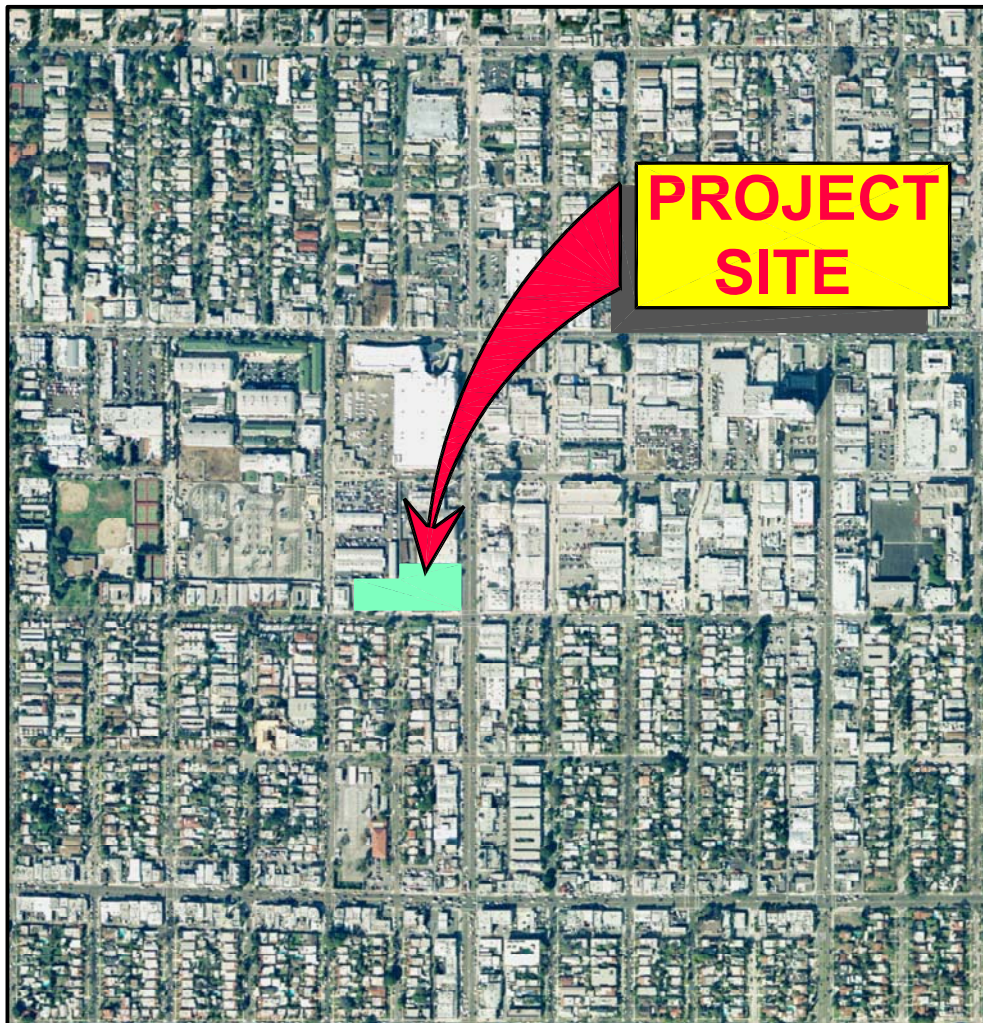


APPENDIX H
TRAFFIC IMPACT ANALYSIS

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



Prepared for:
La Brea Gateway LLC

Prepared by:
Overland Traffic Consultants, Inc.
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August 2007

TRAFFIC IMPACT ANALYSIS FOR A
MIXED – USE RESIDENTIAL & COMMERCIAL DEVELOPMENT

Located at the Northwest corner of
La Brea Avenue and Willoughby Avenue
In the City of Los Angeles

Prepared for:
La Brea Gateway, LLC

Prepared by:
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August 2007



EXECUTIVE SUMMARY

This report documents the results of a study evaluating potential traffic impacts created by the redevelopment of the former KCOP studio and administrative office uses at Willoughby Avenue and LA Brea Avenue in the City of Los Angeles, as shown in the following aerial photograph. The proposed project would include a multi-family residential housing development of approximately 219 apartments of approximately 196,200 square feet with ancillary common area of approximately 3,500 square feet totaling approximately 234,700 square feet with 35,000 square feet of commercial retail space. The commercial use selected for analysis in this study is a neighborhood supermarket.

Residents and commercial patrons will be able to access the site's 542 parking spaces from Willoughby Avenue, La Brea Avenue and Romaine Street. The residential and guest access to the subterranean parking level with 230 parking spaces (175 residents and 55 guests) is located off Willoughby Avenue approximately 200 feet west of Detroit Street. Access to the at-grade and 2 upper levels of parking containing 312 parking spaces for the commercial (140 spaces) and residents (172 parking spaces) is provided by driveways located on Willoughby Avenue, La Brea Avenue and Romaine Street. The second Willoughby Avenue driveway is located opposite Detroit Street approximately 330 feet west of La Brea Avenue. Full access is also planned from the north-south private drive to Romaine Street with right-turn only access to and from La Brea Avenue along the northerly edge of the proposed mixed-use building.

It is estimated that the project would generate 3,364 daily vehicle trips with 166 morning and 331 afternoon peak hour trips. After accounting for the removal of the existing use, the net change in site generated traffic added to the surrounding streets is estimated at 2,956 daily trips, 106 morning trips and 279 afternoon peak hour trips.

The focus of this traffic study is to evaluate the potential traffic impact created by the change in land use at nearby intersections and residential street segments selected for review by the City of Los Angeles Department of Transportation. The study



intersections were determined based on the traffic assignment and the estimated amount of project generated traffic that would have the potential to create significant traffic impacts. Intersections with low volumes of project traffic were not included in this analysis.

Using criteria established by the City of Los Angeles and West Hollywood (for those intersections located in West Hollywood), it has been determined that the change in traffic patterns associated with the redevelopment project may significantly impact the traffic flow at two intersections during the weekday peak hour traffic flow prior to the implementation of traffic mitigation measures. With the implementation of the proposed mitigation measures, traffic impacts will be reduced to a level of less than significant. It is also recommended that through moves not be allowed between the commercial driveway on Willoughby Avenue and Detroit Street to discourage cut-through traffic.

The two intersections that potentially may be significantly impacted without mitigation measures the project during the weekday peak hours are: Willoughby Avenue and La Brea Avenue, and Romaine Street and La Brea Avenue. Listed below are the recommended traffic mitigation measures for each intersection:

1. Willoughby Avenue and La Brea Avenue – It is recommended that the north side of Willoughby Avenue be widened by five feet from west of La Brea Avenue to the proposed commercial driveway opposite Detroit Street (approximately 300 feet) to allow for the installation of wider traffic lanes to facilitate the movement of eastbound right-turns (i.e., functional right-turn lane) on Willoughby Avenue at La Brea Avenue.
2. Romaine Street and La Brea Avenue – It is recommended that the south side of Romaine Street be widened by three feet west of La Brea Avenue for approximately 100 feet for the installation of a wider eastbound curb lane to facilitate the movement of eastbound right-turning traffic (i.e., functional right-turn lane).

In addition to the intersection level of service analysis, potential impacts by the project-generated traffic on residential streets were analyzed for the area within the immediate vicinity of the project. Using the significance criteria used by the City of Los Angeles, no significant residential impacts were identified.



Highway Dedications and Street Standards

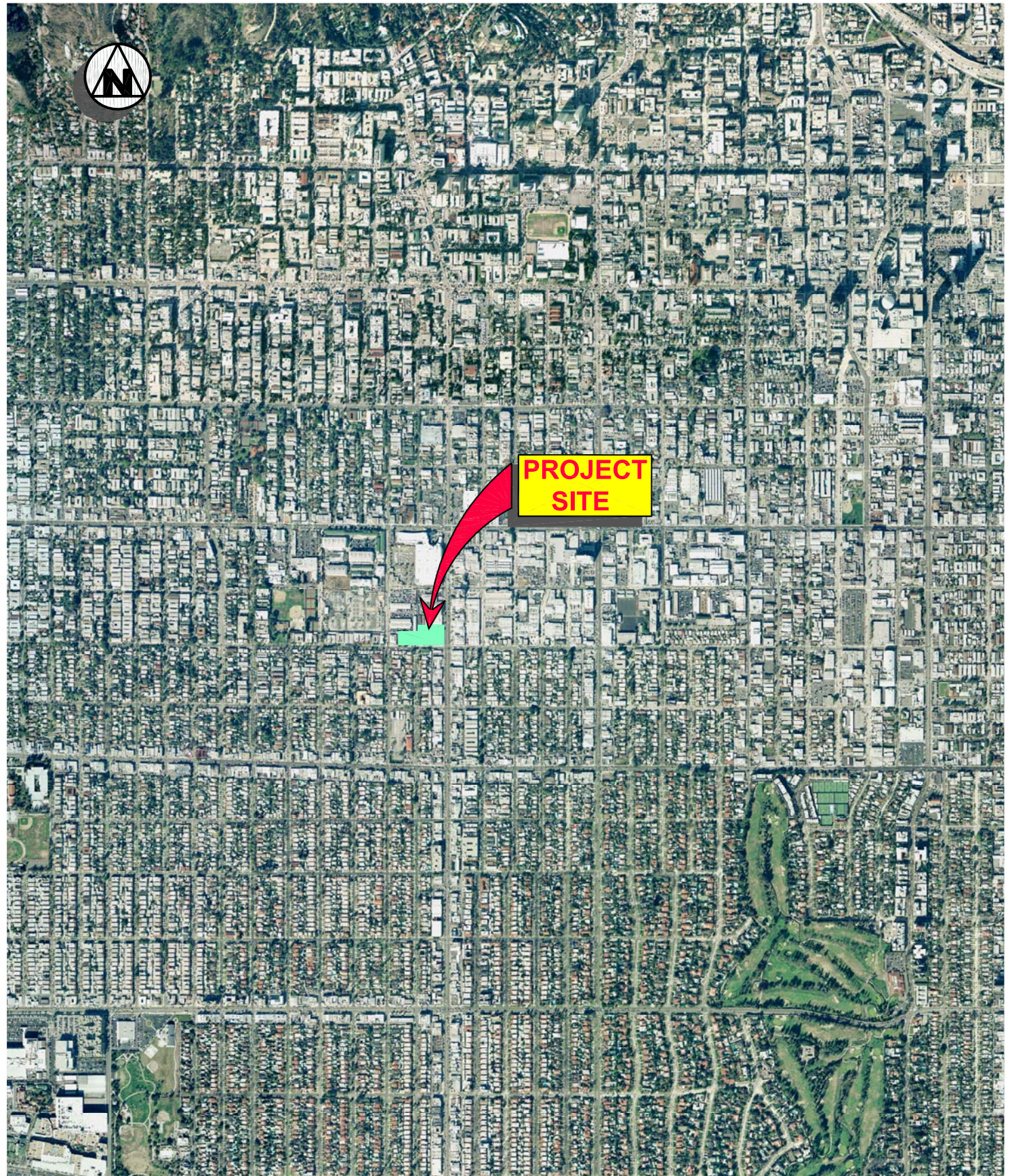
A part from the project application process, the City of Los Angeles will review the adjacent street standards and may require additional street dedications and improvements. Below are the adjacent streets standards and current conditions.

La Brea Avenue is designated a major highway class II. The standard for a major is 104 feet of right-of-way consisting of an 80 foot wide street with 12 foot sidewalks on each side. The half street dedication and street improvement requirements are therefore 52 feet of right-of-way with a 40 foot wide street and 12 foot sidewalks on each side.

A review of the city files shows that La Brea Avenue is currently developed with a total right-of-way of 100 feet (50 feet each side). The street is developed to approximately 70 feet in width consisting of 2-35-foot half streets. The west sidewalk is 15 feet in width. Therefore, the City could ask for a 5-foot street widening and a 2-foot street dedication along the project's La Brea Avenue frontage.

Willoughby Avenue is designated a local street west of La Brea Avenue. A local street standard in commercial areas calls for a 60-foot right-of-way with a 40-foot wide roadway and 10-foot sidewalks on each side. Willoughby Avenue is fully dedicated to 60 feet with a 30 foot roadway and 15-foot sidewalks on each side. Therefore, a 5-foot street widening along the Willoughby Avenue project frontage is required to satisfy the local street standard.

There may be exceptions to the highway standards and criteria contained in the Circulation Element of the General Plan and the City's Standard Street Dimensions as listed above where environmental issues, planning practices and community desires warrant alternate standards. Several exceptions are being requested by the project during the environmental review process: it is requested that La Brea Avenue not be widened by 5 feet and that the Willoughby Avenue not be widened west of Detroit Street.



11/9/2004

PROJECT SETTING

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CHAPTER 1

INTRODUCTION

The applicant, La Brea Gateway LLC proposed to build a mixed - use development consisting of approximately 219 apartments of approximately 196,200 square feet with ancillary common area of approximately 3,500 square feet totaling approximately 234,700 square feet of residential use and a neighborhood supermarket of 35,000 square feet located in the Hollywood community plan area of Los Angeles. The project site is located on the north side of Willoughby Avenue between La Brea Avenue and Formosa Avenue as shown on Figure 1. Currently the site is occupied by the former KCOP Station studio and administrative support buildings and associated parking lots.

This traffic study was prepared using procedures adopted by the City of Los Angeles and the City of West Hollywood to evaluate the potential traffic impacts of the proposed project. As part of the process for the approval of the proposed mixed-use development, the potential traffic impact of the proposed development has been evaluated using the Critical Movement Analysis (CMA) method. The CMA analysis method quantifies the operating conditions of an intersection using a ratio of peak hour traffic volume to intersection capacity.

Future traffic volume projections have been developed to analyze the traffic conditions after completion of other planned land developments including the proposed project. Pursuant to the City of Los Angeles traffic impact guidelines, the following steps have been taken to develop the future traffic volume estimate:

- (a) Existing traffic + ambient growth (1 % per year) to 2010);
- (b) Traffic in (a) + related projects (without project scenario);
- (c) Traffic in (b) with the proposed project traffic (with project scenario);
- (d) Traffic in (c) + the proposed traffic mitigation, if necessary.

The future cumulative analysis includes other development projects located within the study area that are either under construction or planned. As part of this analysis, development lists were obtained from the City of Los Angeles Department of Transportation and the City of West Hollywood Planning Department.



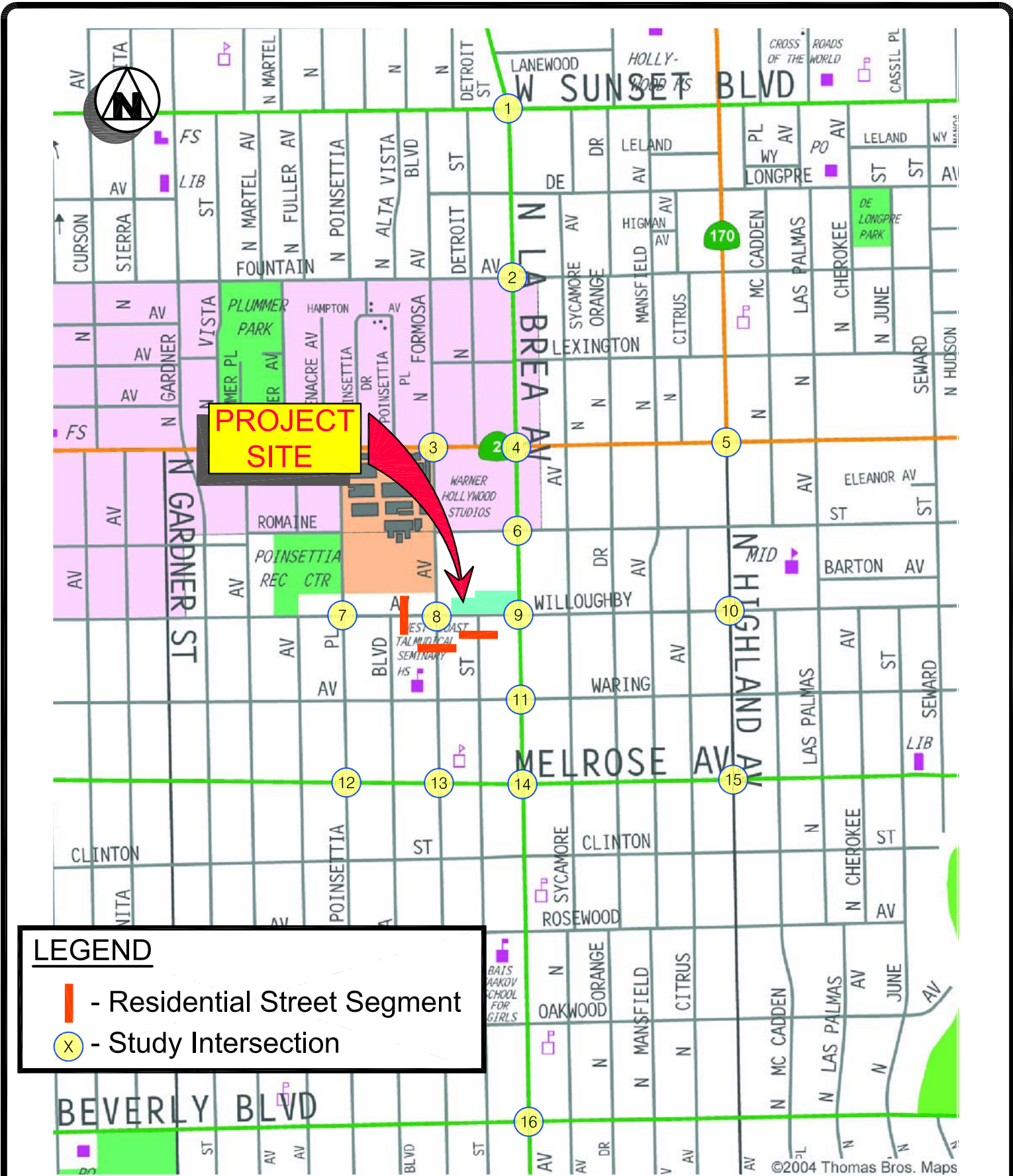
These lists were reviewed to identify those projects that could produce additional traffic at the study intersections by the future study year. It should be noted that this proposed project, or any actions taken by the City regarding this project, does not have a direct bearing on these other proposed related projects.

The amount of new traffic added to an intersection by the proposed project determines the significance of the project traffic impact. The following 16 intersections have been selected by the City of Los Angeles Department of Transportation for this traffic impact study.

1. La Brea Avenue and Sunset Boulevard (City of Los Angeles);
2. La Brea Avenue and Fountain Avenue (boundary intersection);
3. Santa Monica Boulevard and Formosa Avenue (City of West Hollywood);
4. Santa Monica Boulevard and La Brea Avenue (City of West Hollywood);
5. Santa Monica Boulevard and Highland Avenue (City of Los Angeles);
6. La Brea Avenue and Romaine Street (boundary intersection);
7. La Brea Avenue and Willoughby Avenue (City of Los Angeles);
8. Willoughby Avenue and Poinsettia Place (City of Los Angeles);
9. Willoughby Avenue and Formosa Avenue (City of Los Angeles);
10. Willoughby Avenue and Highland Avenue (City of Los Angeles);
11. La Brea Avenue and Waring Avenue (City of Los Angeles);
12. Melrose Avenue and Poinsettia Place (City of Los Angeles);
13. Melrose Avenue and Formosa Avenue (City of Los Angeles);
14. Melrose Avenue and La Brea Avenue (City of Los Angeles);
15. Melrose Avenue and Highland Avenue (City of Los Angeles); and
16. La Brea Avenue and Beverly Boulevard (City of Los Angeles).

In addition, three residential street segments have been selected by the City of Los Angeles Department of Transportation for analysis of potential project-related traffic impacts. Those residential street segments are:

1. Willoughby Avenue west of Formosa Avenue;
2. Detroit Street south of Willoughby Avenue and
3. Formosa Avenue south of Willoughby Avenue



LEGEND

-  - Residential Street Segment
-  - Study Intersection

FIGURE 1

PROJECT STUDY LOCATIONS

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CHAPTER 2

PROJECT DESCRIPTION

The project consists of constructing approximately 219 apartments of approximately 196,200 square feet with ancillary common area of approximately 3,500 square feet totaling approximately 234,700 square feet of residential use and a neighborhood supermarket of 35,000 square feet. Project parking is planned in a parking structure with at grade parking, one subterranean level, and two above grade levels. The parking structure will provide approximately 542 parking spaces. The main site access for the residents and guests is being proposed to occur from/to Willoughby Avenue and will serve a minimum of 230 parking spaces in the subterranean level. Additional residential parking is provided in the top garage level with approximately 172 parking spaces with access via the three (3) commercial entrances/exits. A minimum of 140 parking spaces is planned for the commercial use with access via a separate Willoughby Avenue driveway opposite Detroit Street, a second right-turn only ingress/egress via a La Brea Avenue driveway and from an existing 20-foot north-south private drive off Romaine Street. It is proposed that the La Brea Avenue access will also provide access to the project's loading dock area located at the northwest corner of the commercial building. The north-south private alley will serve as an optional entrance/exit for customers and residents traveling from the north and west.

