W/E: Sunset Bl I/S No: 11

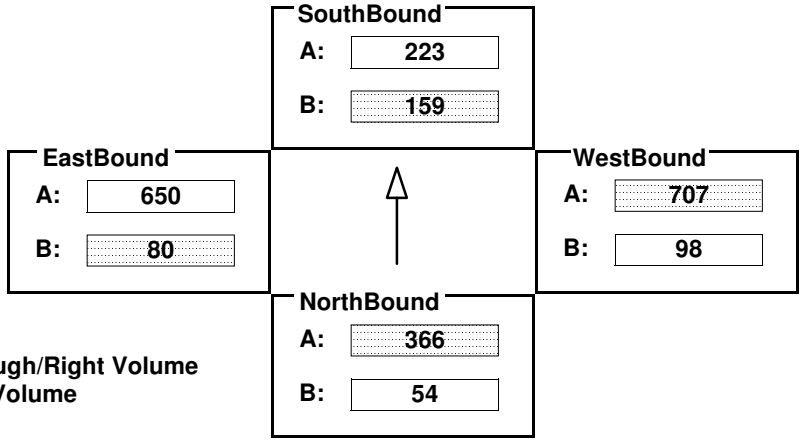
AM/PM: PM Comments: Cumulative plus Project Conditions MIT

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	54	247	119	159	177	46	98	1866	255	80	1860	91
AMBIENT												
RELATED												
PROJECT												
TOTAL	54	247	119	159	177	46	98	1866	255	80	1860	91
LANE	1				1			1			1			1			1			2			1			1			2			1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{366 + 159 + 707 + 80}{*1500} = 0.805$$

LOS = D

MP_PM

January 21, 2013 ,Monday 04:53:59 PM

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St | W/E: Franklin Av | I/S No: 12

AM/PM: PM

Comments: Cumulative plus Project Conditions MIT

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	494	131	475	65	112	36	148	1071	67	33	1281	51
AMBIENT												
RELATED												
PROJECT												
TOTAL	494	131	475	65	112	36	148	1071	67	33	1281	51

LANE

	NORTHBOUND							SOUTHBOUND							WESTBOUND							EASTBOUND						
LANE	1	1				1					1				1		1		1			1		1		1		

	NORTHBOUND		SOUTHBOUND		WESTBOUND		EASTBOUND	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Split	OLA	Split	Auto	Prot-Fix	Auto	Prot-Fix	Auto

Critical Movements Diagram

	A	B
SouthBound	213	65
EastBound	666	33
WestBound	569	148
NorthBound	327	313

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{327 + 213 + 148 + 666}{*1375} = 0.915$$

LOS = E

Developed by Chun Wong, 12/94

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St | W/E: Sunset Bl | I/S No: 17

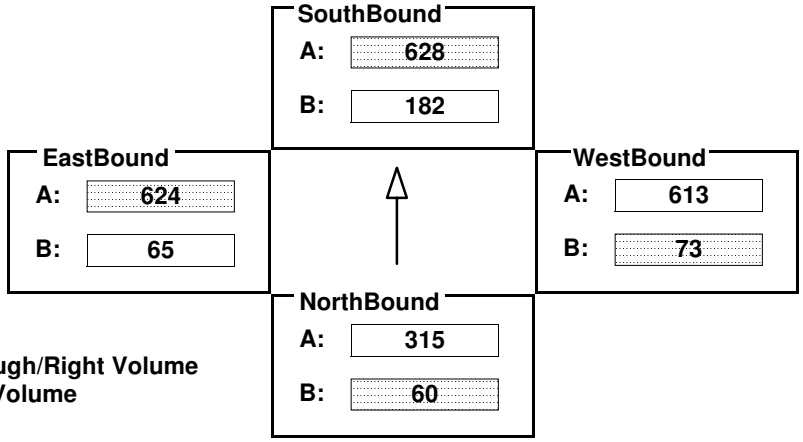
AM/PM: PM | Comments: Cumulative plus Project Conditions MIT

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	60	500	129	182	532	96	73	1721	118	65	1805	68
AMBIENT												
RELATED												
PROJECT												
TOTAL	60	500	129	182	532	96	73	1721	118	65	1805	68
LANE	1	1	1	1	1	2	1	1	2	1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Prot-Fix	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{60 + 628 + 73 + 624}{*1425} = 0.902$$

LOS = E

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Bronson Av W/E: Hollywood Bl I/S No: 20