The conceptual site plan is illustrated in Figure 2 with the parking layouts provided in Appendix D.

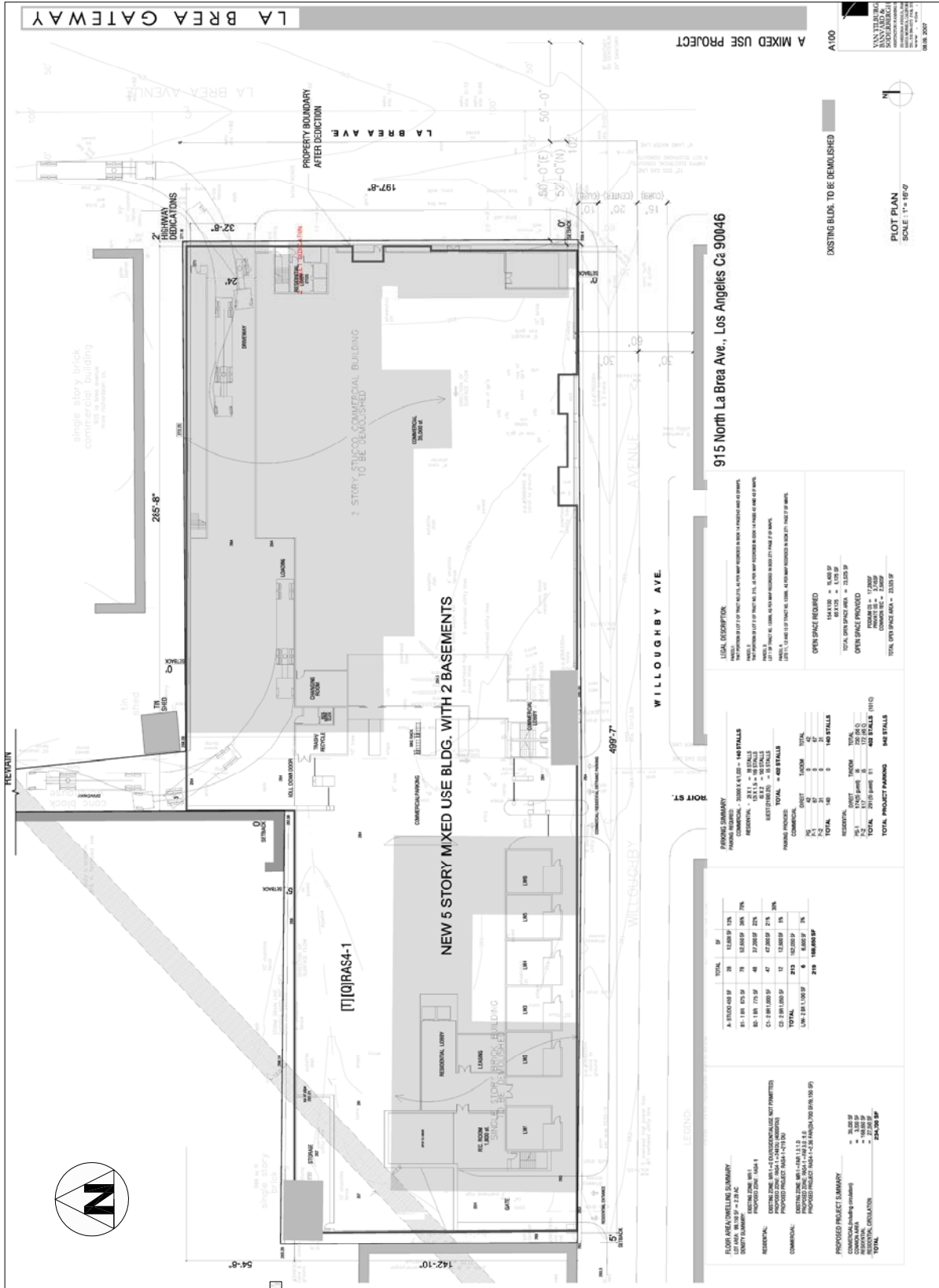


FIGURE 2

7/2007

PROJECT SITE PLAN

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Land Use

The project is located in the west side of the Hollywood community plan area near the City of West Hollywood. The predominant land use in the community plan area is multi-family residential with the majority of commercial uses situated along the major highways and to the north in an area bounded by Sunset Boulevard, Hollywood Boulevard, Highland Avenue and Gower Street. The land uses in the vicinity of the project site are industrial to the east and north with residential to the south and west. The community land use map for the study area is provided in Appendix A.

Transportation Network

In addition to collecting traffic volume data, field surveys were conducted to determine the roadway and intersection geometry and traffic signal operations. All of the intersections studied are controlled by traffic signals, except the intersections of Willoughby Avenue and Formosa Avenue and at Willoughby Avenue and Poinsettia Place. Both of these two intersections are all-way stop controlled intersections. The nearest regional freeway serving the site is the Hollywood Freeway (US Highway 101) which is located approximately 2 miles east of the project site. Project access to this north-south freeway is expected to be primarily at the Santa Monica Boulevard and at Melrose Avenue ramp locations. Located to the south approximately 3 ¾ miles is the Santa Monica Freeway (Interstate 10).

Figure 3 illustrates the study intersections, type of traffic control and lane configurations. The community plan street designations, street standards and street plans are contained in Appendix B. A brief description of the adjacent roadways is provided below.

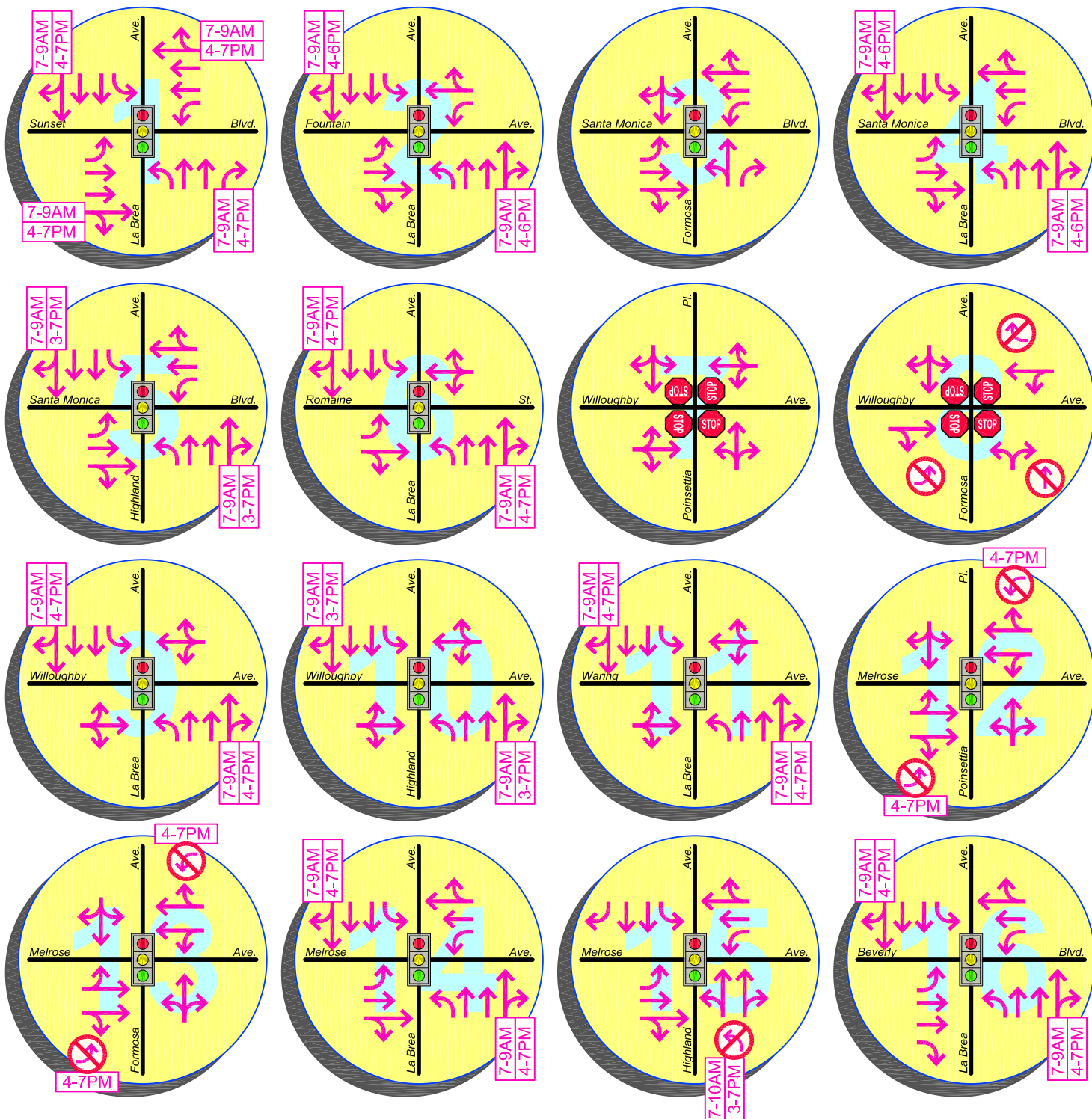


FIGURE 3

STUDY INTERSECTION CHARACTERISTICS

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La Brea Avenue is a designated major class II highway constructed to a width of 70 feet curb to curb on 100 feet of right of way. Two lanes and one peak hour lane in each direction with a median left-turn lane are provided on La Brea Avenue. On-street parking is prohibited 7-9 AM southbound and 4–7 PM northbound in the City of Los Angeles and 4-6 PM northbound in the City of West Hollywood.

Highland Avenue is another north-south 6-lane major highway with peak hour restricted parking (7-9 AM and 3-7 PM in both directions). Highland Avenue also connects northerly to the Hollywood Freeway. Adjacent land uses along Highland Avenue are commercial north of Melrose Avenue and residential south of Melrose Avenue.

Sunset Boulevard and Santa Monica Boulevard are both major east-west highways. Sunset Boulevard is a 6-lane roadway with peak hour restricted parking (7-9 AM and 4-7 PM in both directions) and Santa Monica Boulevard is a 4-lane roadway.

Willoughby Avenue is a local street except between Vista Avenue and Poinsettia Place where it is a designated collector street. Parking is not allowed on the north side of the street adjacent to the project site. One hour parking is permitted on the south side of the street between 8 am to 6 pm with District #53 parking permits exempt. Trucks over 6,000 lbs. are not allowed on Willoughby Avenue west of La Brea Avenue.

Melrose Avenue is an east-west secondary highway providing 2 lanes in each direction with metered parking between 9 am to 6 pm. Traffic signals control access to Poinsettia Place and Formosa Avenue but not Detroit Street. Further, left-turns are not permitted from Melrose Avenue at Poinsettia Place and at Formosa Avenue during the afternoon peak period between 4 -7 PM as left-turn channelization is not provided on Melrose Avenue at these intersections. Left-turn channelization is, however, provided on Melrose Avenue at Detroit Street as it provides local access to the adjacent Melrose Avenue School.



Detroit Street is a local residential street providing one lane in each direction between Melrose Avenue and Willoughby Avenue.

Formosa Avenue is designated a local street with single family residential development south of Willoughby Avenue and commercial/industrial uses north of Willoughby Avenue. The City of Los Angeles recently installed turn restrictions at the intersection of Willoughby Avenue at Formosa Avenue as part of a neighborhood protection program funded by the La Brea Gateway commercial project in the City of West Hollywood. Northbound through movements from Formosa Avenue, westbound right-turns and eastbound left-turns from Willoughby Avenue are prohibited at this intersection.

Transit Information

Public transportation in the study area is provided by the Metropolitan Transportation Authority (Metro) and the City of West Hollywood. Metro provides routes 212 and 312 (limited) generally along La Brea Avenue between Hollywood (Hollywood and Vine Station) and the Hawthorne (I-105 Station). A bus stop is provided on La Brea Avenue and Willoughby Avenue at the project site. Metro also provides bus routes 4 and 304 (limited) along Santa Monica Boulevard between downtown Los Angeles and the City of Santa Monica. The City of West Hollywood provides City Line transit service (Routes A and B). In the study area, Routes A and B run around the south side of the West Hollywood Gateway commercial development (i.e., along Formosa Avenue/ Romaine Street/ La Brea Avenue). These transit lines are illustrated in Appendix C.



Project Traffic Generation

Traffic-generating characteristics of residential and non-residential land uses have been studied by the Institute of Transportation Engineers (ITE). The results of the traffic generation studies have been published in Trip Generation, 7th Edition handbook. This publication of traffic generation data has become the industry standard for estimating traffic generation for different land uses. The studio/office-related trip rates have not been surveyed by ITE and therefore these trip rates have been provided by the City of Los Angeles for use in this study.

These trip generation studies indicate that the uses associated with the proposed project generally exhibit the trip-making characteristics per 1,000 square feet of floor area for non-residential uses and per dwelling unit for residential uses as shown by the ITE trip rates in Table 1. On the basis of these traffic generation rates, estimates of the project's driveway traffic were calculated. As shown in Table 2, the proposed project could be expected to generate an average of 3,364 vehicle trips per weekday with 166 morning peak hour trips and 331 afternoon peak hour trips.

For the traffic analysis, reductions to the proposed project traffic generation have been made to account for the removal of the existing use, for transit use and for pass-by traffic as approved by LADOT. The pass-by trip is not a new trip added to the street by the commercial uses and therefore is not considered as part of the project traffic impact. After these traffic adjustments, it has been estimated that the net traffic added to the streets is 2,956 daily trips with 106 morning peak hour trips and 279 afternoon peak hour trips.



Table 1
Project Trip Generation Rates
(ITE 7th Edition)

Land Use	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Apartments	220	6.72	0.51	0.10	0.41	0.62	0.40	0.22
Supermarket	850	102.24	3.25	1.98	1.27	10.45	5.33	5.12
Administrative Office*		15.33	1.47	1.35	0.12	1.31	0.18	1.13
Production Support*		4.39	0.90	0.79	0.11	0.78	0.13	0.65

* Studio administrative and production support trip rates per LA City rates, source: Ray Art Studio environmental approval.

Table 2
Estimated Project Traffic Generation

Proposed Land Use	Daily Traffic	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
219 Units	1,472	112	22	90	136	88	48
Less 10% transit	- 147	- 11	- 2	- 9	- 14	- 9	- 5
Residential Trips	1,325	101	20	81	122	79	43
35,000 s.f. Market	3,578	113	69	44	366	187	179
Less 5% transit	- 179	- 5	- 3	- 2	- 18	- 9	- 9
Driveway Traffic	3,399	108	66	42	348	178	170
Less pass-by market (40%)	- 1,360	- 43	- 26	- 17	- 139	- 71	- 68
Market Trips	2,039	65	40	25	209	107	102
Project Trips	3,364	166	60	106	331	186	145
<u>Less KCOP Studio/Office</u>							
14,530 s.f. Admin.	- 223	- 22	- 20	- 2	- 19	- 3	- 16
42,136 s.f. KCOP Studio	- 185	- 38	- 33	- 5	- 33	- 6	- 27
Trip Credits	- 408	- 60	- 53	- 7	- 52	- 9	- 43
Net Project Trips	2,956	106	7	99	279	177	102



Trip Distribution and Assignment of Project Traffic

A primary factor affecting trip direction is the distribution of population and employment centers which would generate project trip origins and destinations. The estimated project directional traffic distribution is also based the study area roadway network, existing traffic flow and site access. Figure 4 illustrated the estimated traffic distribution percentages for the project site as approved by the City of Los Angeles Department of Transportation. The assignment of the project traffic to the study intersections was calculated by multiplying the traffic estimates by intersection percentages for each project component. Traffic assignment percentages for the proposed residential and non-residential uses are illustrated in Figures 5(a) and (b). Exhibits 1 through 3 in Appendix E show the peak hour traffic volume for each use through each study intersection. Finally, Figure 6 depicts the net project traffic volume at each study intersection. This assignment of site generated traffic at each intersection provides the level of detail necessary to analyze the potential traffic impacts created by the project at all the study locations.

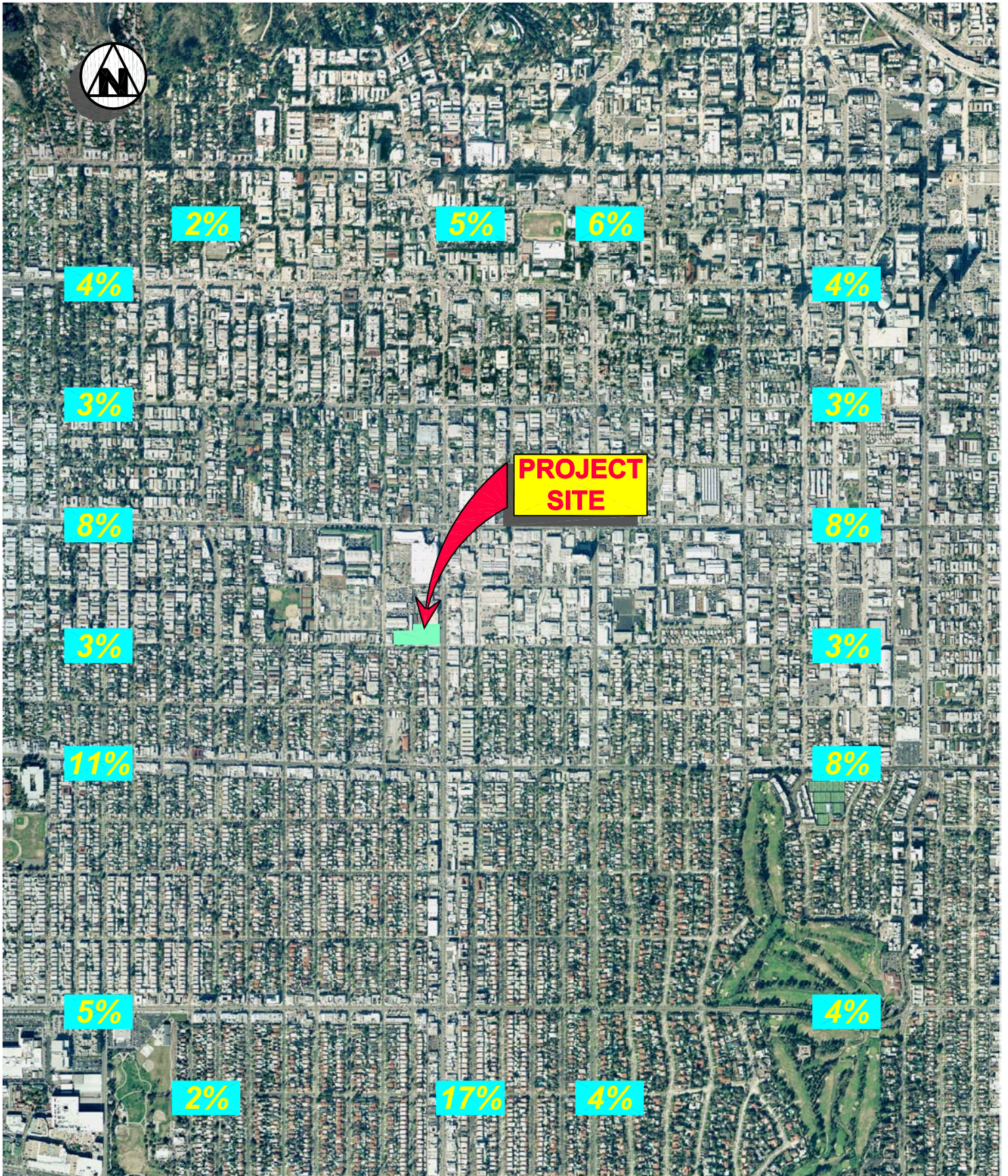


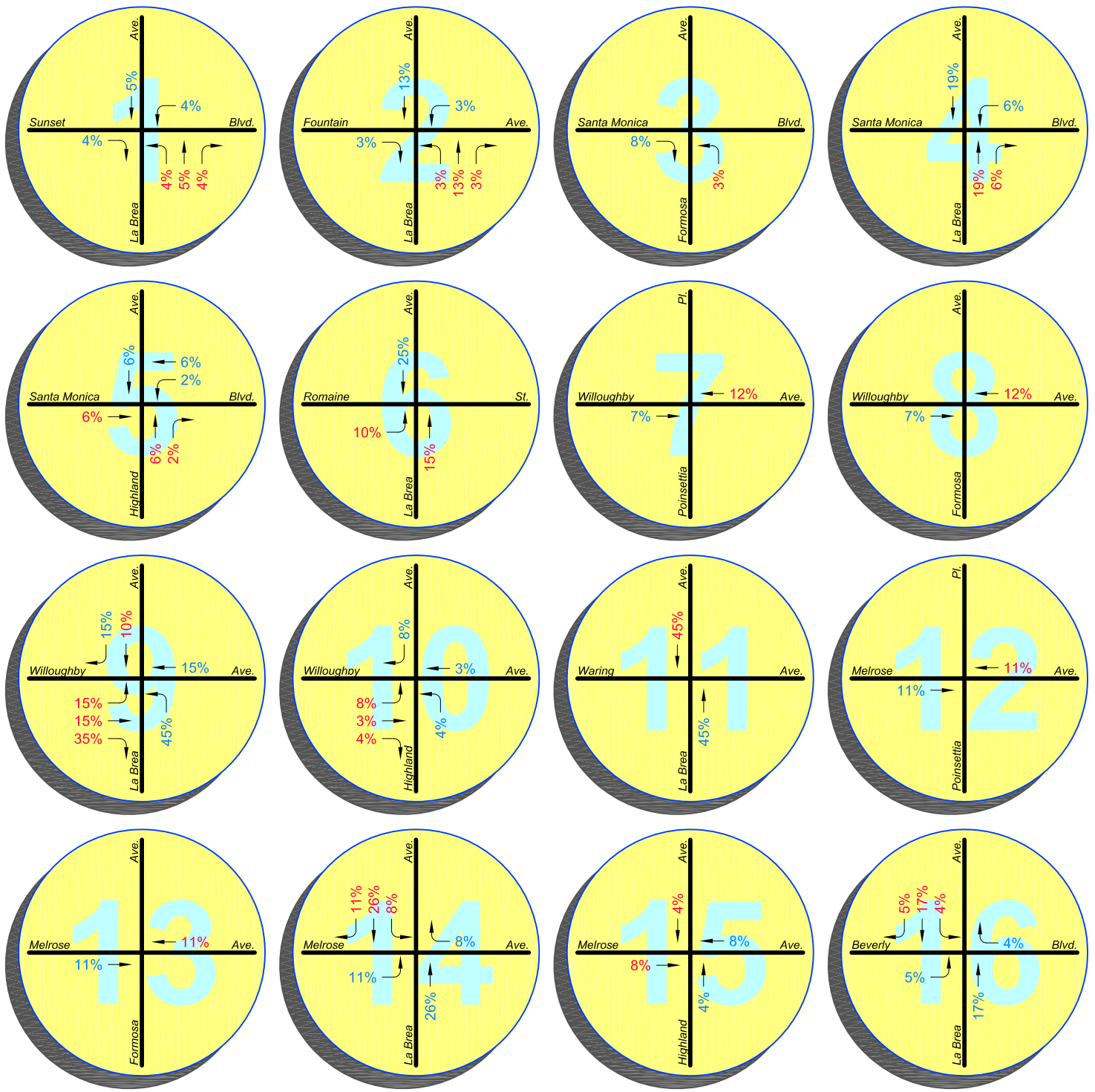
FIGURE 4

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PROJECT DISTRIBUTION

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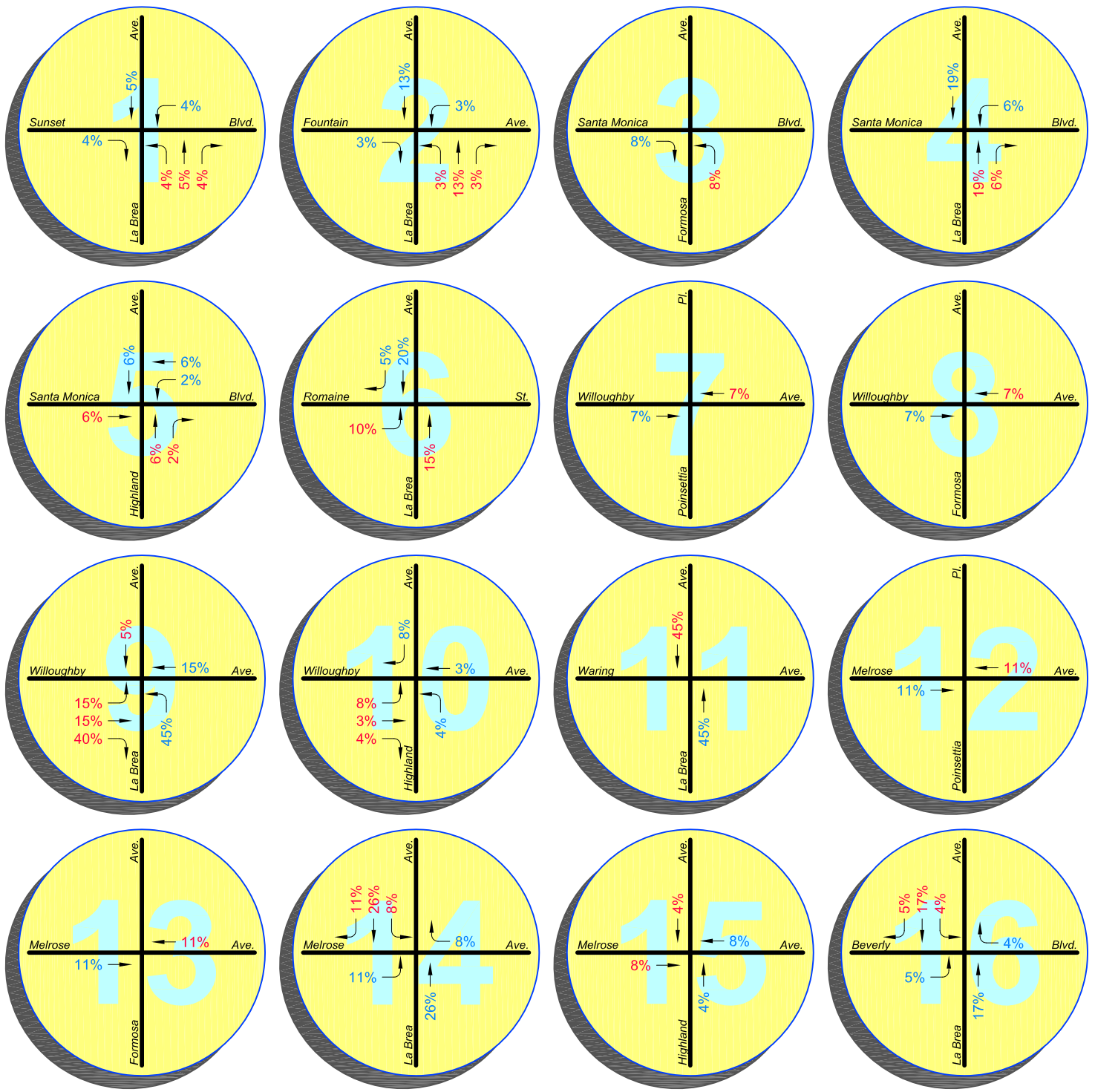
LEGEND
 XX INBOUND
 XX OUTBOUND

FIGURE 5(a)

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**RESIDENTIAL TRAFFIC DISTRIBUTION
 PEAK HOUR PERCENTAGES**

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LEGEND
 XX INBOUND
 XX OUTBOUND

FIGURE 5(b)

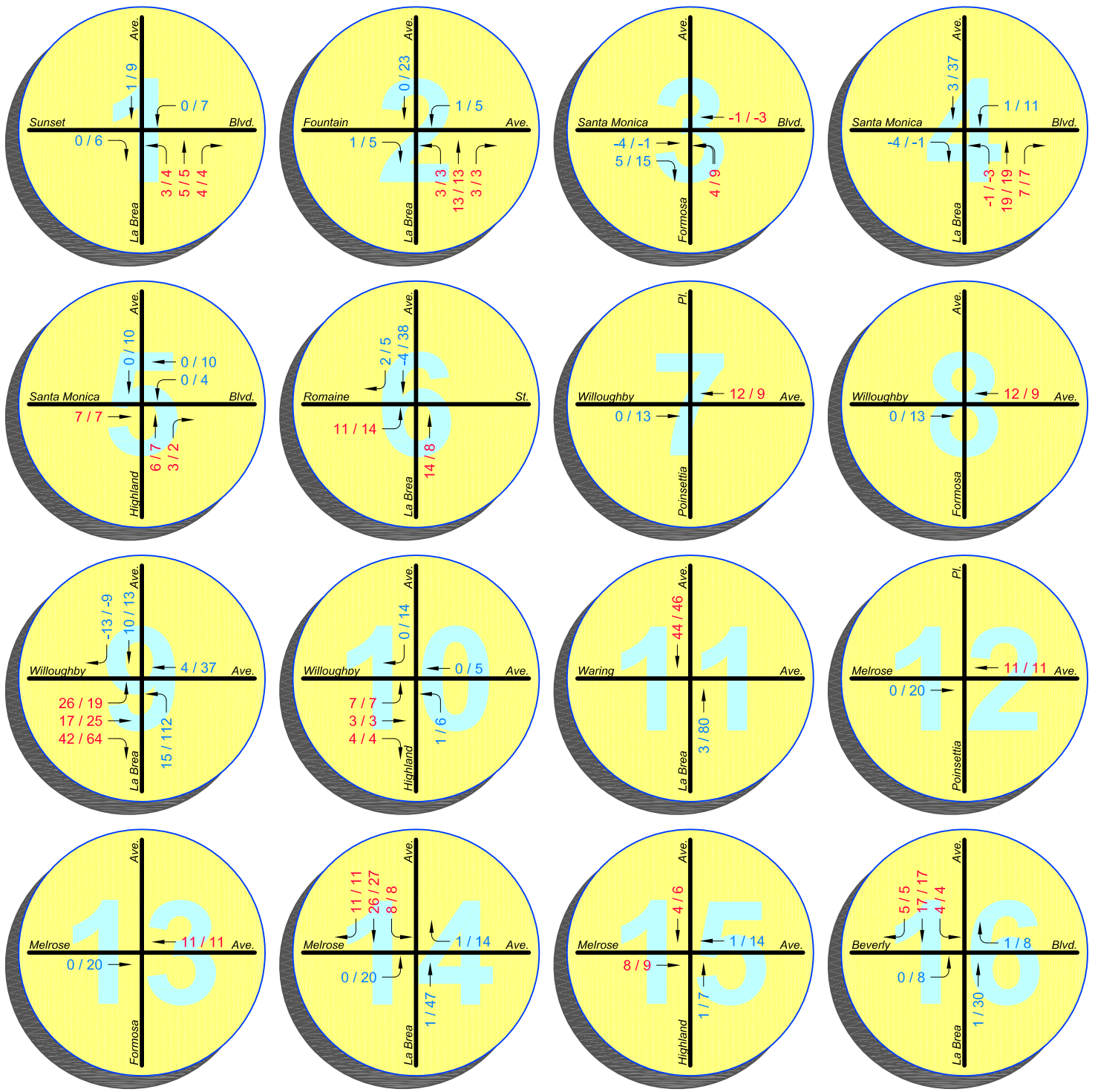
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**COMMERCIAL TRAFFIC DISTRIBUTION
 PEAK HOUR PERCENTAGES**



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LEGEND
 XX INBOUND
 XX OUTBOUND

FIGURE 6

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**NET PROJECT TRAFFIC VOLUMES
 AM / PM PEAK HOUR**

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Analysis of Existing Traffic Conditions

The traffic conditions analysis was conducted using the Critical Movement Analysis (CMA) method for the study intersections located in the City of Los Angeles. New peak hour traffic counts were collected along with current intersection geometrics and traffic controls to determine the intersection's typical weekday peak hour operating condition.

Traffic volume data used in the following peak hour intersectional analysis were based on traffic counts conducted by The Traffic Solution, an independent traffic data collection company. Traffic counts were conducted by counting the number of vehicles at each of the 16 study intersections making each movement. The peak hour volume for each intersection was then determined by finding the four highest consecutive 15-minute volumes for all movements (see Appendix F for the traffic count data). Twenty-four hour counts were also collected at the 3 residential street segments for the neighborhood traffic impact analysis pursuant to LADOT.

The CMA procedure uses a ratio of the traffic volume to the intersection capacity to define the proportion of an hour necessary to accommodate all the traffic moving through the intersection. The CMA procedure adds the highest combination of conflicting traffic volume (V) at an intersection and divides the sum by the intersection capacity value for a V/C ratio. Intersection capacity (C) represents the maximum volume of vehicles which has a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions. V/C ratios provide an ideal means for quantifying intersection operating characteristics for planning purposes. For example, if an intersection has a V/C value of 0.70, the intersection is operating at 70% capacity with 30% unused capacity.

Once the volume-to-capacity ratio has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used by traffic engineers to estimate the level of congestion generally accepted by drivers and to grade the stability of traffic flow. Definitions of the LOS grades are shown in Table 3.

Table 3
V/C Level of Service Definitions

<u>Level of Service</u>	<u>Definition</u>	<u>Equivalent V/C</u>
A	<u>EXCELLENT</u> - Free flow conditions with low traffic density.	0.00 - 0.60
B	<u>VERY GOOD</u> - A stable flow of traffic.	0.61 - 0.70
C	<u>GOOD</u> - Light congestion but stable, occasional backups behind left-turning vehicles.	0.71 - 0.80
D	<u>FAIR</u> - Approaching instability, drivers are restricted in freely changing lanes. Vehicles may be required to wait through more than one cycle.	0.81 - 0.90
E	<u>POOR</u> - At or near capacity with some long lines for left-turning vehicles. Blockage of intersection may occur if traffic signal does not provide for protected turning movements.	0.91 - 1.00
F	<u>FAILURE</u> - Jammed conditions with stoppages of long duration and long queues.	> 1.00

Table 4 tabulates the results of the existing CMA capacity calculations for the existing peak hour traffic counts. Existing peak hour traffic counts at each study intersection are illustrated in Figure 7 for the morning rush hour and Figure 8 for the afternoon rush hour.



Table 4
Level of Service for Existing Conditions

<u>No.</u>	<u>Intersection</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
		<u>V/C</u>	<u>LOS</u>	<u>V/C</u>	<u>LOS</u>
1.	La Brea Ave. & Sunset Bd.	0.724	C	0.872	D
2.	La Brea Ave. & Fountain Ave.	0.927	E	0.824	D
3.	Santa Monica Bd. & Formosa Ave.	0.598	A	0.812	D
4.	Santa Monica Bd. & La Brea Ave.	0.973	E	1.044	F
5.	Santa Monica Bd. & Highland Ave.	0.762	C	0.838	D
6.	La Brea Ave. & Romaine St.	0.482	A	0.730	C
7.	Willoughby Ave. & Poinsettia Pl.	0.319	A	0.451	A
8.	Willoughby Ave. & Formosa Ave.	0.293	A	0.415	A
9.	La Brea Ave. & Willoughby Ave.	0.495	A	0.618	B
10.	Willoughby Ave. & Highland Ave.	0.532	A	0.630	B
11.	La Brea Ave. & Waring Ave.	0.372	A	0.441	A
12.	Melrose Ave. & Poinsettia Pl.	0.481	A	0.462	A
13.	Melrose Ave. & Formosa Ave.	0.519	A	0.433	A
14.	Melrose Ave. & La Brea Ave.	0.923	E	0.893	D
15.	Melrose Ave. & Highland Ave.	0.902	E	1.011	F
16.	La Brea Ave. & Beverly Bd.	0.591	A	0.803	D

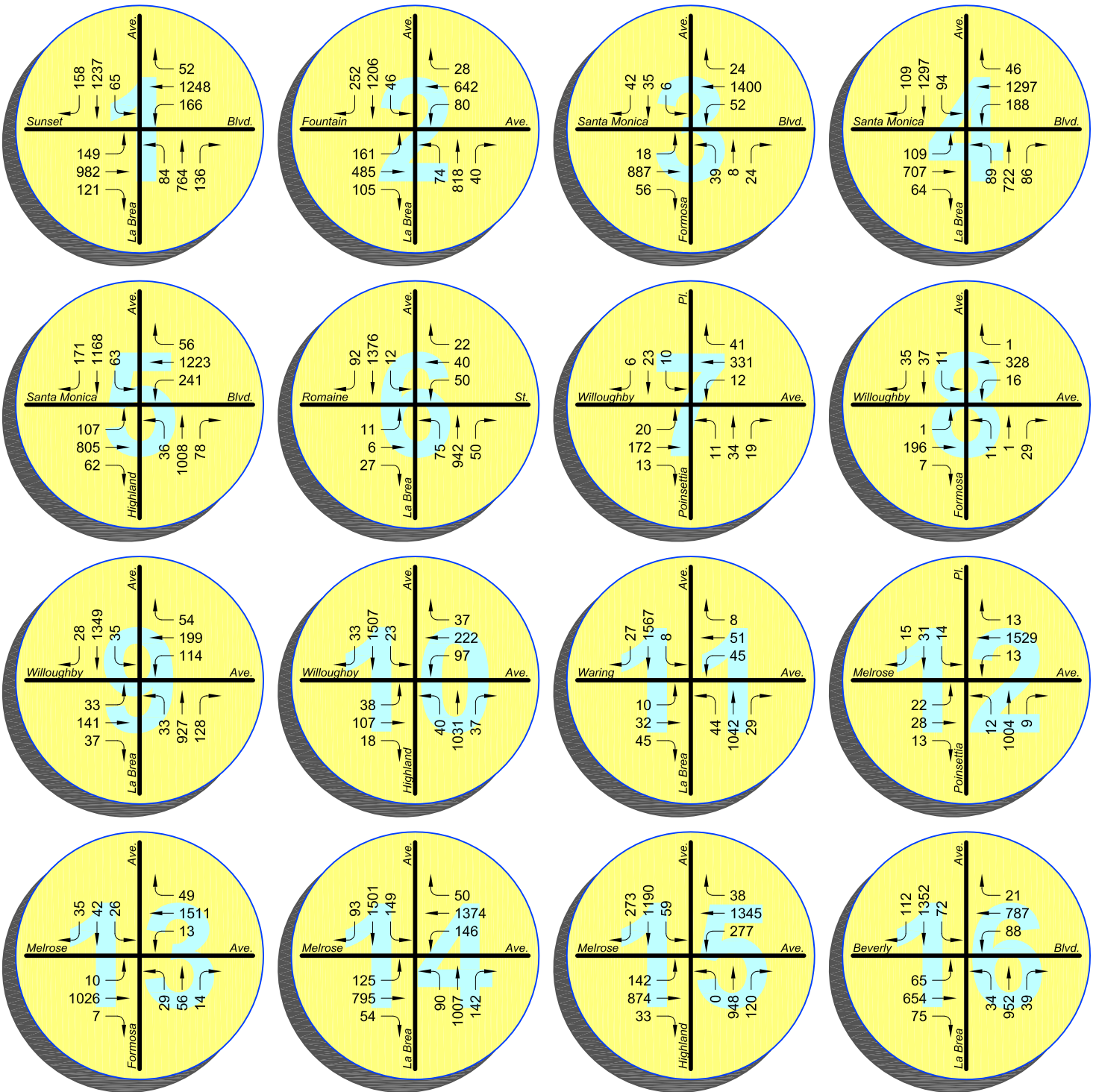


FIGURE 7

7/2007

**EXISTING (2007) TRAFFIC VOLUMES
AM PEAK HOUR**



Overland Traffic Consultants, Inc.