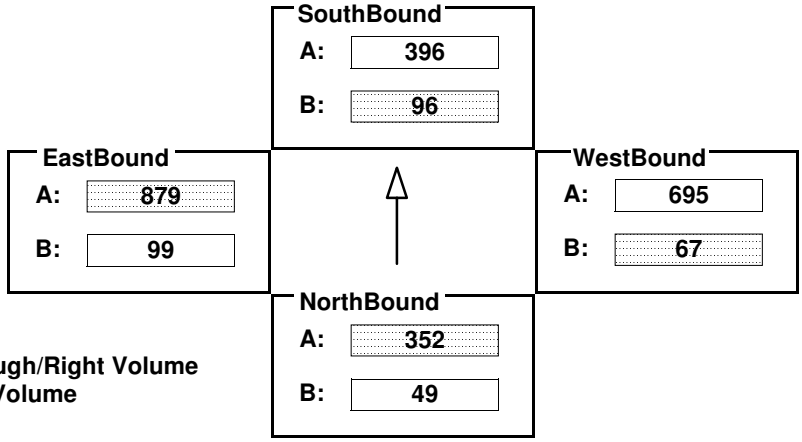
AM/PM: PM Comments: Cumulative plus Project Conditions MIT

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	49	352	151	96	251	49	67	1315	74	99	1677	81
AMBIENT												
RELATED												
PROJECT												
TOTAL	49	352	151	96	251	49	67	1315	74	99	1677	81
LANE	1		1			1				1		1			1			1		1			1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{352 + 96 + 67 + 879}{*1500} = 0.859$$

LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Bronson Av W/E: Sunset Bl I/S No: 21

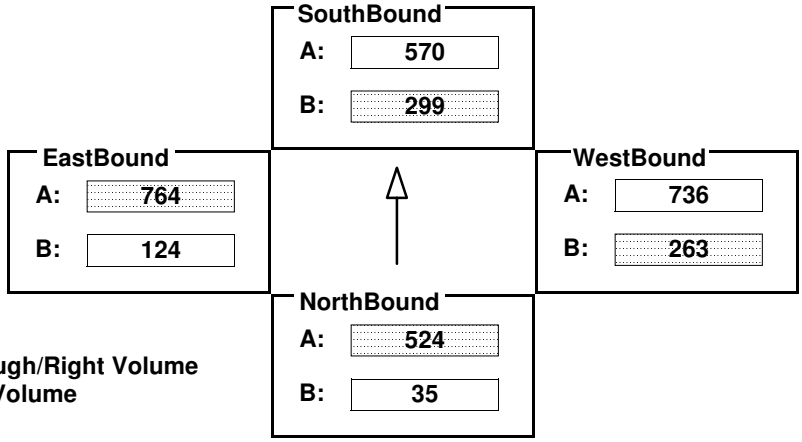
AM/PM: PM Comments: Cumulative plus Project Conditions MIT

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	35	355	169	299	570	344	263	1916	293	124	2242	51
AMBIENT												
RELATED												
PROJECT												
TOTAL	35	355	169	299	570	344	263	1916	293	124	2242	51
LANE	1				1			1		1		
				1		1			1			
							1		2			
										1		2
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{524 + 299 + 263 + 764}{*1500} = 1.163$$

LOS = F

ATTACHMENT C:
SIGNAL WARRANTS

EXISTING PLUS PROJECT

TRAFFIC SIGNAL WARRANT INPUT PARAMETERS

INTERSECTION AND SCENARIO IDENTIFIERS

Major Street: Hollywood Blvd
Minor Street: El Centro Ave
Scenario: EP
Urban/Rural: u (U=urban, R=rural) ***See Note [a]***

NUMBER OF LANES FOR MOVING TRAFFIC ON EACH APPROACH

Major Street:	2
Minor Street:	1

TRAFFIC VOLUME DATA

	Peak Hour ***Note [b]***	4th Highest Hour	8th Highest Hour	Estimated Daily
Hourly Factor (% of Peak Hour):	n/a	85%	60%	n/a
Vehicles Per Hour (Peak Hour)				
Major Street-Approach 1:	1,139	968	683	0
Major Street-Approach 2:	1,030	876	618	0
Major Street-Heavier Left Turn: ***See Note [c]***	0	0	0	0
Minor Street-Higher Volume App:	116	99	70	0