27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

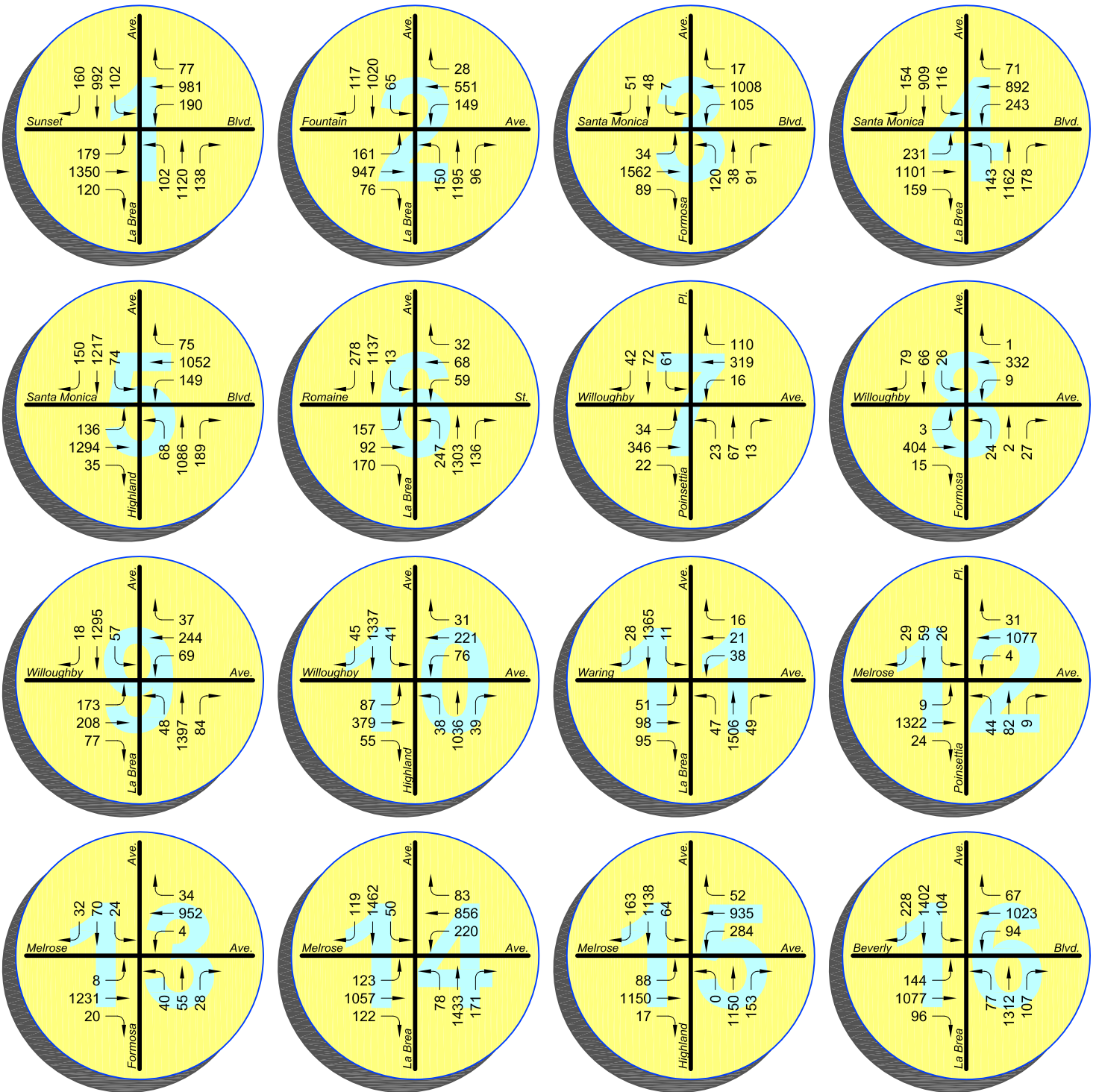


FIGURE 8

7/2007

**EXISTING (2007) TRAFFIC VOLUMES
PM PEAK HOUR**


Overland Traffic Consultants, Inc.
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Analysis of Future Traffic Conditions

Future traffic volume projections have been developed to analyze the traffic conditions after completion of other planned land developments including the proposed project. Pursuant to the City of Los Angeles traffic impact guidelines, the following steps have been taken to develop the future traffic volume estimate:

- (e) Existing traffic + ambient growth (1 % per year) to 2010);
- (f) Traffic in (a) + related projects (without project scenario);
- (g) Traffic in (b) with the proposed project traffic (with project scenario);
- (h) Traffic in (c) + the proposed traffic mitigation, if necessary.

The future cumulative analysis includes other development projects located within the study area that are either under construction or planned. As part of this analysis, development lists were obtained from the City of Los Angeles Department of Transportation and the City of West Hollywood Planning Department. These lists were reviewed to identify those projects that could produce additional traffic at the study intersections by the future study year. It should be noted that this proposed project, or any actions taken by the City regarding this project, does not have a direct bearing on these other proposed related projects. The descriptions of the 138 related projects are listed in Table 5 with its location illustrated on Figure 9.

To evaluate future traffic conditions with the related projects, estimates of the peak hour trips generated by the other developments are shown in Table 6. The cumulative traffic impact of future traffic growth has been calculated by adding the existing traffic volume, the ambient growth factor and traffic from these other development projects. Estimated traffic conditions created by the ambient traffic growth plus other development projects are shown in Table 7. Future traffic volume estimated for the peak hours without the project are illustrated in Figures 10 and 11 for the morning and afternoon peak hours.



Table 5
Listing of Related Projects

<u>No.</u>	<u>Project</u>	<u>Size</u>	<u>Location</u>
1.	Condominiums	19 units	7563 De Longpre Avenue
2.	Apartments	4 units	1153 Formosa Avenue
3.	Retail Commercial	8,179 s.f. 15,750 s.f.	7250 Sunset Boulevard
4.	Restaurant	7,524 s.f.	1635 Las Palmas Avenue
5.	Preschool	75 students	1260 Las Palmas Avenue
6.	The Lot	Studio expansion	Poinsettia Place/Santa Monica Bd.
7.	Condominiums	40 units	1236 Harper Avenue
8.	Condominiums	16 units	8121 Norton Avenue
9.	Condominiums	8 units	8008 Norton Avenue
10.	Mixed - Use	13,830 s.f. retail 28 condos	8120 Santa Monica Boulevard
11.	Condominiums	16 units	1248 Laurel Avenue
12.	Affordable Housing	35 units	1343 Laurel Avenue
13.	Condominiums	17 units	1350 Hayworth Avenue
14.	Apartments	16 units	1342 Hayworth Avenue
15.	Condominiums	12 units	1220 Orange Grove Avenue
16.	Condominiums	5 units	1021 Ogden Drive
17.	Condominiums	5 units	1046 Genesee Avenue
18.	Condominiums	5 units	1013 Spaulding Avenue
19.	Condominiums	5 units	1048 Curson Avenue
20.	Apartments	4 units	1040 Curson Avenue
21.	Condominiums	10 units	1010 Curson Avenue
22.	Condominiums	5 units	1029 Vista Street
23.	Condominiums	10 units	1048 Gardner Street
24.	Condominiums	5 units	917 Sierra Bonita Avenue
25.	Apartments	4 units	925 Genesee Avenue
26.	Condominiums	5 units	950 Orange Grove Avenue
27.	Condominiums	8 units	7917 Willoughby Avenue
28.	Condominiums	18 units	825 Kings Road
29.	Condominiums	11 units	612 Croft Avenue
30.	Condominiums	6 units	632 Kings Road
31.	Condominiums	4 units	547 Kings Road
32.	Mixed - Use	177 senior units assisted 62 condos	100 La Cienega Boulevard



Table 5
Listing of Related Projects

<u>No.</u>	<u>Project</u>	<u>Size</u>	<u>Location</u>
33.	Mixed - Use	17,650 sf retail 130 apartments	6401 Wilshire Boulevard
34.	Mixed - Use	8,500 sf retail 4,000 sf restaurant 288 apartments	5600 Wilshire Boulevard
35.	Apartments	175 apartments	5500 Wilshire Boulevard
36.	Mixed - Use	10,500 sf retail 2,000 s.f. restaurant 173 apartments	5115 Wilshire Boulevard
37.	Mixed - Use	8,000 sf retail 47 apartments	NWC Wilshire and Norton
38.	Mixed -Use	54 apartments 16,000 sf retail less 54 apartments	5920 Melrose Avenue
39.	Mixed -Use	221 apartments 40,000 sf market	915 North La Brea Avenue
40.	Condominiums	50 units	1417 Cole Avenue
41.	Drug Store	16,000 sf	6726 Sunset Avenue
42.	Commercial	53,000 sf health club 11,000 sf drug store	7021 Hollywood Boulevard
43.	Retail	36,895 sf	6931 Hollywood Boulevard
44.	Mixed - Use	56 condos 6,800 sf retail	1411 Highland Avenue
45.	Apartments	50 units	7072 Hawthorn Avenue
46.	Mixed - Use	180 condos 14,000 sf retail	1625 La Brea Avenue
47.	Condominiums	300 units	3rd Street and Ogden Drive
48.	Hotel	196 rooms	1433 Havenhurst Drive
49.	Apartments	18 units	1042 – 1050 Edinburgh Avenue
50.	Condominiums	20 units	1037-1051 Laurel Avenue
51.	Mixed -Use	2,972 sf retail 10,300 sf restaurant	8305 Sunset Boulevard
52.	Condominiums	10 units	1146 Hacienda Place
53.	Condominiums	16 units	1264 Harper Avenue



Table 5 (cont'd)
Listing of Related Projects

<u>No.</u>	<u>Project</u>	<u>Size</u>	<u>Location</u>
54.	Condominiums Hotel Restaurant	16 units 20 room 4,619 sf	8465 Holloway
55.	Condominiums	11 units	1140 Formosa Avenue
56.	Apartments	5 units	1257 Detroit Street
57.	Condominiums	12 units	8760 Shoreham Drive
58.	Condominiums	10 units	1200 Sweetzer Avenue
59.	Condominiums	10 units	1010 Edinburgh Avenue
60.	Apartments	53 units	1234 Hayworth Avenue
61.	Condominiums	17 units	8328 Willoughby Avenue
62.	Condominiums	145 units	7155 Santa Monica Boulevard
63.	Condominiums	42 units	7530 Santa Monica Boulevard
64.	Condominiums	14 units	1136 La Cienega Boulevard
65.	Condominiums	23 units	1240 Fairfax Avenue
66.	Retail	3,400 sf	8448 Melrose Avenue
67.	Retail Apartments	9,276 sf 8 units	1201 N. La Brea Avenue
68.	Hotel Retail Condominiums	296 rooms 39,440 sf 189 units	8490 Sunset Boulevard
69.	Apartments Retail Restaurant	650 units 37,500 sf 5,000 sf	SEC Wilshire Bd. & La Brea Ave.
70.	Apartments Retail Restaurant	130 units 29,060 sf 2,500 sf	6411 Wilshire Boulevard
71.	Mixed use	26,113 sf	5900 Wilshire Boulevard
72.	Office	28,800 sf	725 Curson Avenue
73.	Apartments	20 units	4848 Wilshire Boulevard
74.	Museum	8,375 sf	7600 Beverly Boulevard
75.	Apartments Retail	60 units 5,350 sf	5863 3rd Street
76.	Retail	18,610 sf	145 N. La Brea Avenue
77.	Apartments Retail	93 units 15,862 sf	801 Fairfax Avenue
78.	Condominiums	17 units	820 Alta Vista Boulevard



Table 5 (cont'd)
Listing of Related Projects

<u>No.</u>	<u>Project</u>	<u>Size</u>	<u>Location</u>
79.	Condominiums Retail	13 units 7,500 sf	6915 Melrose Avenue
80.	Condominiums	27 units	717 N. Highland Avenue
81.	Condominiums	21 units	5700 W. Melrose Avenue
82.	Condominiums Retail	96 units 3,350 sf	5663 Melrose Avenue
83.	Condominiums	15 units	5806 N. Waring Avenue
84.	Condominiums	14 units	803 N. Wilcox Avenue
85.	Condominiums	16 units	853 N. Wilcox Avenue
86.	Apartments Retail Restaurant	787 units 12,700 sf 9,500 sf	6677 Santa Monica Boulevard
87.	Condominiums	93 units	6824 W. Lexington Avenue
88.	Office Retail Condominiums	60,000 sf 20,000 sf 350 units	6911 Santa Monica Boulevard
89.	Apartments Retail	183 units 73,000 sf	Sunset Blvd & Hayworth
90.	Condominiums	61 units	7926-7940 Hollywood Boulevard
91.	Chapel K-6 Students staff	3,000 sf 75 students 23 employees	S/S Hollywood Blvd btwn. Martel & Fuller Ave
92.	Condominiums	42 units	7046 Hollywood Boulevard
93.	Condominiums	186 units	1633 N. La Brea Avenue
94.	Retail Office	8,000 sf 7,000 sf	Sunset Bd & Fuller Ave
95.	Condominiums	35 units	1416 N. Fuller Avenue
96.	Condominiums	28 units	1411 N. Poinsettia Place
97.	Condominiums	23 units	1417 N. Detroit Street
98.	Condominiums	18 units	7060 W Hawthorn Avenue
99.	Condos theater	130 units 99 seats	7060 Hollywood Bd
100.	Condominiums Retail	180 units 14,000 sf	1625 La Brea Avenue
101.	Office	85,000 sf	6516-6526 Selma Avenue
102.	Museum	15,000 sf	1782 N Orange
103.	LAUSD High School	1,875 students	Sunset at Van Ness



Table 5 (cont'd)
Listing of Related Projects

<u>No.</u>	<u>Project</u>	<u>Size</u>	<u>Location</u>
104.	Condominiums	81 units	5831 Sunset Boulevard
105.	Retail	13,500 sf	6904 Hollywood Boulevard
	Office	40,000 sf	
	Condominiums	124 units	
	Restaurant	5,300 sf	
106.	Retail	10,000 sf	6922 Hollywood Boulevard
107.	Condominiums	54 units	6735 Yucca Street
108.	Apartments	270 units	Jefferson at Hollywood
	Retail	9,000 sf	
109.	Condominiums	218 units	1729 N Las Palmas Avenue
110.	Restaurant & Jazz Club	6,000 sf	6531 Hollywood Boulevard
	Condominiums	54 units	
111.	Condominiums	32 units	1800 N Whitley Street
112.	Condominiums	20 units	5825 Sunset Boulevard
	Apartments	54 units	
	Office	2,000 sf	
113.	Crobar Nightclub	13,000 sf	S/S Hwd. Btwn. Shrader & Wilcox
114.	Gas stn w/Mini Market	8 pumps	1934 Cahuenga Boulevard
115.	Condominiums	57 units	1717 Vine Street
	Restaurant	5,000 sf	
116.	Condominiums	60 units	6253 Hollywood Boulevard
	Office Condos	5 units	
117.	Senior Housing	104 units	Vine St adj. to Doolittle Theater
118.	Condominiums	311 units	5935 Sunset Boulevard
	Retail	5,000 sf	
	Restaurant	8,500 sf	
	Office	40,000 sf	
	Park	0.5 acre	
119.	Condominiums	32 units	1538-1542 Cahuenga Blvd
	Retail	7,000 sf	
120.	Condominiums	48 units	1427 N Cole PI
121.	Condominiums	40 units	1545 Wilcox Avenue
122.	Bar/Lounge	n/a	1602 N. Cahuenga Blvd
123.	Restaurant	14,000 sf	6360 Sunset Boulevard
124.	Condominiums	90 units	Sunset & Vine
	Retail	15,000 sf	



Table 5 (cont'd)
Listing of Related Projects

<u>No.</u>	<u>Project</u>	<u>Size</u>	<u>Location</u>
125.	Office Retail	120,000 sf 7,000 sf	1601 N Vine Street
126.	Condominiums Retail	96 units 12,986 sf	1645 N Vine Street
127.	Ice Cream Parlor	3,000 sf	6834 Hollywood Boulevard
128.	Apartments Luxury Condos Restaurant Hotel Specialty Retail	375 units 150 units 49,500 sf 305 room 12,000 sf	Hollywood & N. Vine
129.	Cocktail Lounge	12,000 sf	1600 Vine Street
130.	Condominiums Office	85 units 20,000 sf	Yucca & Argyle
131.	Residential Retail Live-Work	1,018 units 175,000 sf 24 units	Boulevard 6200
132.	Hotel Retail	86 units 5,000 sf	6100-6107 Hollywood Bd
133.	Car Dealership	10,000 sf	6000 Hollywood Boulevard
134.	Shopping Center Condominium Office	13,666 sf 140 units 25,125 sf	Hollywood & Gower
135.	Office	150,000 sf	1438 N Gower Street
136.	Apartments	140 units	5825 Sunset Boulevard
137.	Condominiums	60 units	Gordon N/O Sunset Bd
138.	KTLA	633,373 sf net office 82,500 sf soundstage	5800 Sunset Boulevard



Table 6
Estimated Traffic Generation for Other Projects

No.	Related Project	Daily Traffic	AM Peak Hour		PM Peak Hour	
			In	Out	In	Out
1.	19 condominiums	111	1	7	7	3
2.	4 apartments	27	-	2	2	1
3.	8,179 sf retail	362	7	4	10	12
	5,750 sf office	173	21	3	4	20
4.	7,524 sf restaurant	957	45	42	50	32
5.	75 students preschool	336	32	29	29	32
6.	studio expansion	N/A	389	49	113	332
7.	40 condominiums	234	3	15	14	7
8.	16 condominiums	94	1	6	6	3
9.	8 condominiums	47	1	3	3	1
10.	13,830 sf retail	613	11	5	16	21
	28 condominiums	164	2	10	10	5
11.	16 condominiums	94	1	6	6	3
12.	35 affordable units	235	4	14	14	8
13.	17 condominiums	100	1	6	6	3
14.	16 apartments	108	2	7	4	2
15.	12 condominiums	70	1	4	4	2
16.	5 condominiums	29	0	2	2	1
17.	5 condominiums	29	0	2	2	1
18.	5 condominiums	29	0	2	2	1
19.	5 condominiums	29	0	2	2	1
20.	4 apartments	27	0	2	2	1
21.	10 condominiums	59	1	4	4	2
22.	5 condominiums	29	0	2	2	1
23.	10 condominiums	59	1	4	4	2
24.	5 condominiums	29	0	2	2	1
25.	4 apartments	27	0	2	2	1
26.	5 condominiums	29	0	2	2	1
27.	8 condominiums	47	1	3	3	1
28.	18 condominiums	105	1	7	6	3
29.	11 condominiums	64	1	4	4	2
30.	6 condominiums	35	0	2	2	1
31.	4 condominiums	23	0	2	1	1
32.	177 senior assisted	485	21	9	27	25
	62 condominiums	363	4	23	22	11
33.	17,650 sf retail	782	14	9	21	27
	130 apartments	874	13	53	52	29

Table 6 (cont'd)
Estimated Traffic Generation for Other Projects

No.	Related Project	Daily Traffic	AM Peak Hour		PM Peak Hour	
			In	Out	In	Out
34.	8,500 sf retail	377	7	4	10	13
	4,000 sf restaurant	509	24	22	27	17
	288 apartments	1,935	29	118	115	63
35.	175 apartments	1,176	18	72	70	39
36.	10,500 sf retail	465	8	6	12	16
	2,000 sf restaurant	254	12	11	13	9
	173 apartments	1,163	17	71	69	38
37.	8,000 sf retail	377	7	4	10	13
	47 apartments	316	5	19	19	10
38.	16,000 sf retail	709	13	8	19	24
	net 0 apartments	0	0	0	0	0
39.	40,000 sf market	2,331	45	29	121	117
	221 apartments	1,336	20	82	79	44
40.	50 condominiums	293	4	19	18	9
41.	16,000 sf drugstore	1,411	24	18	68	70
42.	53,000 sf health club	1,745	27	37	110	105
	11,000 sf drugstore	970	17	13	46	48
43.	36,895 sf retail	1,635	29	20	44	56
44.	56 condominiums	328	4	21	20	10
	6,800 sf retail	301	5	4	8	10
45.	50 apartments	336	5	21	20	11
46.	180 condominiums	1,055	13	67	63	31
	14,000 sf retail	620	11	8	17	21
47.	300 condominiums	58	21	111	105	51
48.	196 rooms	1,748	76	55	67	55
49.	18 apartments	121	2	7	7	4
50.	20 condos	117	1	7	7	3
51.	2,972 sf retail	128	2	1	5	6
	10,300 sf restaurant	1,310	62	57	69	57
52.	10 condominiums	59	1	4	4	2
53.	16 condominiums	94	1	6	6	3
54.	16 condominiums	94	1	6	6	3
	20 rooms	163	7	4	6	6
	4,619 sf restaurant	587	28	26	31	20
55.	11 condominiums	64	1	4	4	2
56.	5 apartments	34	1	2	2	1
57.	12 condominiums	81	1	5	5	3
58.	10 condominiums	59	1	4	4	2
59.	10 condominiums	59	1	4	4	2



Table 6 (cont'd)
 Estimated Traffic Generation for Other Projects

No.	Related Project	Daily Traffic	AM Peak Hour		PM Peak Hour	
			In	Out	In	Out
60.	53 apartments	311	4	20	19	9
61.	17 condominiums	100	1	6	6	3
62.	145 condominiums	850	10	54	51	25
63.	42 condominiums	246	3	16	15	7
64.	14 condominiums	82	1	5	5	2
65.	23 condominiums	135	2	9	8	4
66.	3,400 sf retail	146	2	1	6	7
67.	9,276 sf retail	398	6	4	17	18
	8 apartments	54	1	3	3	26
68.	296 rooms	2,640	115	83	101	107
	39,440 sf retail	1,694	25	16	71	77
	189 condominiums	8,116	119	76	340	369
69.	Mixed-Use	2,815	54	152	153	96
70.	130 apartments	874	13	53	52	29
	29,060 sf retail	1,248	18	12	52	57
	2,500 sf restaurant	1,790	66	44	33	32
71.	26,113 sf mixed-use	1,120	16	16	60	37
72.	28,800 sf office	317	39	5	7	36
73.	20 apartments	134	2	8	8	4
74.	8,375 sf museum	452	6	3	28	31
75.	60 apartments	403	6	25	24	13
	5,350 sf retail	230	3	2	10	10
76.	18,610 sf retail	799	12	7	34	36
77.	93 apartments	625	9	68	37	20
	15,862 retail	681	10	6	29	31
78.	17 condominiums	100	1	6	6	3
79.	13 condominiums	76	1	5	5	2
	7,500 sf retail	322	5	3	14	15
80.	27 condominiums	158	2	10	9	5
81.	21 condominiums	123	1	8	7	4
82.	96 condominiums	563	7	36	34	16
	3,350 sf retail	144	2	1	6	7
83.	15 condominiums	88	1	6	5	3
84.	14 condominiums	82	1	5	5	2
85.	16 condominiums	84	1	6	6	3
86.	787 apartments	3,305	63	181	165	110
	12,700 sf retail	545	8	5	23	25
	9,500 sf restaurant	855	4	4	48	23
87.	93 condominiums	545	7	34	33	16