WARRANTS SELECTED FOR ANALYSIS

Warrant	MUTCD Warrant Number	Caltrans Warrant Number	Available on Worksheet?	Desired for Analysis? (Y or N)	Applicable Time Period
Eight-Hour Vehicular Volume	1				
Minimum Vehicular Volume	1A	1	Yes	Y	8th Highest Hr
Interruption of Continuous Traffic	1B	2	Yes	Y	8th Highest Hr
Combination of Conditions A and B	1C	8	Yes	Y	8th Highest Hr
Four Hour Volume	2	9	Yes	Y	4th Highest Hr
Peak Hour Volume	3	11	Yes	Y	Peak Hour
Estimated Average Daily Traffic	n/a	n/a	Yes	N	Daily
Minimum Pedestrian Volume		3	No	n/a	n/a
School Crossings		4	No	n/a	n/a
Progressive Movement		5	No	n/a	n/a
Accident Experience		6	No	n/a	n/a
Systems Warrant		7	No	n/a	n/a
Peak Hour Delay		10	No	n/a	n/a

Notes:

a. Use "rural" if the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000. Otherwise, use "urban" (default value).
b. The single highest hour of the day, whether it be AM peak hour or PM peak hour or even some other hour. It is normally not necessary to test both AM peak hour and PM peak hour.
c. Use if separate signal phase to be provided for left-turn movement.

Yellow shading indicates required field.
Green shading indicates data required for peak hour, 4th highest hour, and 8th highest hour warrants.
Blue shading indicates data required for Caltrans daily warrant.
Rose shading indicates default factors for estimating 4th highest hour and 8th highest hour. These factors can be changed if desired. Alternatively, if 4th highest hour or 8th highest hour volumes are known, these can be entered directly into the appropriate cells beneath the factors.

SUMMARY OF TRAFFIC SIGNAL WARRANT ANALYSIS

Major Street: Hollywood Blvd
Minor Street: El Centro Ave
Scenario: EP

SUMMARY OF RESULTS

Warrant	MUTCD Warrant Number	Caltrans Warrant Number	Requested for Analysis?	Volumes Satisfy Warrant?	Applicable Time Period
Eight Hour Vehicular Volume	1				
Minimum Vehicular Volume	1A	1	YES	NO	8th Highest Hour
Interruption of Continuous Traffic	1B	2	YES	NO	8th Highest Hour
80% Combination	1C	8	YES	NO	8th Highest Hour
Four Hour Volume	2	9	YES	YES	4th Highest Hour
Peak Hour Volume	3	11	YES	YES	Peak Hour
Estimated Average Daily Traffic	n/a	n/a			
Minimum Vehicular Volume			NO	n/a	Daily
Interruption of Continuous Traffic			NO	n/a	Daily
80% Combination			NO	n/a	Daily

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: El Centro Av W/E: Hollywood Bl I/S No: 10

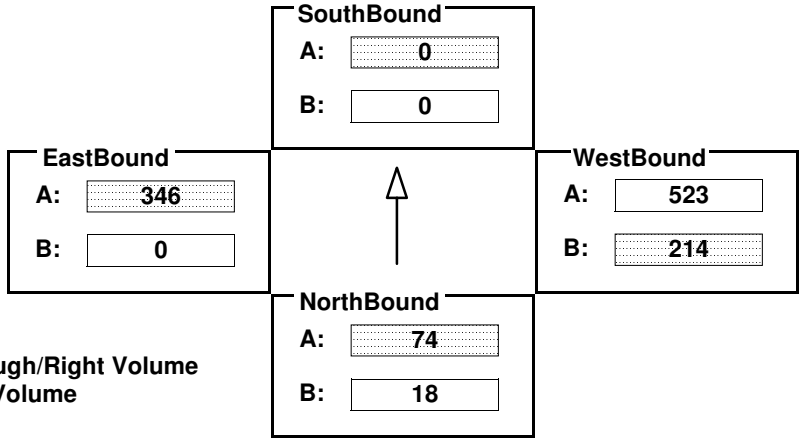
AM/PM: AM Comments: Existing plus Project Conditions MIT

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	18	0	56	0	0	0	214	1046	0	0	636	55
AMBIENT												
RELATED												
PROJECT												
TOTAL	18	0	56	0	0	0	214	1046	0	0	636	55
LANE							1		2			1		1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	<none>	<none>	Perm	<none>	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{74 + 0 + 214 + 346}{*1500} = 0.353$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: El Centro Av W/E: Hollywood Bl I/S No: 10

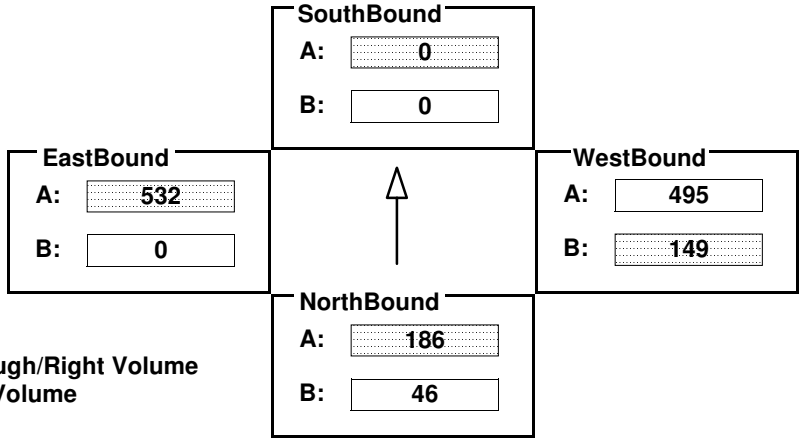
AM/PM: PM Comments: Existing plus Project Conditions MIT

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	46	0	140	0	0	0	149	990	0	0	996	68
AMBIENT												
RELATED												
PROJECT												
TOTAL	46	0	140	0	0	0	149	990	0	0	996	68
LANE							1		2			1		1		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	<none>	<none>	Perm	<none>	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{186 + 0 + 149 + 532}{*1500} = 0.508$$

LOS = A

TRAFFIC SIGNAL WARRANT INPUT PARAMETERS

INTERSECTION AND SCENARIO IDENTIFIERS

Major Street: Gower St
Minor Street: Selma Ave
Scenario: EP
Urban/Rural: u (U=urban, R=rural) ***See Note [a]***

NUMBER OF LANES FOR MOVING TRAFFIC ON EACH APPROACH

Major Street:	2
Minor Street:	1

TRAFFIC VOLUME DATA

	Peak Hour ***Note [b]***	4th Highest Hour	8th Highest Hour	Estimated Daily
Hourly Factor (% of Peak Hour)	n/a	85%	60%	n/a
Vehicles Per Hour (Peak Hour)				
Major Street-Approach 1:	596	506	357	0
Major Street-Approach 2:	749	637	449	0
Major Street-Heavier Left Turn: ***See Note [c]***	67	57	40	0
Minor Street-Higher Volume App:	146	124	87	0

WARRANTS SELECTED FOR ANALYSIS

Warrant	MUTCD Warrant Number	Caltrans Warrant Number	Available on Worksheet?	Desired for Analysis? (Y or N)	Applicable Time Period
Eight-Hour Vehicular Volume	1				
Minimum Vehicular Volume	1A	1	Yes	Y	8th Highest Hr
Interruption of Continuous Traffic	1B	2	Yes	Y	8th Highest Hr
Combination of Conditions A and B	1C	8	Yes	Y	8th Highest Hr
Four Hour Volume	2	9	Yes	Y	4th Highest Hr
Peak Hour Volume	3	11	Yes	Y	Peak Hour
Estimated Average Daily Traffic	n/a	n/a	Yes	N	Daily
Minimum Pedestrian Volume		3	No	n/a	n/a
School Crossings		4	No	n/a	n/a
Progressive Movement		5	No	n/a	n/a
Accident Experience		6	No	n/a	n/a
Systems Warrant		7	No	n/a	n/a
Peak Hour Delay		10	No	n/a	n/a

Notes:

a. Use "rural" if the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000. Otherwise, use "urban" (default value)
b. The single highest hour of the day, whether it be AM peak hour or PM peak hour or even some other hour. It is normally not necessary to test both AM peak hour and PM peak hour
c. Use if separate signal phase to be provided for left-turn movement

Yellow shading indicates required field.
Green shading indicates data required for peak hour, 4th highest hour, and 8th highest hour warrants.
Blue shading indicates data required for Caltrans daily warrant
Rose shading indicates default factors for estimating 4th highest hour and 8th highest hour. These factors can be changed if desired. Alternatively, if 4th highest hour or 8th highest hour volumes are known, these can be entered directly into the appropriate cells beneath the factors

SUMMARY OF TRAFFIC SIGNAL WARRANT ANALYSIS

Major Street: Gower St
Minor Street: Selma Ave
Scenario: EP

SUMMARY OF RESULTS

Warrant	MUTCD Warrant Number	Caltrans Warrant Number	Requested for Analysis?	Volumes Satisfy Warrant?	Applicable Time Period
Eight Hour Vehicular Volume	1				
Minimum Vehicular Volume	1A	1	YES	NO	8th Highest Hour
Interruption of Continuous Traffic	1B	2	YES	NO	8th Highest Hour
80% Combination	1C	8	YES	YES	8th Highest Hour
Four Hour Volume	2	9	YES	YES	4th Highest Hour
Peak Hour Volume	3	11	YES	YES	Peak Hour
Estimated Average Daily Traffic	n/a	n/a			
Minimum Vehicular Volume			NO	n/a	Daily
Interruption of Continuous Traffic			NO	n/a	Daily
80% Combination			NO	n/a	Daily