Table 6 (cont'd)
 Estimated Traffic Generation for Other Projects

<u>No.</u>	<u>Related Project</u>	<u>Daily Traffic</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
			<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
88.	mixed-use	864	15	104	99	53
89.	183 apartments & 73,000 sf retail	1,452	18	75	79	48
90.	61 condominiums	357	4	23	21	10
91.	3,000 sf chapel, 75 students & 23 staff	218	38	31	7	11
92.	42 condominiums	246	3	16	15	7
93.	186 condominiums	1,090	13	69	65	32
94.	8,000 sf retail & 7,000 sf office	417	10	1	11	21
95.	35 condominiums	205	2	13	12	6
96.	28 condominiums	164	2	10	10	15
97.	23 condominiums	135	2	9	8	4
98.	18 units	105	1	7	6	3
99.	130 condominiums & 99 seat theater	936	9	48	51	24
100.	180 condominiums & 14,000 sf retail	1656	22	73	15	7
101.	85,000 sf office	936	116	16	21	105
102.	15,000 sf museum	810	11	5	51	55
103.	1,875 students	2,877	456	205	124	139
104.	81 condominiums	469	6	30	28	14
105.	13,500 sf retail, 40,000 sf office, 124 condominiums & 5,300 sf restaurant	842	112	128	12	52
106.	10,000 sf retail	443	6	4	12	15
107.	54 condominiums	316	4	20	19	9
108.	270 apartments & 9,000 retail	2,191	27	111	118	72
109.	218 condominiums	1,277	15	81	76	37
110.	6,000 Restaurant & 54 condominiums	569	2	3	32	16
111.	32 condominiums	188	2	12	11	5
112.	20 condominiums, 54 apartments & 2,000 sf office	502	9	2	30	17
113.	13,000 sf Crobar nightclub	1,180	0	0	78	40
114.	gas station with 8 pumps	911	24	24	32	33
115.	57 condominiums & 5,000 sf restaurant	991	37	49	55	32



Table 6 (cont'd)
 Estimated Traffic Generation for Other Projects

<u>No.</u>	<u>Related Project</u>	<u>Daily Traffic</u>	<u>AM Peak Hour</u>		<u>PM Peak Hour</u>	
			<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
116.	60 condominiums & 5 office condominiums	954	74	31	53	170
117.	104 senior housing	362	4	4	7	4
118.	311 condominiums, 5,000 sf retail, 8,500 sf restaurant, 40,000 sf office & 0.5 acre park	1,248	66	103	62	65
119.	32 condominiums & 7,000 sf retail	188	2	12	11	5
120.	48 condominiums	281	3	18	17	81
121.	40 condominiums	234	3	15	14	7
122.	bar / lounge	570	0	0	37	19
123.	14,000 sf restaurant	1,806	85	79	95	60
124.	90 condominiums & 15,000 sf retail	1,192	18	41	49	38
125.	120,000 sf office & 7,000 sf retail	1,321	163	23	30	149
126.	96 condominiums & 12,986 sf retail	1,138	7	36	49	36
127.	3,000 sf retail	217	13	13	14	7
128.	375 apartments, 150 condominiums, 49,500 sf restaurant, 305 room hotel & 12,000 sf specialty retail	10,876	153	277	560	334
129.	12,000 cocktail lounge	675	-	-	89	46
130.	85 condominiums & 20,000 sf office	718	33	35	35	39
131.	1,018 sf residential, 175,000 sf retail & 24 live-work	14,772	238	512	852	700
132.	86 hotel & 5,000 sf retail	925	33	22	33	32
133.	10,000 sf car dealership	333	15	5	10	16
134.	13,666 shopping center, 140 condominiums & 25,125 sf office	1,251	44	53	60	62
135.	150,000 sf office	1,823	228	31	205	247
136.	140 apartments	941	14	57	56	31
137.	60 condominiums	352	4	22	21	10
138.	KTLA expansion	4,230	554	76	108	528

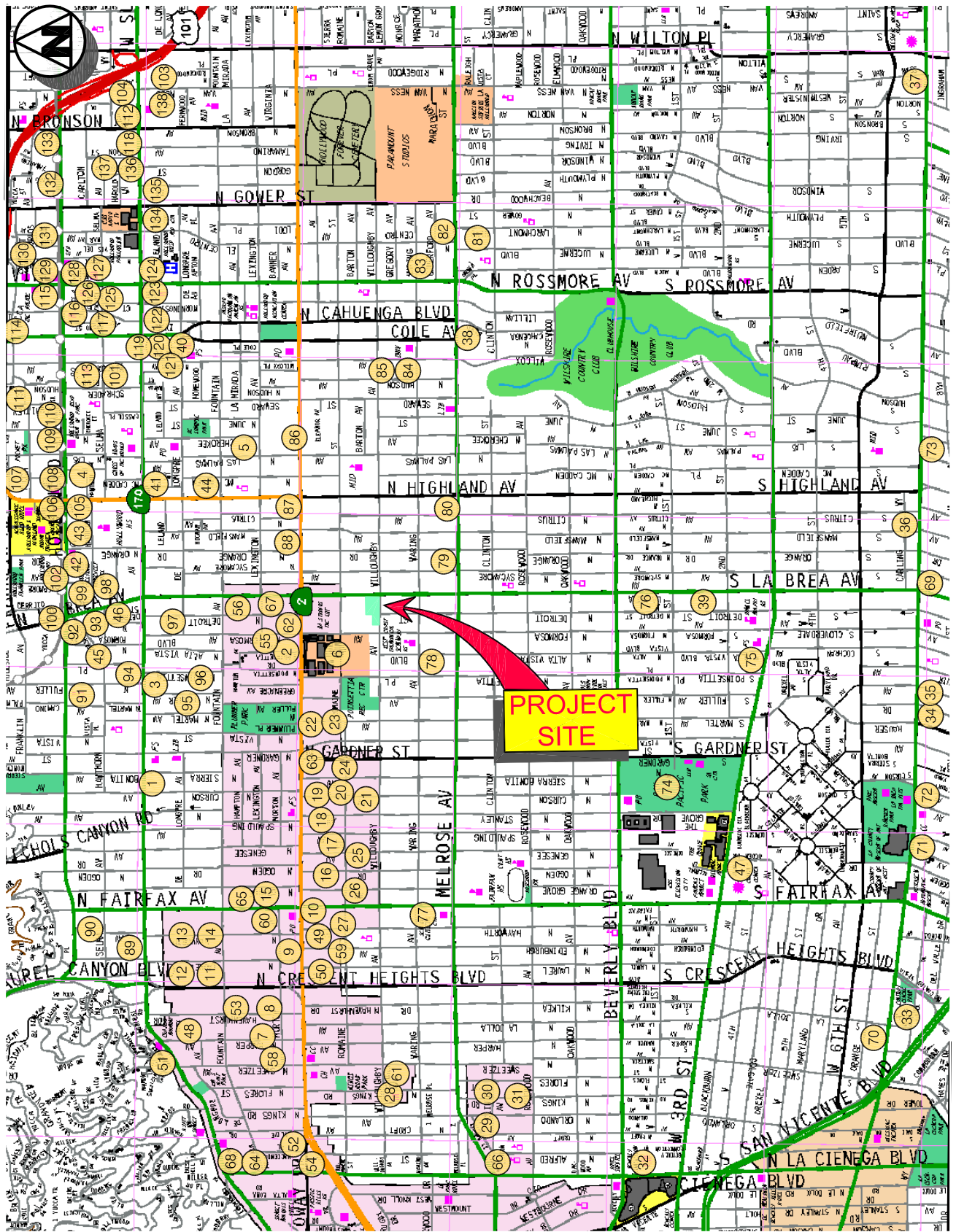


FIGURE 9

7/2006

RELATED PROJECT LOCATIONS

Overland Traffic Consultants, Inc.

27201 Tourney Road #206, Santa Clarita, CA 91355
 (661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



Table 7
Future Traffic Conditions Without Project

No.	Intersection	Peak Hour	Existing		Future Without Project		
			V/C	LOS	V/C	LOS	Growth
1.	La Brea Ave. & Sunset Bd.	AM	0.724	C	0.846	D	+0.122
		PM	0.872	D	1.065	F	+0.193
2.	La Brea Ave. & Fountain Ave.	AM	0.927	E	1.036	F	+0.109
		PM	0.824	D	0.967	E	+0.143
3.	Santa Monica Bd. & Formosa Ave.	AM	0.598	A	0.702	C	+0.104
		PM	0.812	D	1.002	F	+0.190
4.	Santa Monica Bd. & La Brea Ave.	AM	0.973	E	1.179	F	+0.206
		PM	1.044	F	1.321	F	+0.277
5.	Santa Monica Bd. & Highland Ave.	AM	0.762	C	0.930	E	+0.168
		PM	0.838	D	1.039	F	+0.201
6.	La Brea Ave. & Romaine St.	AM	0.482	A	0.633	B	+0.151
		PM	0.730	C	0.921	E	+0.191
7.	Willoughby Ave. & Poinsettia Pl.	AM	0.319	A	0.329	A	+0.010
		PM	0.451	A	0.467	A	+0.016
8.	Willoughby Ave. & Formosa Ave.	AM	0.293	A	0.303	A	+0.010
		PM	0.415	A	0.429	A	+0.014
9.	Willoughby Ave. & La Brea Ave.	AM	0.495	A	0.562	A	+0.067
		PM	0.618	B	0.707	C	+0.089
10.	Willoughby Ave. & Highland Ave.	AM	0.532	A	0.581	A	+0.049
		PM	0.630	B	0.693	B	+0.063
11.	La Brea Ave. & Waring Ave.	AM	0.372	A	0.435	A	+0.063
		PM	0.441	A	0.540	A	+0.099
12.	Melrose Ave. & Poinsettia Pl.	AM	0.481	A	0.504	A	+0.023
		PM	0.462	A	0.491	A	+0.029
13.	Melrose Ave. & Formosa Ave.	AM	0.519	A	0.543	A	+0.024
		PM	0.433	A	0.462	A	+0.029
14.	Melrose Ave. & La Brea Ave.	AM	0.923	E	1.043	F	+0.120
		PM	0.893	D	1.048	F	+0.155
15.	Melrose Ave. & Highland Ave.	AM	0.902	E	0.984	E	+0.082
		PM	1.011	F	1.162	F	+0.151
16.	La Brea Ave. & Beverly Bd.	AM	0.591	A	0.637	B	+0.046
		PM	0.803	D	0.872	D	+0.069

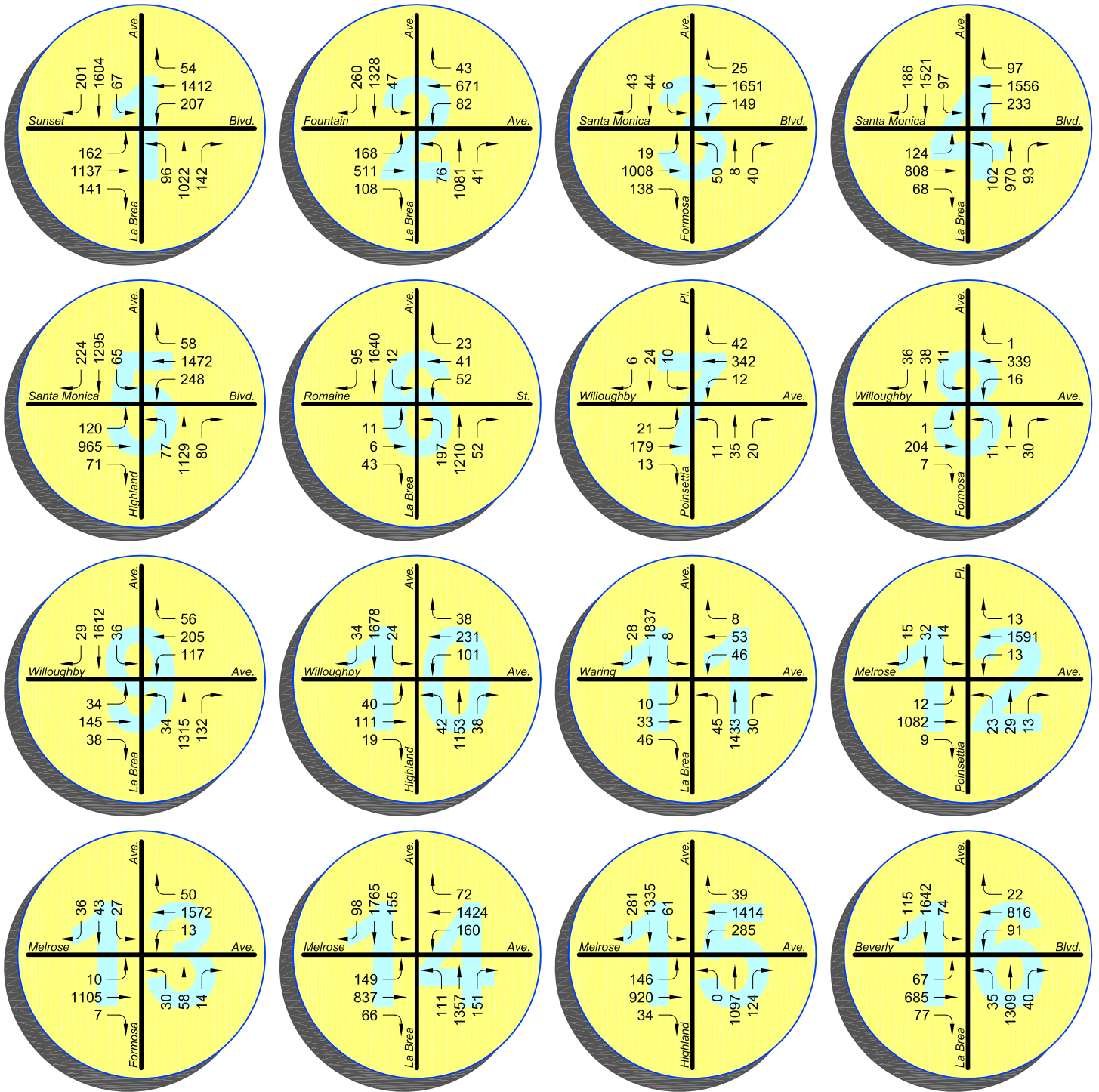


FIGURE 10

7/2007

**FUTURE (2010) TRAFFIC VOLUME
WITHOUT PROJECT
AM PEAK HOUR**



Overland Traffic Consultants, Inc.

27201 Tournay Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

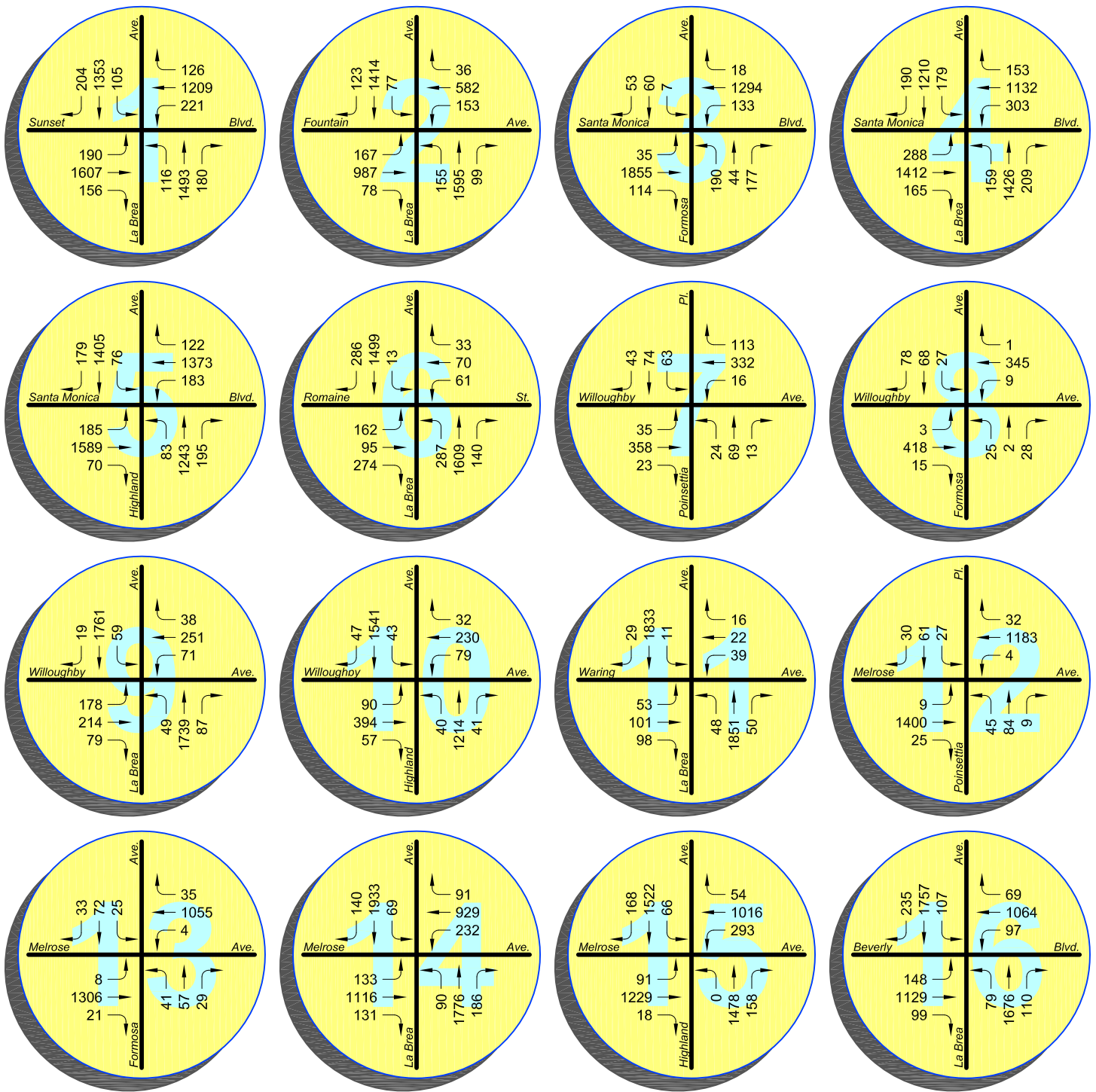


FIGURE 11

7/2007

**FUTURE (2010) TRAFFIC VOLUME
WITHOUT PROJECT
PM PEAK HOUR**

Overland Traffic Consultants, Inc.
27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

It should be noted that the impact analysis does not consider any changes to the existing intersection configuration or other traffic control (e.g., future roadway improvements). Traffic conditions after completion of the proposed project have been calculated by adding the project volume to the without project traffic volume estimates. The traffic impact of the added project traffic at the study intersections is shown in the table below using the “without project” estimates as the baseline.

Comparing the changes in the traffic conditions between the without and with project scenarios provides the necessary information to determine if the project creates a significant impact on the study intersections. According to the standards adopted by the City of Los Angeles and the City of West Hollywood, a traffic impact is considered significant if the related increase in the V/C value equals or exceeds the thresholds as provided below:

City of Los Angeles Criterion:

<u>LOS</u>	<u>Final V/C Value</u>	<u>Increase in V/C Value</u>
C	≥ 0.70 – 0.79	+ 0.040
D	0.80 - 0.89	+ 0.020
E - F	≥ 0.90	+ 0.010 or more

City of West Hollywood Criterion:

<u>LOS</u>	<u>Final V/C Value</u>	<u>Increase in V/C Value</u>
E - F	≥ 0.90	+ 0.020

Table 8 shows the results of the project traffic impact analysis. As shown, 2 intersections located in the City of Los Angeles would be significantly impacted by project traffic prior to implementing traffic mitigation measures. Those intersections are: Willoughby Avenue and La Brea Avenue and at Melrose Avenue and La Brea Avenue. Future cumulative “with project” traffic volumes for the project are shown in Figures 12 and 13 for the morning and afternoon peak hours, respectively.



Table 8
Future Traffic Conditions With Project

No.	Intersection	Peak Hour	Without Project		Future With Project		
			V/C	LOS	V/C	LOS	Impact
1.	La Brea Ave. & Sunset Bd.	AM	0.846	D	0.848	D	+0.002
		PM	1.065	F	1.072	F	+0.007
2.	La Brea Ave. & Fountain Ave.	AM	1.036	F	1.038	F	+0.002
		PM	0.967	E	0.974	E	+0.007
3.	Santa Monica Bd. & Formosa Ave.	AM	0.702	C	0.704	C	+0.002
		PM	1.002	F	1.013	F	+0.011
4.	Santa Monica Bd. & La Brea Ave.	AM	1.179	F	1.179	F	+0.000
		PM	1.321	F	1.335	F	+0.014
5.	Santa Monica Bd. & Highland Ave.	AM	0.930	E	0.930	E	+0.000
		PM	1.039	F	1.047	F	+0.008
6.	La Brea Ave. & Romaine St.	AM	0.633	B	0.640	B	+0.007
		PM	0.921	E	0.931	E	+0.010*
7.	Willoughby Ave. & Poinsettia Pl.	AM	0.329	A	0.337	A	+0.008
		PM	0.467	A	0.473	A	+0.006
8.	Willoughby Ave. & Formosa Ave.	AM	0.303	A	0.311	A	+0.008
		PM	0.429	A	0.438	A	+0.009
9.	Willoughby Ave. & La Brea Ave.	AM	0.562	A	0.585	A	+0.023
		PM	0.707	C	0.838	D	+0.131*
10.	Willoughby Ave. & Highland Ave.	AM	0.581	A	0.587	A	+0.006
		PM	0.693	B	0.710	C	+0.017
11.	La Brea Ave. & Waring Ave.	AM	0.435	A	0.445	A	+0.010
		PM	0.540	A	0.550	A	+0.010
12.	Melrose Ave. & Poinsettia Pl.	AM	0.504	A	0.507	A	+0.003
		PM	0.491	A	0.498	A	+0.007
13.	Melrose Ave. & Formosa Ave.	AM	0.543	A	0.547	A	+0.004
		PM	0.462	A	0.468	A	+0.006
14.	Melrose Ave. & La Brea Ave.	AM	1.043	F	1.052	F	+0.009
		PM	1.048	F	1.057	F	+0.009
15.	Melrose Ave. & Highland Ave.	AM	0.984	E	0.984	E	+0.000
		PM	1.162	F	1.168	F	+0.006
16.	La Brea Ave. & Beverly Bd.	AM	0.637	B	0.643	B	+0.006
		PM	0.872	D	0.885	D	+0.013

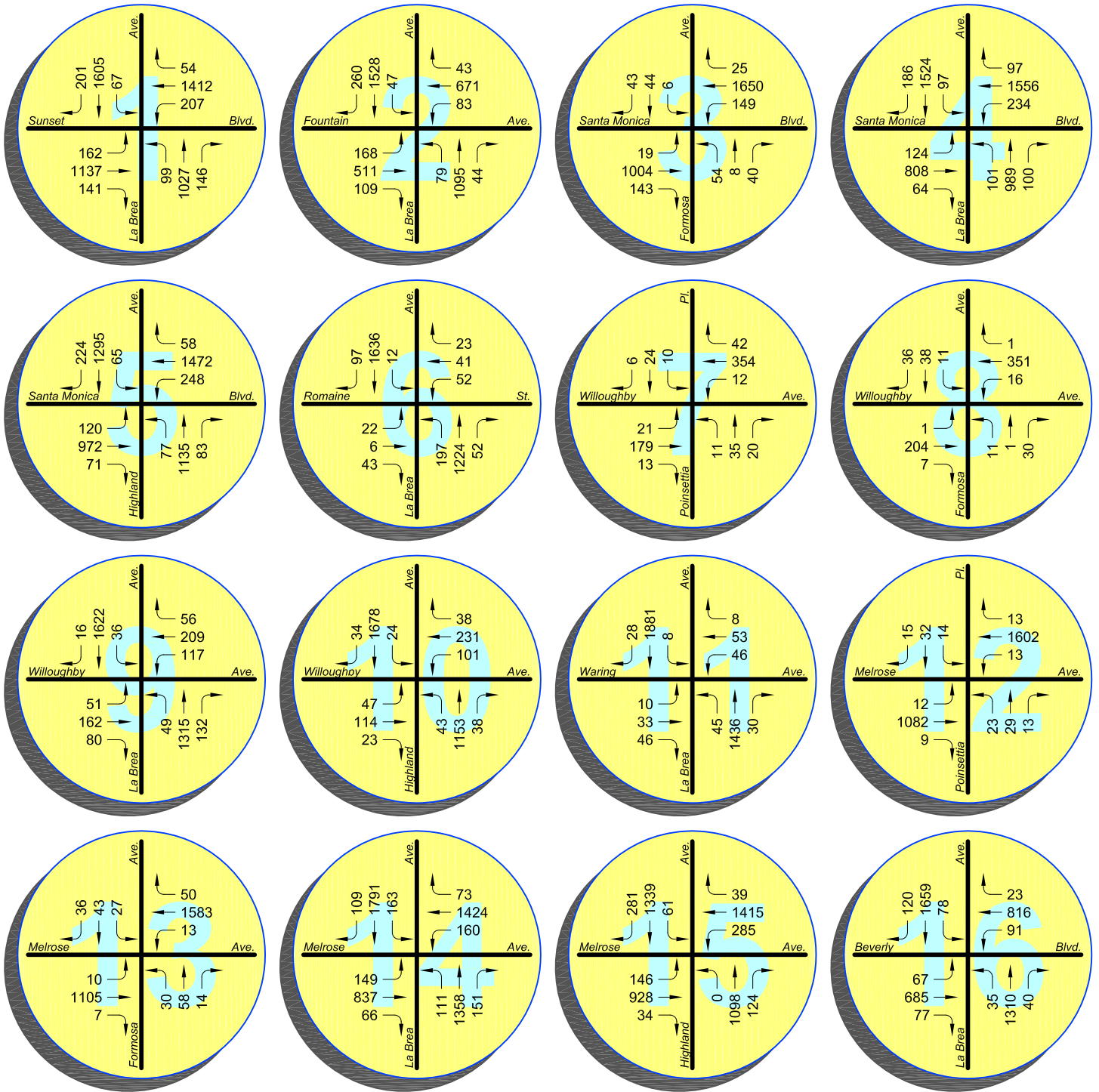


FIGURE 12

7/2007

**FUTURE (2010) TRAFFIC VOLUME
WITH PROJECT
AM PEAK HOUR**



Overland Traffic Consultants, Inc.

27201 Tourney Road #206, Santa Clarita, CA 91355
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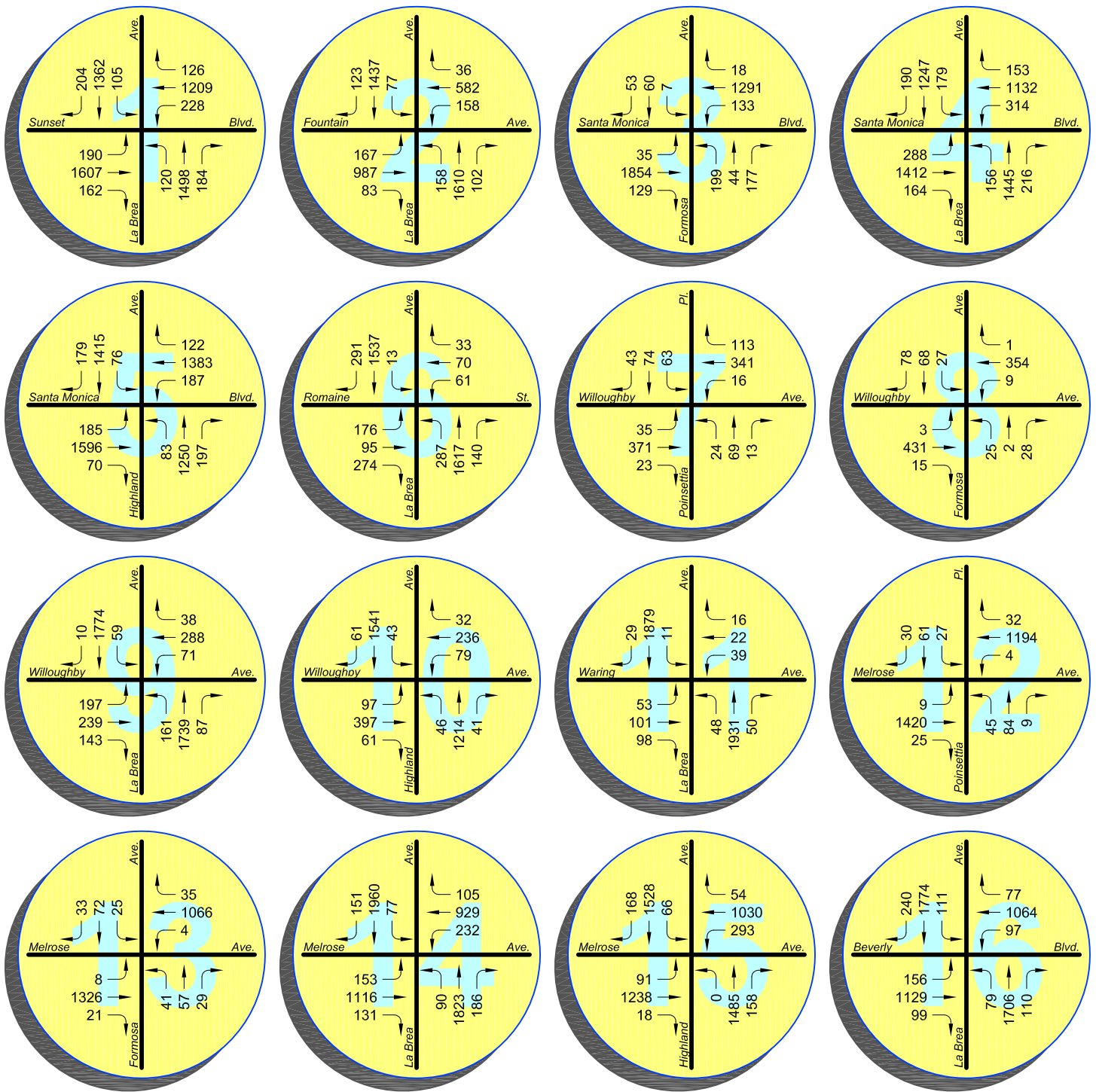


FIGURE 13

7/2007

**FUTURE (2010) TRAFFIC VOLUME
WITH PROJECT
PM PEAK HOUR**

 **Overland Traffic Consultants, Inc.**
27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

Neighborhood Traffic Impact

This study also analyzed the potential impacts of the project's daily traffic on Willoughby Avenue, Formosa Avenue and Detroit Street. The methodology used by the City of Los Angeles for determining neighborhood impacts is based on daily traffic along each street. Recent 24-hour traffic counts on adjacent residential streets were conducted to determine the amount of existing traffic currently utilizing the roadways.

Using the methodology described earlier in this report for forecasting future year "Without Project" conditions for the study intersections, the future daily traffic volume on each of the residential streets was projected. Existing traffic was growth factored by one percent per year to the year 2010 to account for expected ambient area wide traffic growth.

The Los Angeles Traffic Study Policies and Procedures define a project's significant neighborhood impact as a percentage of future projected daily traffic volumes on the street analyzed. For neighborhood streets projected to carry 1,000 VPD or lower, a significant project impact occurs when daily project traffic increases by 16 percent or more of the total future traffic on the street. For streets with between 1,000 and 2,000 daily trips, an increase of 12 percent or more of the total future traffic on the street is considered significant. Between 2,000 and 3,000 daily trips, a 10 percent increase is deemed to constitute a significant impact, and above 3,000 daily trips, an eight percent increase is the threshold.

Using the daily trip generation calculations along with the anticipated project traffic distributions, the amount of daily project-related trips along the residential streets was estimated. These project traffic volumes and existing and future street traffic volumes are contained in Table 9.

Table 9
 Neighborhood Traffic Intrusion Analysis
 Average Daily Traffic Volumes

Location	Existing Daily Traffic	Future (2010) Without Project	Future Daily Project Traffic	Future (2010) With Project	Significance Threshold	Impact
Willoughby Ave. W/O Formosa Ave.	7,335	7,775	332	8,107	8 %	4.1 %
Detroit Street S/O Willoughby Ave.	891	944	60	1,004	12 %	6.0 %
Formosa Ave. S/O Willoughby Ave.	1,781	1,888	60	1,948	12 %	3.1 %

As shown in Table 9, no significant neighborhood impacts would occur as a result of traffic generated by the project. It is however recommended that through moves not be allowed between the commercial driveway on Willoughby Avenue and Detroit Street.

Impacts on Regional Transportation System

The Congestion Management program (CMP) was adopted to track regional traffic growth, building permits and transportation improvements. The CMP designated a transportation network including all state highways and some arterials within the County to be monitored by local jurisdictions. If the LOS standard deteriorates on the CMP network, then local jurisdictions must prepare a deficiency plan to be in conformance with the CMP program. Local jurisdictions found to be in nonconformance with the CMP risk the loss of state gas tax funding. Current changes to the CMP program being considered by local officials include adding a countywide trip fee to mitigate regional cumulative impacts.

For purposes of the CMP LOS analysis is required when the project will add 50 or more trips during either the am or pm weekday peak hour. A substantial change in freeway conditions is defined as an increase or decrease of 0.10 in the demand to capacity ratio and a change in LOS. A CMP traffic impact analysis is required if a project will add 150 or more trips to a freeway segment in either direction during either the AM or PM weekday peak hour.



The nearest CMP monitoring locations are at the intersections of Santa Monica Boulevard and Highland Avenue, and at Wilshire Boulevard and La Brea Avenue. With the dispersal of trips beyond the immediate study area it was determined that the only CMP study intersection that requires study is Santa Monica Boulevard and Highland Avenue (study intersection number 5). The increase in the V/C ratio with the project is +0.000 in during the morning peak hour and +0.008 in the afternoon peak hour, therefore, no additional CMP analysis is necessary.



CHAPTER 6

MITIGATION MEASURES

The analysis contained in this study has determined that the added traffic volume generated by the mixed use project may significantly impact the traffic flow at two intersections prior to the implementation of traffic mitigation measures. The two intersections expected to be impacted by the project are: Willoughby Avenue and La Brea Avenue and at Melrose Avenue and La Brea Avenue. Listed below are the recommended traffic mitigation measures with concept drawings in Appendix E:

1. Willoughby Avenue and La Brea Avenue – It is recommended that the north side of Willoughby Avenue be widened by five feet from west of La Brea Avenue to the proposed commercial driveway opposite Detroit Street (approximately 300 feet) to allow for the installation of wider traffic lanes to facilitate the movement of eastbound right-turns (i.e., functional right-turn lane) on Willoughby Avenue at La Brea Avenue.
2. Romaine Street and La Brea Avenue – It is recommended that the south side of Romaine Street be widened by three feet west of La Brea Avenue for approximately 100 feet for the installation of a wider eastbound curb lane to facilitate the movement of eastbound right-turning traffic (i.e., functional right-turn lane).

It is also recommended that through moves not be allowed between the driveway on Willoughby Avenue opposite Detroit Street. The project's traffic impacts will be fully mitigated with the implementation of the traffic mitigation measures listed above as shown in Table 10.



Table 10
Future Traffic Conditions + Mitigation

<u>Intersection</u>	<u>Peak Hour</u>	<u>Future Without</u>		<u>With Project + Mitigation</u>		
		<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>
Willoughby Ave. & La Brea Ave.	AM	0.562	A	0.585	A	+ 0.023
	PM	0.707	C	0.742	C	+ 0.035
Romaine St. & La Brea Ave.	AM	0.663	B	0.640	B	+ 0.007
	PM	0.921	E	0.864	D	- 0.057

Highway Dedications and Street Standards

La Brea Avenue is designated a major highway class II. The standard width for a major highway is 104 feet of right-of-way consisting of an 80 foot wide street with 12 foot sidewalks on each side. The half street dedication and street improvement requirements are therefore 52 feet of right-of-way with a 40 foot wide street and 12 foot sidewalks on each side.

A review of the city files shows that La Brea Avenue is currently developed with a total right-of-way of 100 feet (50 feet each side). The street is developed to approximately 70 feet in width consisting of 2-35-foot half streets. The west sidewalk is 15 feet in width. Therefore, the City could ask for a 5-foot street widening and a 2-foot street dedication along the project's La Brea Avenue frontage.

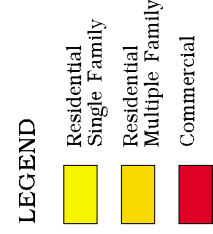
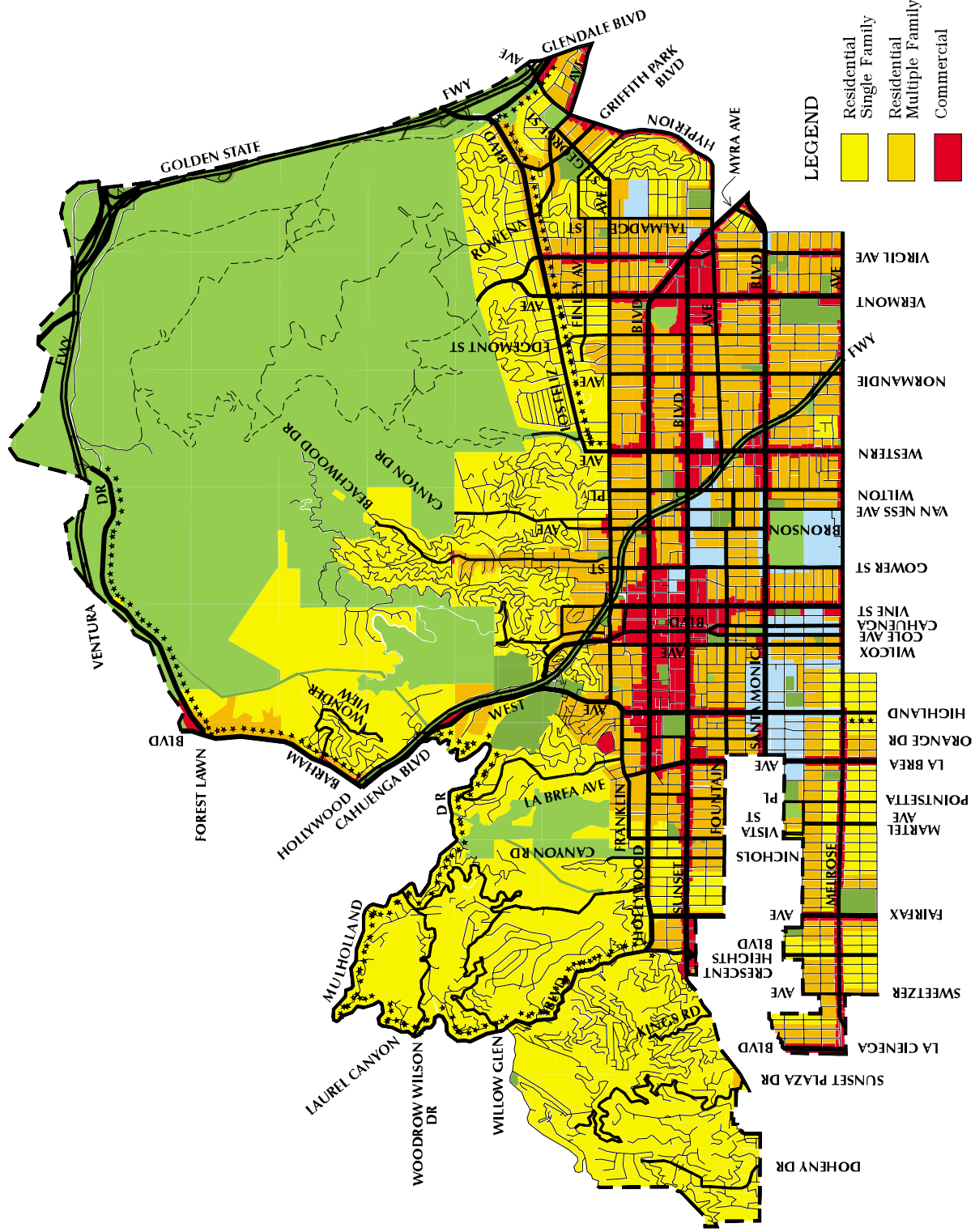
Willoughby Avenue is designated a local street west of La Brea Avenue. A local street standard in commercial areas calls for a 60-foot right-of-way with a 40-foot wide roadway and 10-foot sidewalks on each side. Willoughby Avenue is fully dedicated to 60 feet with a 30 foot roadway and 15-foot sidewalks on each side. Therefore, a 5-foot street widening along the Willoughby Avenue project frontage is required to satisfy the local street standard.