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St W/E: Selma Av I/S No: 16

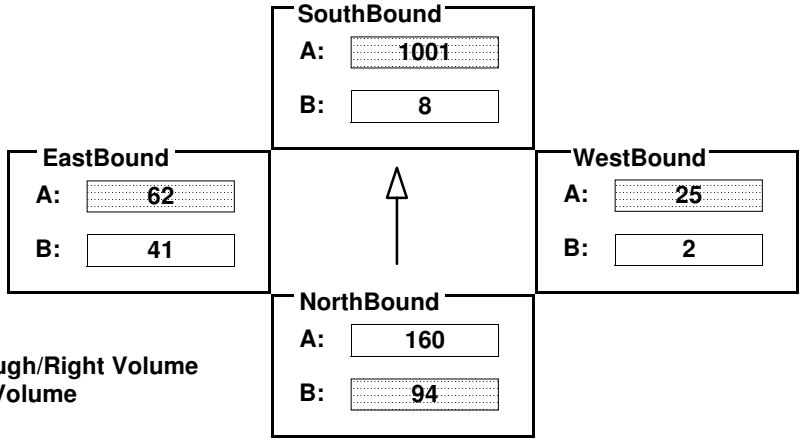
AM/PM: AM Comments: Existing plus Project Conditions MIT

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	94	320	0	8	945	56	2	19	4	41	0	21
AMBIENT												
RELATED												
PROJECT												
TOTAL	94	320	0	8	945	56	2	19	4	41	0	21
LANE	1		1		1			1			1	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Split	Auto	Split	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{94 + 1001 + 25 + 62}{*1375} = 0.790$$

LOS = C

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St | W/E: Selma Av | I/S No: 16

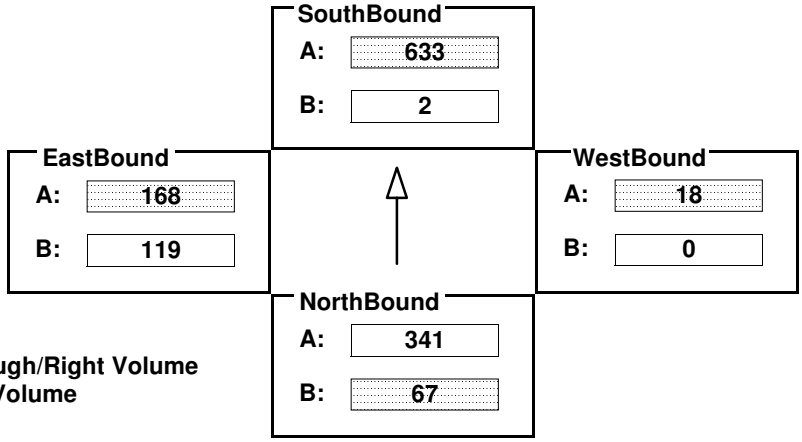
AM/PM: PM | Comments: Existing plus Project Conditions MIT

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	67	682	0	2	554	79	0	1	17	119	4	45
AMBIENT												
RELATED												
PROJECT												
TOTAL	67	682	0	2	554	79	0	1	17	119	4	45
LANE	1		1		1			1			1	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Split	Auto	Split	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{67 + 633 + 18 + 168}{*1375} = 0.574$$

LOS = A

CUMULATIVE PLUS PROJECT

TRAFFIC SIGNAL WARRANT INPUT PARAMETERS

INTERSECTION AND SCENARIO IDENTIFIERS

Major Street: Hollywood Blvd
Minor Street: El Centro Ave
Scenario: CP
Urban/Rural: u (U=urban, R=rural) ***See Note [a]***

NUMBER OF LANES FOR MOVING TRAFFIC ON EACH APPROACH

Major Street:	2
Minor Street:	1

TRAFFIC VOLUME DATA	Peak Hour ***Note [b]***	4th Highest Hour	8th Highest Hour	Estimated Daily
Hourly Factor (% of Peak Hour):	n/a	85%	60%	n/a
Vehicles Per Hour (Peak Hour)				
Major Street-Approach 1:	1,631	1,386	979	0
Major Street-Approach 2:	1,466	1,246	879	0
Major Street-Heavier Left Turn: ***See Note [c]***	0	0	0	0
Minor Street-Higher Volume App:	178	151	107	0

WARRANTS SELECTED FOR ANALYSIS

Warrant	MUTCD Warrant Number	Caltrans Warrant Number	Available on Worksheet?	Desired for Analysis? (Y or N)	Applicable Time Period
Eight-Hour Vehicular Volume	1				
Minimum Vehicular Volume	1A	1	Yes	Y	8th Highest Hr
Interruption of Continuous Traffic	1B	2	Yes	Y	8th Highest Hr
Combination of Conditions A and B	1C	8	Yes	Y	8th Highest Hr
Four Hour Volume	2	9	Yes	Y	4th Highest Hr
Peak Hour Volume	3	11	Yes	Y	Peak Hour
Estimated Average Daily Traffic	n/a	n/a	Yes	N	Daily
Minimum Pedestrian Volume		3	No	n/a	n/a
School Crossings		4	No	n/a	n/a
Progressive Movement		5	No	n/a	n/a
Accident Experience		6	No	n/a	n/a
Systems Warrant		7	No	n/a	n/a
Peak Hour Delay		10	No	n/a	n/a

Notes:

a. Use "rural" if the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000. Otherwise, use "urban" (default value).
b. The single highest hour of the day, whether it be AM peak hour or PM peak hour or even some other hour. It is normally not necessary to test both AM peak hour and PM peak hour.
c. Use if separate signal phase to be provided for left-turn movement.

Yellow shading indicates required field.
Green shading indicates data required for peak hour, 4th highest hour, and 8th highest hour warrants.
Blue shading indicates data required for Caltrans daily warrant.
Rose shading indicates default factors for estimating 4th highest hour and 8th highest hour. These factors can be changed if desired. Alternatively, if 4th highest hour or 8th highest hour volumes are known, these can be entered directly into the appropriate cells beneath the factors.

SUMMARY OF TRAFFIC SIGNAL WARRANT ANALYSIS

Major Street: Hollywood Blvd
Minor Street: El Centro Ave
Scenario: CP

SUMMARY OF RESULTS

Warrant	MUTCD Warrant Number	Caltrans Warrant Number	Requested for Analysis?	Volumes Satisfy Warrant?	Applicable Time Period
Eight Hour Vehicular Volume	1				
Minimum Vehicular Volume	1A	1	YES	NO	8th Highest Hour
Interruption of Continuous Traffic	1B	2	YES	YES	8th Highest Hour
80% Combination	1C	8	YES	NO	8th Highest Hour
Four Hour Volume	2	9	YES	YES	4th Highest Hour
Peak Hour Volume	3	11	YES	YES	Peak Hour
Estimated Average Daily Traffic	n/a	n/a			
Minimum Vehicular Volume			NO	n/a	Daily
Interruption of Continuous Traffic			NO	n/a	Daily
80% Combination			NO	n/a	Daily

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: El Centro Av W/E: Hollywood Bl I/S No: 10

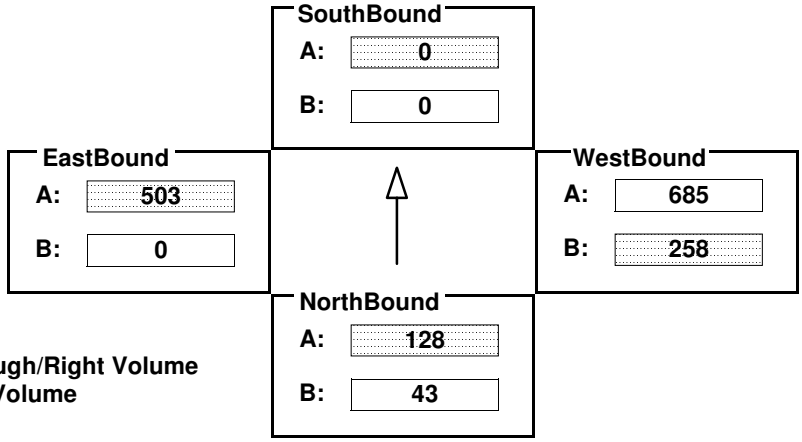
AM/PM: AM Comments: Cumulative plus Project Conditions MIT