There may be exceptions to the highway standards and criteria contained in the Circulation Element of the General Plan and the City's Standard Street Dimensions as listed above where environmental issues, planning practices and community desires warrant alternate standards. Several exceptions are being requested by the project during the environmental review process: it is requested that La Brea Avenue not be widened by 5 feet and that the Willoughby Avenue not be widened west of Detroit Street.

APPENDIX A

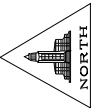
COMMUNITY PLAN LAND USE INFORMATION



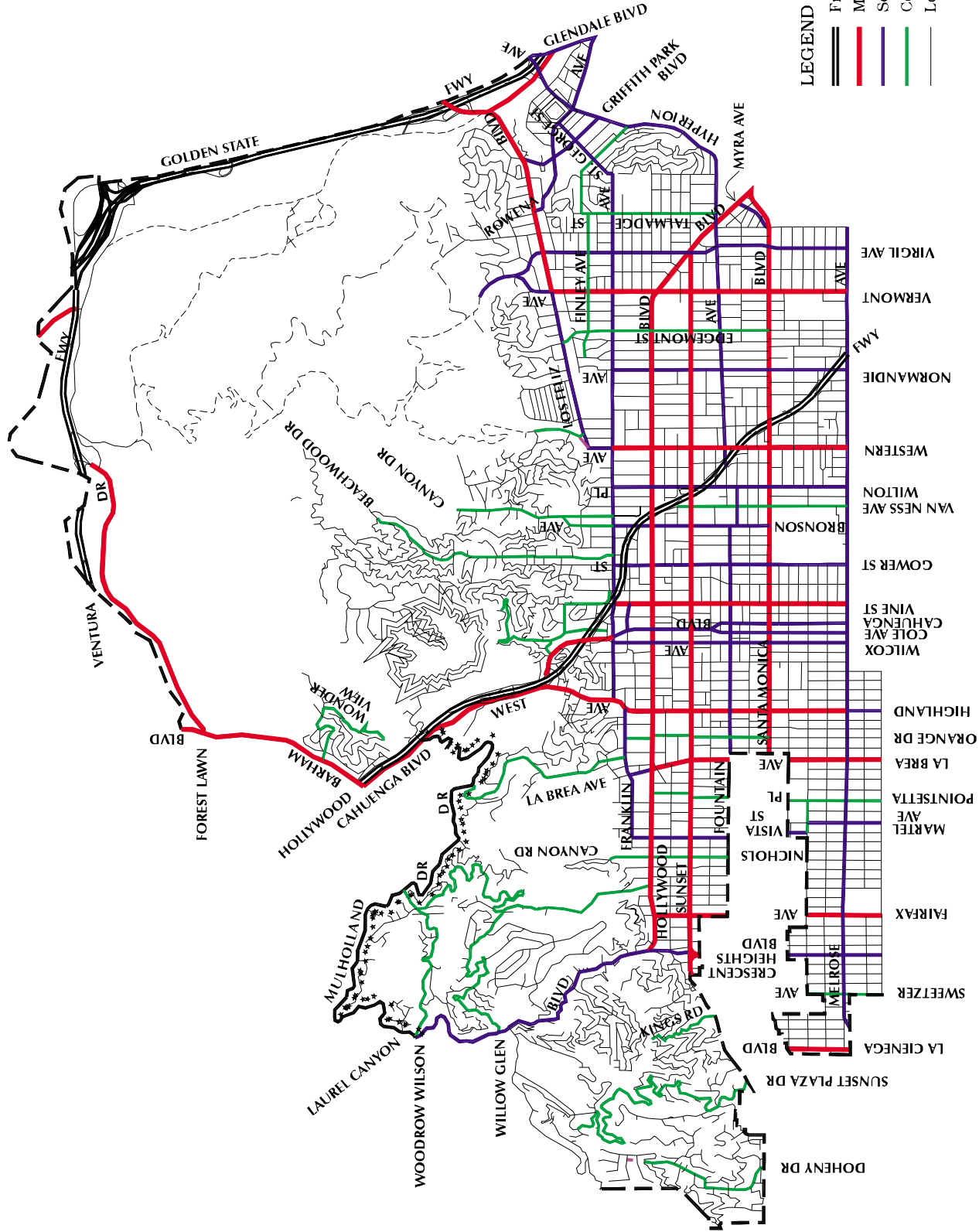
GENERALIZED LAND USE HOLLYWOOD

APPENDIX B

CIRCULATION MAPS, STREET STANDARDS & STREET PLANS

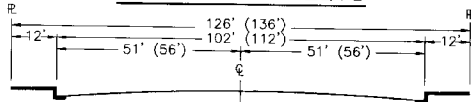


- LEGEND**
- Freeway
 - Major Highway Class II
 - Secondary
 - Collector
 - Local



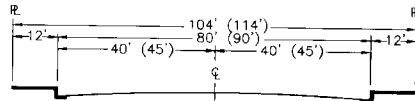
GENERALIZED CIRCULATION HOLLYWOOD

ARTERIAL STREETS



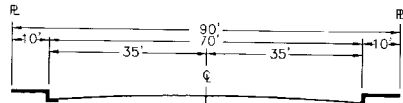
MAJOR HIGHWAY-CLASS I

At intersections with other Major Highways, the larger widths shown in parentheses should be provided, as determined by LADOT, utilizing a Standard Flare Section.



MAJOR HIGHWAY-CLASS II

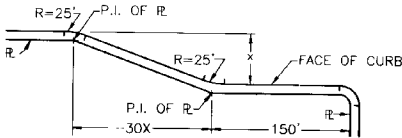
At intersections where LADOT has determined that dual left turn lanes are required, the larger widths shown in parentheses shall be provided, utilizing a Standard Flare Section.



SECONDARY HIGHWAY

TRANSITIONAL EXTENSIONS

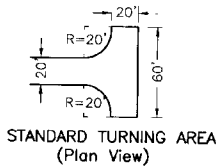
Where a designated Major Highway (Class I or II) or a Secondary Highway crosses another designated arterial street and then changes in designation to a street of lesser standard width, the street of lesser standard width shall be widened on both sides from the intersection to the width of the higher designation and tapered in a Standard Flare Section, as shown below, to provide an orderly transition.



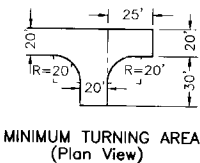
Dimensions shall be measured angle point to angle point.

STANDARD FLARE SECTION (Plan View)

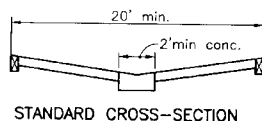
ALLEYS



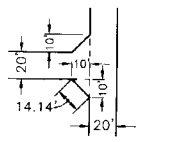
STANDARD TURNING AREA (Plan View)



MINIMUM TURNING AREA (Plan View)



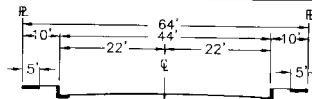
STANDARD CROSS-SECTION



STANDARD CUT-CORNERS FOR 90° INTERSECTION (Plan View)

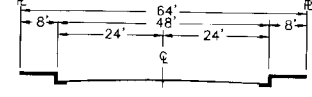
NOTE: Dimensions shown hereon are not to scale.

NON-ARTERIAL STREETS



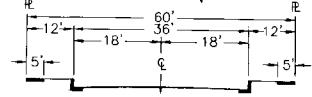
COLLECTOR STREET

For use in quarter mile streets and school areas.



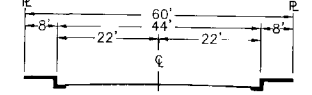
INDUSTRIAL COLLECTOR STREET

For use in industrial areas to assist the flow of local truck traffic within those areas to adjacent arterial streets. A 35' curb return radius is required.



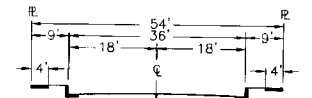
LOCAL STREET

In commercial and multiple residential areas, a 40-foot roadway with 10-foot parkways, and full width sidewalks shall be required.



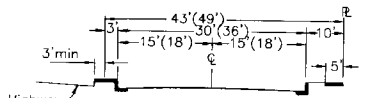
INDUSTRIAL LOCAL STREET

For use in industrial areas. A 35' curb return radius is required.



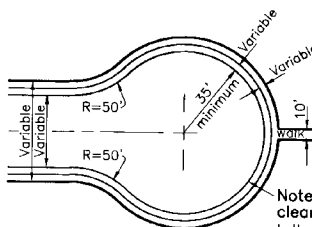
NONCONTINUOUS LOCAL STREET

May include cul-de-sac, loop streets and short connector streets. Where an approved internal pedestrian system is provided the parkway on one side may be reduced to 3-feet.



SERVICE ROAD

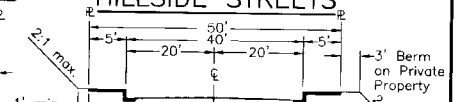
For use on adjoining major or secondary highways, except that the larger widths shown in parentheses shall be provided in multiple residential zones.



CUL-DE-SAC (Plan View)

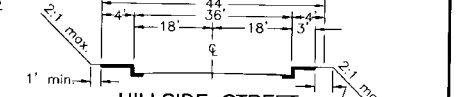
MAY BE UNSYMMETRICAL

HILLSIDE STREETS



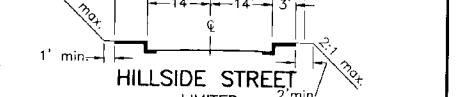
HILLSIDE COLLECTOR STREET

For use in quarter mile streets and school areas.



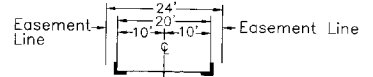
HILLSIDE STREET LOCAL

For use in residential areas to assist the flow of local truck traffic within those areas to adjacent arterial streets. A 35' curb return radius is required.



HILLSIDE STREET LIMITED

(Parking on one side only)



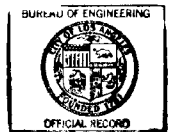
ACCESS ROADWAY CONDITIONAL

(Limited to 4 dwelling units, and a maximum length of 300 feet. Private Street only)



STANDARD WALKWAY CROSS - SECTION

Note: For fire truck clearance, no obstruction taller than 6" shall be permitted within 3 ft. of the curb. On-street parking shall be prohibited.



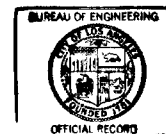
PREPARED IN COOPERATION WITH THE DEPARTMENTS OF TRANSPORTATION AND CITY PLANNING

Table containing project information: BUREAU OF ENGINEERING, DEPARTMENT OF PUBLIC WORKS, CITY OF LOS ANGELES, STANDARD STREET DIMENSIONS, STANDARD PLAN S-470-0, SUBMITTED March 25, 1999, APPROVED March 31, 1999, DESIGNED BY R. TANABE, CHECKED BY L. GANAJA, ADOPTED MAY 13, 1999, SHEET 1 OF 2 SHEETS.

THIS STANDARD PLAN BECOMES EFFECTIVE ON NOVEMBER 10, 1999

STANDARD STREET CONDITIONS

1. City Council may, by ordinance, adopt specific standards for individual streets which differ from these official standard street dimensions. Community Plans should be reviewed for designation of Pedestrian Priority Street Segments of arterial streets which would require wider sidewalks than those indicated on this Standard Plan.
2. Sidewalk widths for non-arterial streets shall be the minimum shown hereon. Greater widths, up to full width between curb and property line, with tree wells, shall be required where commercial and multiple residential frontage, schools, areas of heavy pedestrian traffic or other special circumstances indicate the need.
3. Except for special conditions or as otherwise provided, sidewalk shall be placed as close to the property line as possible.
4. Where sidewalk is constructed adjacent to the curb it shall have a minimum width of 10 feet inclusive of curb thickness except for hillside streets, noncontinuous local streets and industrial streets.
5. Where sidewalk is constructed on the fill or low side of a hillside street, a berm may be required on private property.
6. Easements may be required in addition to the widths shown hereon, where necessary for the installation of public utilities or for widened sidewalks (minimum 15-foot width) adjacent to transit stations.
7. Fifty-foot curb radii (instead of the standard 35' curb radii) shall be provided for cul-de-sacs in industrial areas.
8. Private street development should conform to the standard public street dimensions shown on this sheet, where appropriate. Variations may be approved on a case-by-case basis.
9. For intersections of streets the following dedications shall apply:
 - a. Intersections of arterial streets with any other street: 15'x15' cut corner OR 20' curved corner radius.
 - b. Intersections of non-arterial and/or hillside streets: 10'x10' cut corner OR 15' curved corner radius.
10. Hillside Collector Streets. In hillside areas where topography or other environmental considerations, documented to the satisfaction of the City Engineer, would render full street improvements infeasible, the roadway width of the hillside collector street may be reduced to no less than 32 feet, provided that parking is limited to one side only.



STANDARD PLAN NO. S-470-0

VAULT INDEX NUMBER B-4428

SHEET 2 OF 2 SHEETS

NO.	REVISION DESCRIPTION (NON-CADD PLANS ONLY)	TE.	SR. TE.	PR.	TRN.	ENGR.	DATE

INSTALLATION DATES	PROJECT NO.	DRAWING NO.	INDEX NUMBER
MARKOUT BEGUN	72317	A-3489	2
MARKOUT COMPLETED	C		
ESTIMING COMPLETED			
REFERENCE:			

CITY OF LOS ANGELES
 DEPARTMENT OF TRANSPORTATION
 WAYNE K. TANDA, GENERAL MANAGER

MELROSE AVENUE
 GARDNER ST. TO LAS PALMAS AVE.

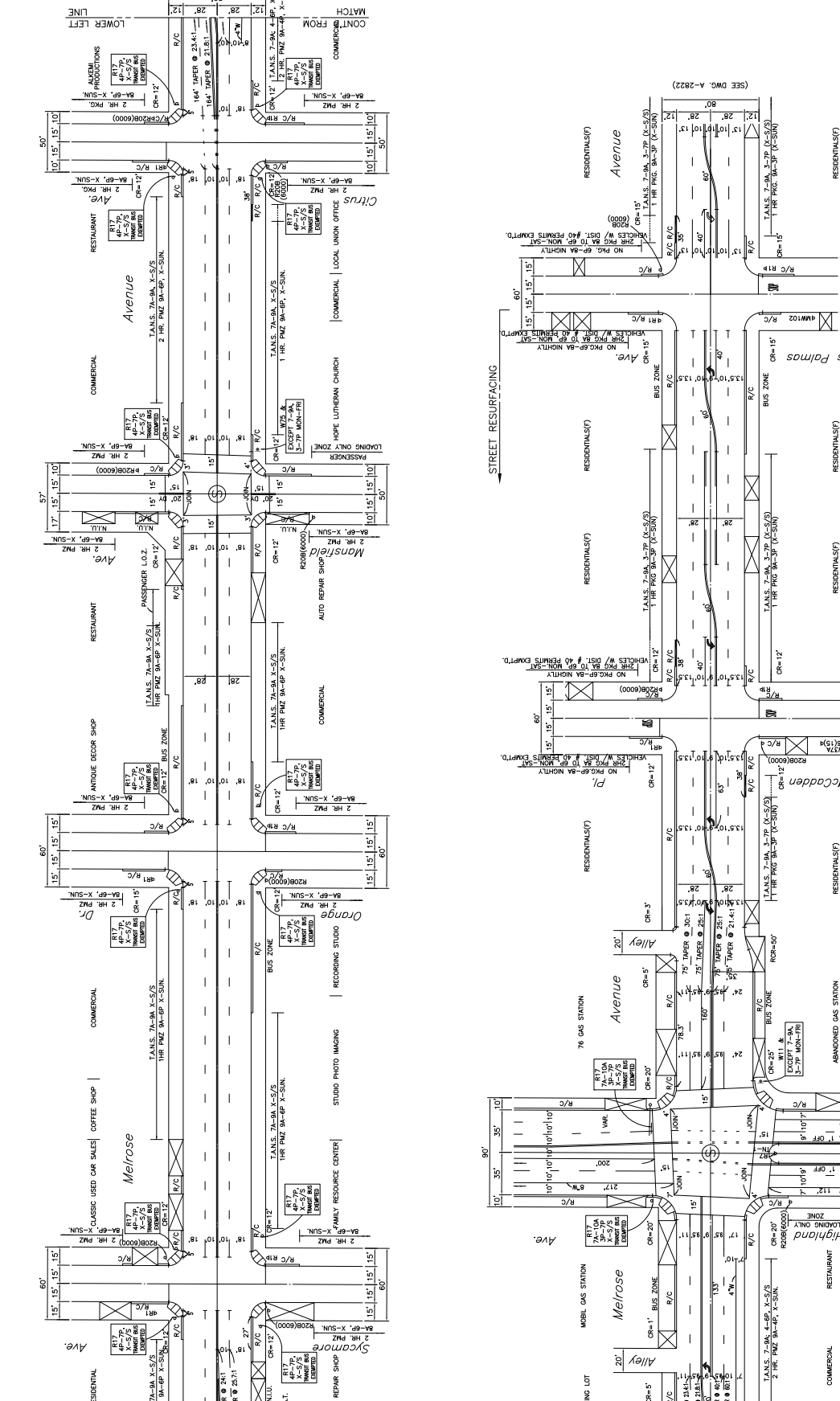
SCALE: 1"=40'
 SHEET

1"=200'
 ORIGINAL MAP SCALE

1"=100'
 ORIGINAL MAP SCALE

1"=50'
 ORIGINAL MAP SCALE

1"=20'
 ORIGINAL MAP SCALE



CONT'D FROM SHEET 1

UPPER RIGHT MATCH FROM

BY	DATE	SUPERVISOR	MADE	DATE

CHKD	DATE	DESIGNED	DATE

DESIGN	DATE	BY	DATE

DATE	BY	DATE

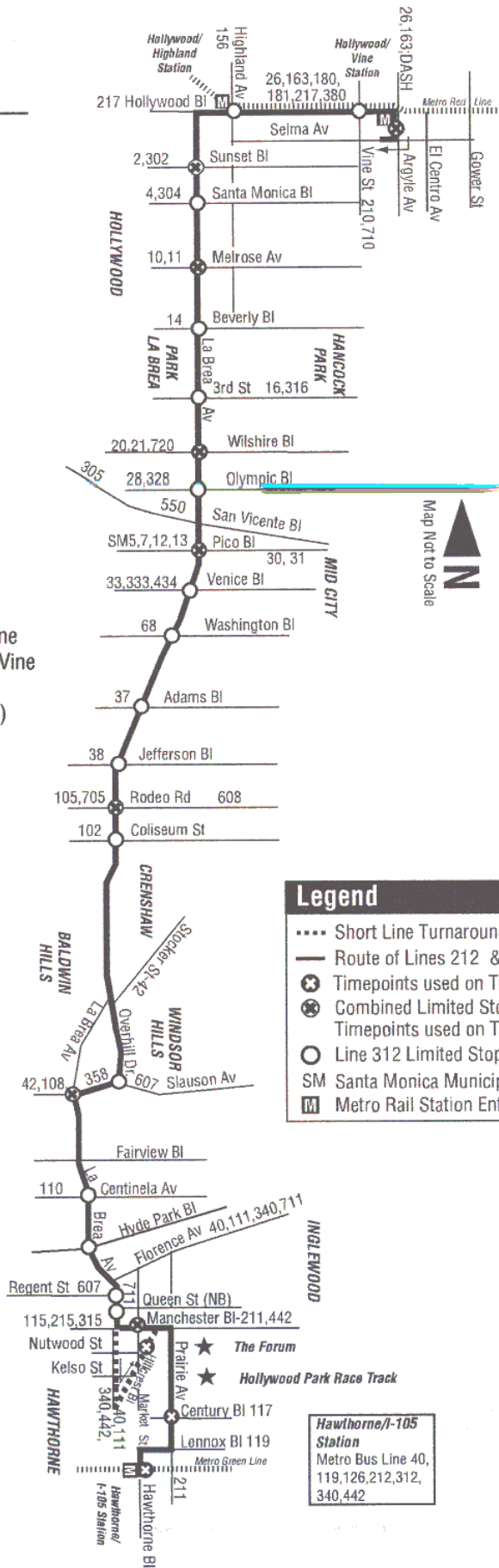
APPENDIX C

TRANSIT ROUTES

Limited Stop Zone
(From Hollywood-Vine
Station to
Manchester Bl.)