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	43	0	85	0	0	0	258	1370	0	0	923	83
AMBIENT												
RELATED												
PROJECT												
TOTAL	43	0	85	0	0	0	258	1370	0	0	923	83
LANE			1				1	2			1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		<none>	<none>		Perm	<none>		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{128 + 0 + 258 + 503}{*1500} = 0.523$$

LOS = A

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: El Centro Av W/E: Hollywood Bl I/S No: 10

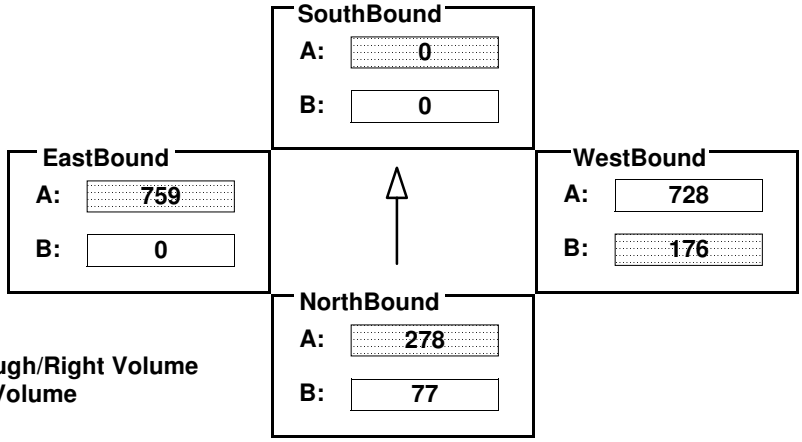
AM/PM: PM Comments: Cumulative plus Project Conditions MIT

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	77	0	201	0	0	0	176	1455	0	0	1413	105
AMBIENT												
RELATED												
PROJECT												
TOTAL	77	0	201	0	0	0	176	1455	0	0	1413	105
LANE			1				1		2		1	1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		<none>	<none>		Perm	<none>		Perm	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{278 + 0 + 176 + 759}{*1500} = 0.739$$

LOS = C

TRAFFIC SIGNAL WARRANT INPUT PARAMETERS

INTERSECTION AND SCENARIO IDENTIFIERS

Major Street:	Gower St
Minor Street:	Selma Ave
Scenario:	CP
Urban/Rural:	u (U=urban, R=rural) ***See Note [a]***

NUMBER OF LANES FOR MOVING TRAFFIC ON EACH APPROACH

Major Street:	2
Minor Street:	1

TRAFFIC VOLUME DATA	Peak Hour ***Note [b]***	4th Highest Hour	8th Highest Hour	Estimated Daily
Hourly Factor (% of Peak Hour):	n/a	85%	60%	n/a
Vehicles Per Hour (Peak Hour)				
Major Street-Approach 1:	677	575	406	0
Major Street-Approach 2:	820	697	492	0
Major Street-Heavier Left Turn: ***See Note [c]***	0	0	0	0
Minor Street-Higher Volume App:	157	133	94	0

WARRANTS SELECTED FOR ANALYSIS

Warrant	MUTCD Warrant Number	Caltrans Warrant Number	Available on Worksheet?	Desired for Analysis? (Y or N)	Applicable Time Period
Eight-Hour Vehicular Volume	1				
Minimum Vehicular Volume	1A	1	Yes	Y	8th Highest Hr
Interruption of Continuous Traffic	1B	2	Yes	Y	8th Highest Hr
Combination of Conditions A and B	1C	8	Yes	Y	8th Highest Hr
Four Hour Volume	2	9	Yes	Y	4th Highest Hr
Peak Hour Volume	3	11	Yes	Y	Peak Hour
Estimated Average Daily Traffic	n/a	n/a	Yes	N	Daily
Minimum Pedestrian Volume		3	No	n/a	n/a
School Crossings		4	No	n/a	n/a
Progressive Movement		5	No	n/a	n/a
Accident Experience		6	No	n/a	n/a
Systems Warrant		7	No	n/a	n/a
Peak Hour Delay		10	No	n/a	n/a

Notes:

a. Use "rural" if the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000. Otherwise, use "urban" (default value).
b. The single highest hour of the day, whether it be AM peak hour or PM peak hour or even some other hour. It is normally not necessary to test both AM peak hour and PM peak hour.
c. Use if separate signal phase to be provided for left-turn movement.

Yellow shading indicates required field.
Green shading indicates data required for peak hour, 4th highest hour, and 8th highest hour warrants.
Blue shading indicates data required for Caltrans daily warrant.
Rose shading indicates default factors for estimating 4th highest hour and 8th highest hour. These factors can be changed if desired. Alternatively, if 4th highest hour or 8th highest hour volumes are known, these can be entered directly into the appropriate cells beneath the factors.

SUMMARY OF TRAFFIC SIGNAL WARRANT ANALYSIS

Major Street: Gower St
Minor Street: Selma Ave
Scenario: CP

SUMMARY OF RESULTS

Warrant	MUTCD Warrant Number	Caltrans Warrant Number	Requested for Analysis?	Volumes Satisfy Warrant?	Applicable Time Period
Eight Hour Vehicular Volume	1				
Minimum Vehicular Volume	1A	1	YES	NO	8th Highest Hour
Interruption of Continuous Traffic	1B	2	YES	NO	8th Highest Hour
80% Combination	1C	8	YES	NO	8th Highest Hour
Four Hour Volume	2	9	YES	YES	4th Highest Hour
Peak Hour Volume	3	11	YES	YES	Peak Hour
Estimated Average Daily Traffic	n/a	n/a			
Minimum Vehicular Volume			NO	n/a	Daily
Interruption of Continuous Traffic			NO	n/a	Daily
80% Combination			NO	n/a	Daily

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St | W/E: Selma Av | I/S No: 16

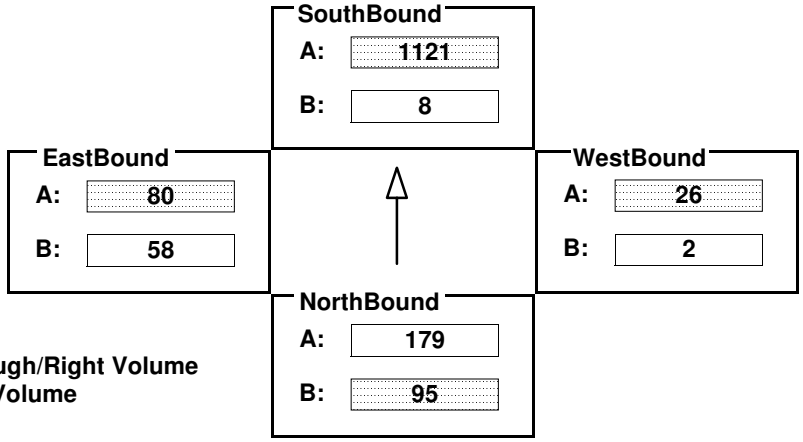
AM/PM: AM | Comments: Cumulative plus Project Conditions MIT

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	95	358	0	8	1018	103	2	20	4	58	0	22
AMBIENT												
RELATED												
PROJECT												
TOTAL	95	358	0	8	1018	103	2	20	4	58	0	22
LANE	1		1		1			1			1	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Split	Auto	Split	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{95 + 1121 + 26 + 80}{*1375} = 0.891$$

LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Gower St | W/E: Selma Av | I/S No: 16

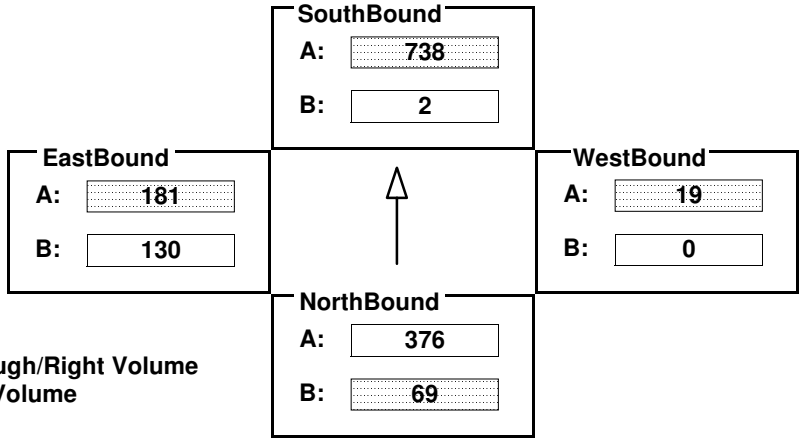
AM/PM: PM | Comments: Cumulative plus Project Conditions MIT

COUNT DATE: | STUDY DATE: | GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	69	752	0	2	611	127	0	1	18	130	4	47
AMBIENT												
RELATED												
PROJECT												
TOTAL	69	752	0	2	611	127	0	1	18	130	4	47
LANE	1		1		1			1			1	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR				
SIGNAL	Prot-Fix	Auto	Prot-Fix	Auto	Split	Auto	Split	Auto				

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{69 + 738 + 19 + 181}{*1375} = 0.662$$

LOS = B