Metro Bus Lines Shown at Transfer Locations.
Subject to Change Without Notice

0311700212



Legend

- Short Line Turnaround loop
- Route of Lines 212 & 312
- ⊗ Timepoints used on Timetable
- ⊕ Combined Limited Stops and Timepoints used on Timetable
- Line 312 Limited Stops
- SM Santa Monica Municipal Bus Lines
- M Metro Rail Station Entrances

**Hawthorne/I-105
Station**
Metro Bus Line 40,
119, 126, 212, 312,
340, 442



Hollywood/Highland Station
217 Hollywood Bl
156 Highland Av
Hollywood/Vine Station
26, 163, 180, 181, 217, 380
Selma Av
Vine St 210, 710
Metro Red Line
Gower St
El Centro Av
Argyle Av

HOLLYWOOD
2,302 Sunset Bl
4,304 Santa Monica Bl
10,11 Melrose Av
14 Beverly Bl
LA BREA
3rd St 16,316
HANCOCK PARK
Av

20,21,720 Wilshire Bl
28,328 Olympic Bl
550 San Vicente Bl
SM5,7,12,13 Pico Bl
30,31
33,333,434 Venice Bl
MID CITY
68 Washington Bl

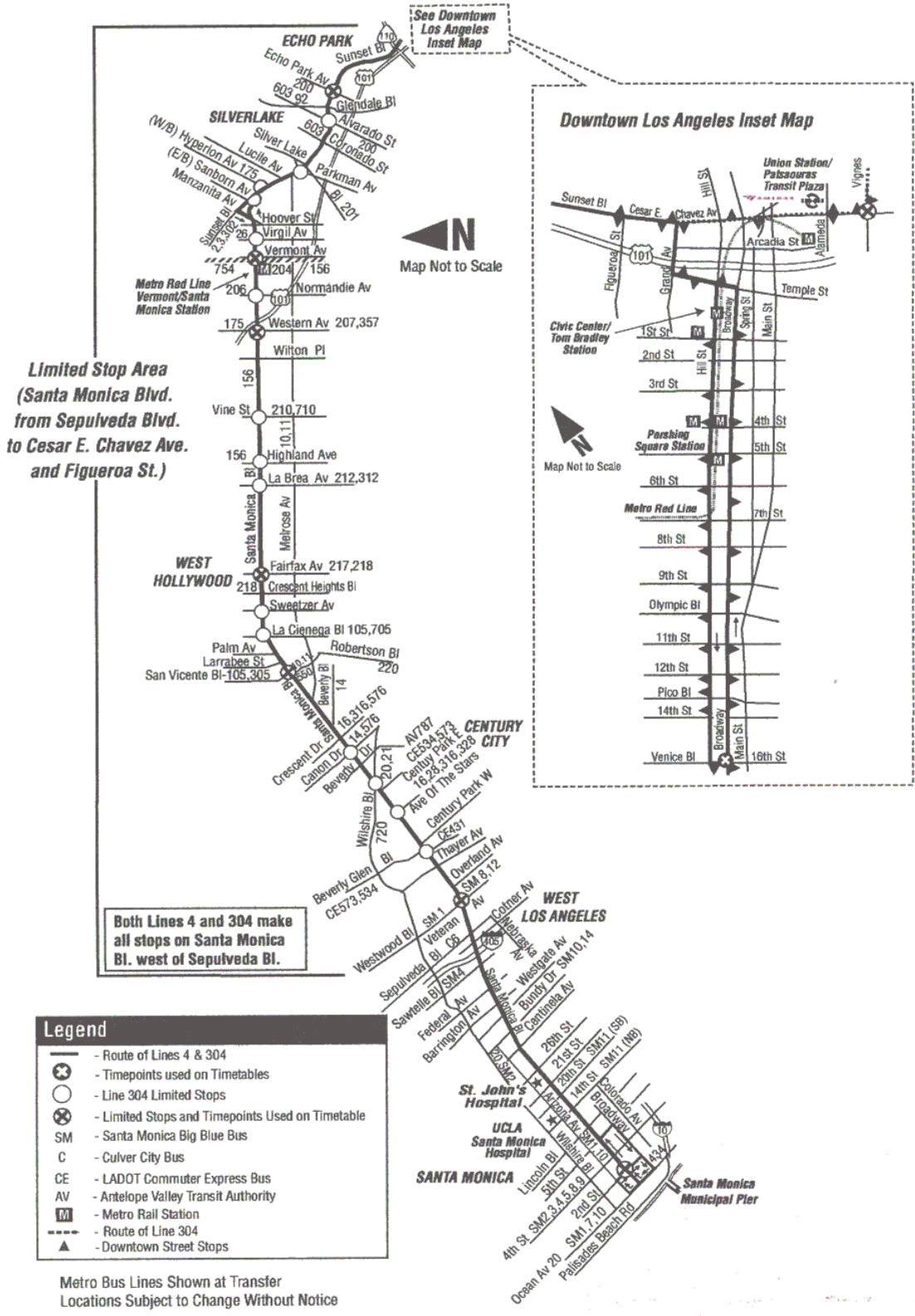
37 Adams Bl
38 Jefferson Bl
105,705 Rodeo Rd 608
102 Coliseum St

BALDWIN HILLS
42,108
358
CRENSHAW
Stocker St 42
WINDSOR HILLS
Overhill Dr 607
Slauson Av

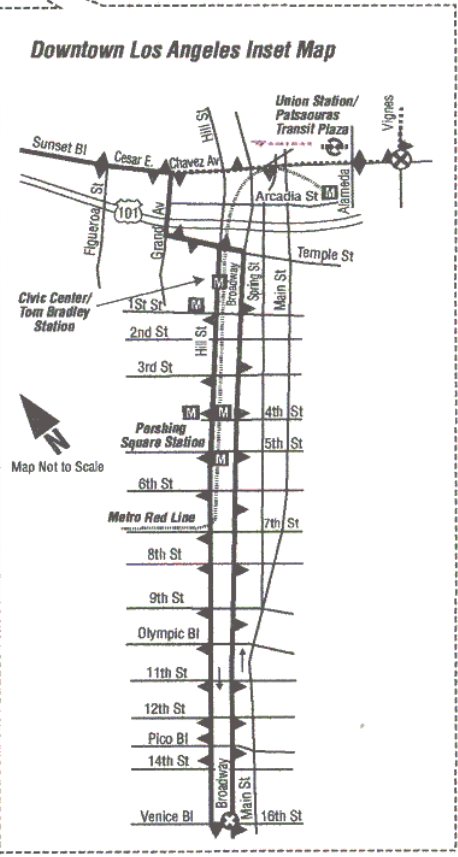
Fairview Bl
110 Centinela Av
Brea
Hyde Park Bl
Florence Av 40,111,340,711

Regent St 607
711
Queen St (NB)
Manchester Bl-211,442
INGLEWOOD

Nutwood St
Kelso St
340,442
HAWTHORNE
Hawthorne/I-105 Station
Hawthorne Bl
211
Metro Green Line
Prairie Av
The Forum
Hollywood Park Race Track
Century Bl 117
Lennox Bl 119



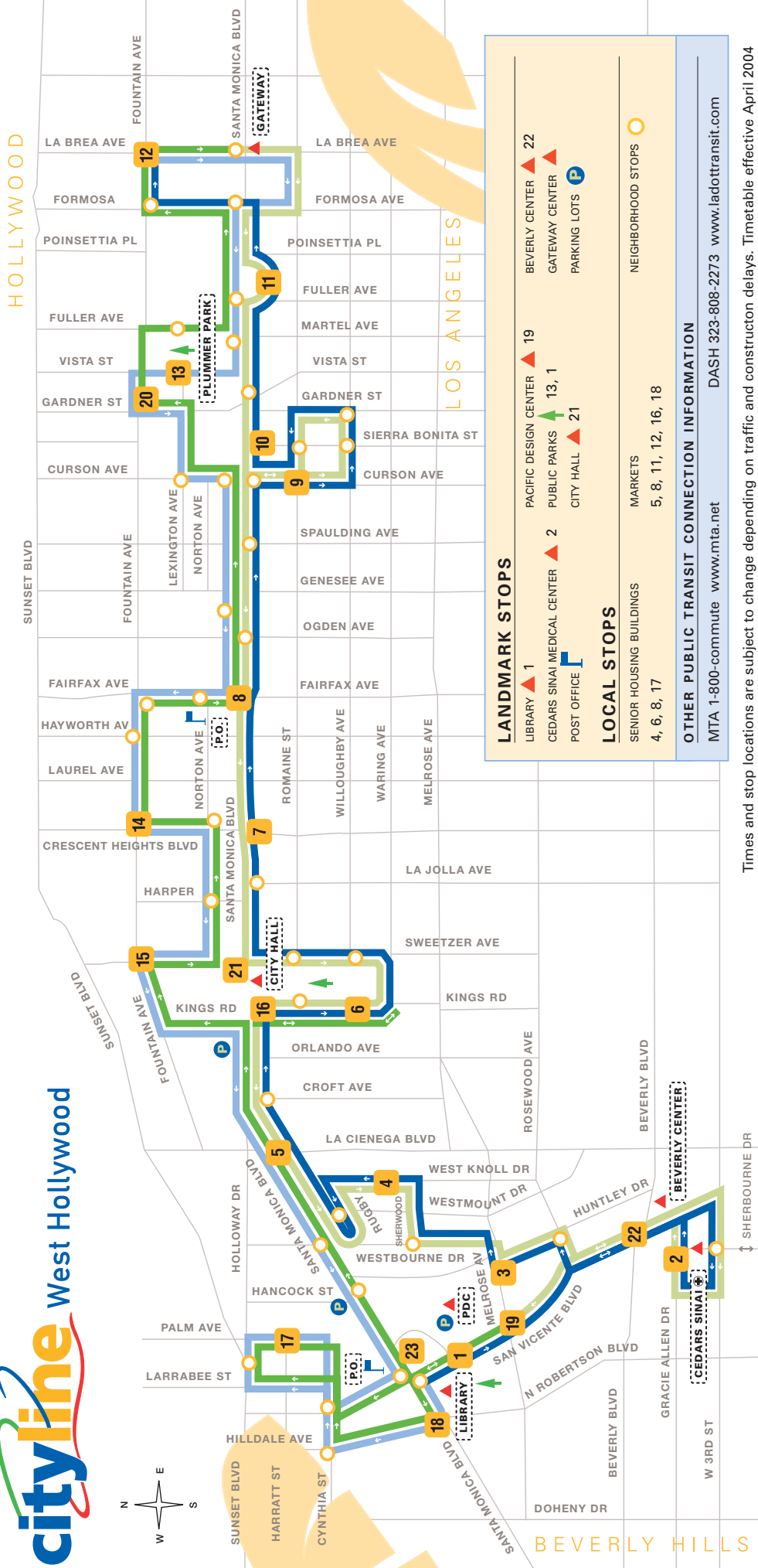
Map Not to Scale



Map Not to Scale

Map Not to Scale

MONDAY THROUGH SATURDAY, 9:00 AM TO 6:00 PM (vehicles travel approximately every 40 minutes each direction)



LANDMARK STOPS

- LIBRARY ▲ 1
- CEDARS SINAI MEDICAL CENTER ▲ 2
- POST OFFICE
- PACIFIC DESIGN CENTER ▲ 19
- PUBLIC PARKS ▲ 13, 1
- CITY HALL ▲ 21
- BEVERLY CENTER ▲ 22
- GATEWAY CENTER ▲
- PARKING LOTS P

LOCAL STOPS

- SENIOR HOUSING BUILDINGS
- MARKETS
- 5, 8, 11, 12, 16, 18
- NEIGHBORHOOD STOPS ○

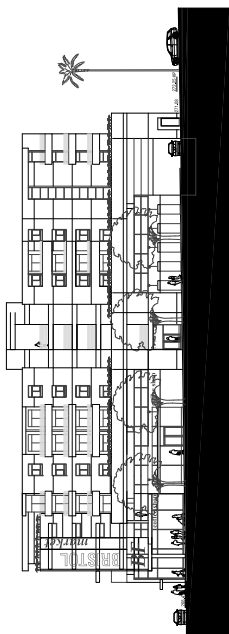
OTHER PUBLIC TRANSIT CONNECTION INFORMATION

MTA 1-800-commute www.mta.net DASH 323-808-2273 www.ladotransit.com

Times and stop locations are subject to change depending on traffic and construction delays. Timetable effective April 2004

APPENDIX D

PARKING GARAGE LAYOUT



SANTA MONICA BLVD.	100' WIDE W/	10' WIDE	10' WIDE
PROJECT SITE	10' WIDE	10' WIDE	10' WIDE
MEASURE IN			

VICINITY MAP (Thomas Bros. Maps, 585-06)

- A 0 - COVER SHEET/ SHEET INDEX
- A 1.0 - PLOT PLAN
- A 1.1 - PLOT PLAN
- A 2 - SITE PLAN/ BASEMENT/ FIRST FLOOR PLAN
- A 3 - COMMERCIAL PARKING PLAN P-1
- A 4 - COMMERCIAL/COMMERCIAL PARKING PLAN P-2
- A 5 - PODIUM/ TYP. FLOOR PLAN
- A 6 - RESIDENTIAL PARKING FLOOR PLAN
- A 7 - SECTIONS
- A 8 - ELEVATIONS

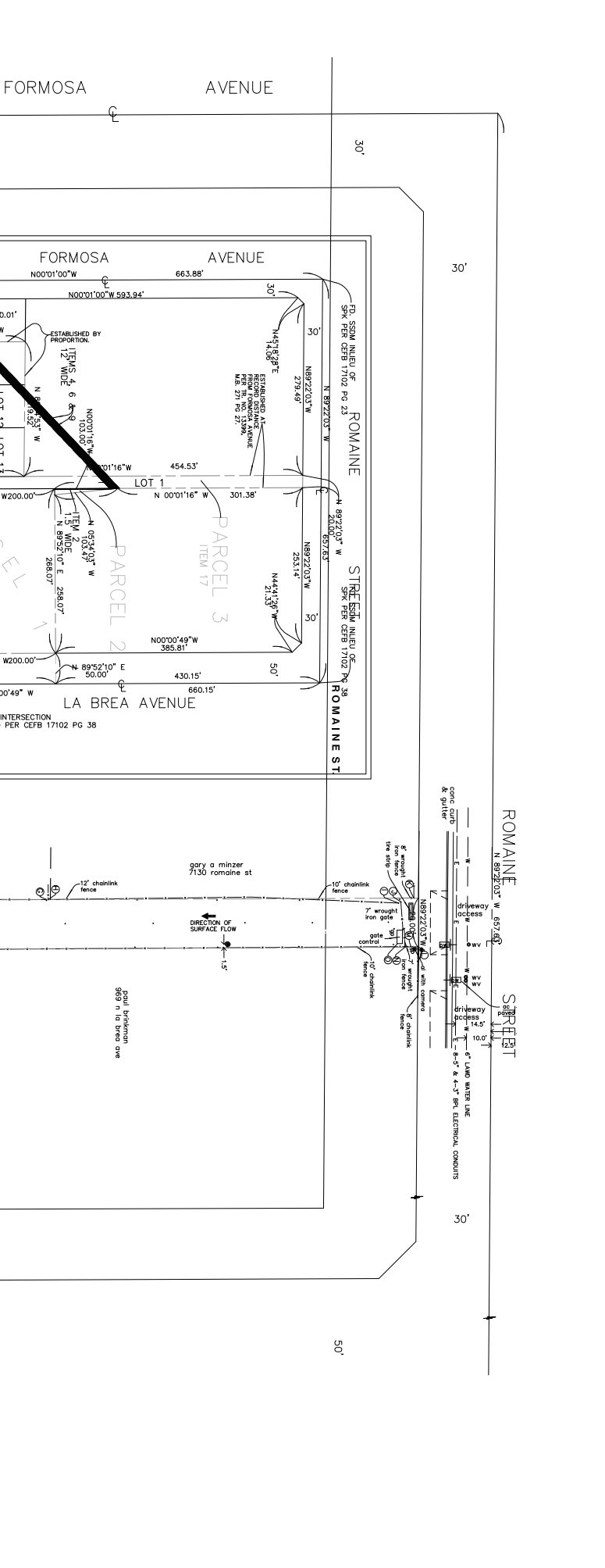
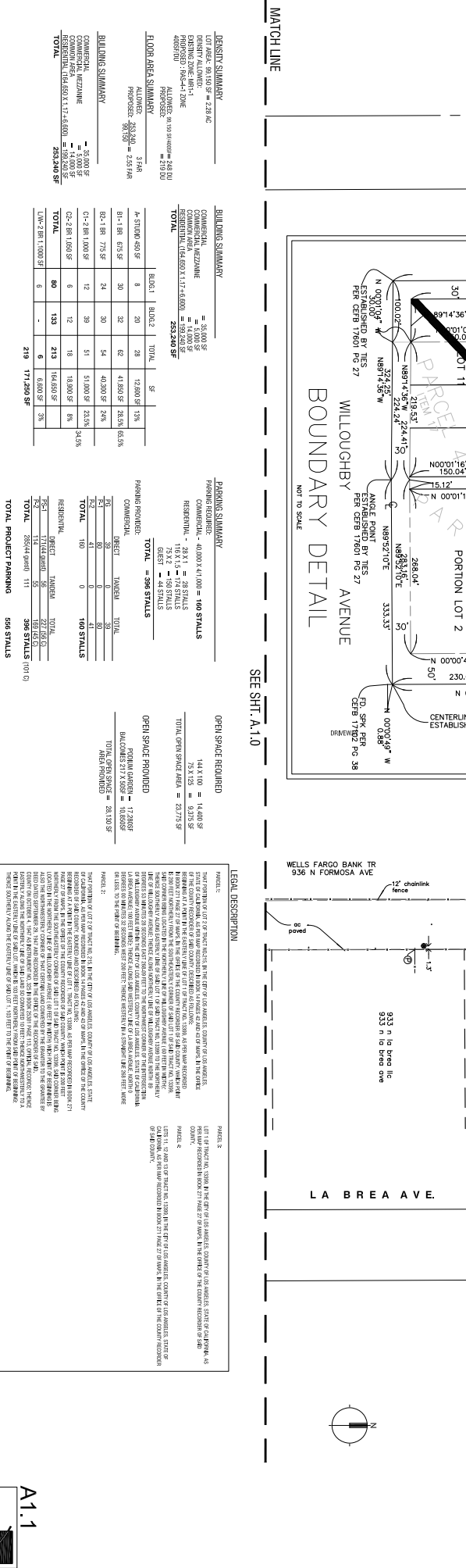
A0

VAN TILBURG
BANVARD &
SODERBERGH, AIA
ARCHITECTS
1000 W. 10TH STREET, SUITE 100
SANTA MONICA, CALIFORNIA 90401
WWW.VTBSA.COM TEL: 310.316.1000
04.24.2007 24047

LA BREA GATEWAY

A MIXED USE PROJECT for THE MARTIN GROUP/ BOMEL COMPANIES / AMERITON PROPERTIES INC.

BOUNDARY DETAIL



DENSITY SUMMARY

LOT AREA: 90,100 SF = 2.28 AC
 DENSITY ALLOWED: 1
 PROPOSED: 184-1 ZONE
 408 SF/AC

ALLOWED: 90,100 SF x 0.408 = 36,961 SF
 PROPOSED: 242 BU
 = 219 BU

BUILDING SUMMARY

COMMERCIAL: 252,240 SF
 RESIDENTIAL: 91,750 SF
 TOTAL: 343,990 SF

COMMERCIAL: 252,240 SF
 RESIDENTIAL: 91,750 SF
 TOTAL: 343,990 SF

BUILDING SUMMARY

Block 1	Block 2	TOTAL	SF
1-2-1000 450 SF	8	20	12,600 SF 13%
81-1 181 575 SF	30	32	41,850 SF 28.5%
82-1 181 775 SF	34	54	40,380 SF 24%
C1-2 181 1000 SF	12	30	51,000 SF 23.5%
C2-2 181 1050 SF	6	12	14,000 SF 8%
TOTAL	80	133	164,830 SF

PARKING SUMMARY

PARKING PROVIDED:
 COMMERCIAL: 40,000 x 1.000 = 100 STALLS
 RESIDENTIAL: 144 X 100 = 14,400 SF
 144 X 50 = 7,200 SF
 175.2 = 109 STALLS
 GUEST = 44 STALLS
TOTAL = 266 STALLS

LEGAL DESCRIPTION

PARCEL 1:
 144 X 100 = 14,400 SF
 144 X 50 = 7,200 SF
 175.2 = 109 STALLS
 GUEST = 44 STALLS
TOTAL = 266 STALLS

PARCEL 2:
 144 X 100 = 14,400 SF
 144 X 50 = 7,200 SF
 175.2 = 109 STALLS
 GUEST = 44 STALLS
TOTAL = 266 STALLS

LEGAL DESCRIPTION

PARCEL 3:
 144 X 100 = 14,400 SF
 144 X 50 = 7,200 SF
 175.2 = 109 STALLS
 GUEST = 44 STALLS
TOTAL = 266 STALLS

LEGAL DESCRIPTION

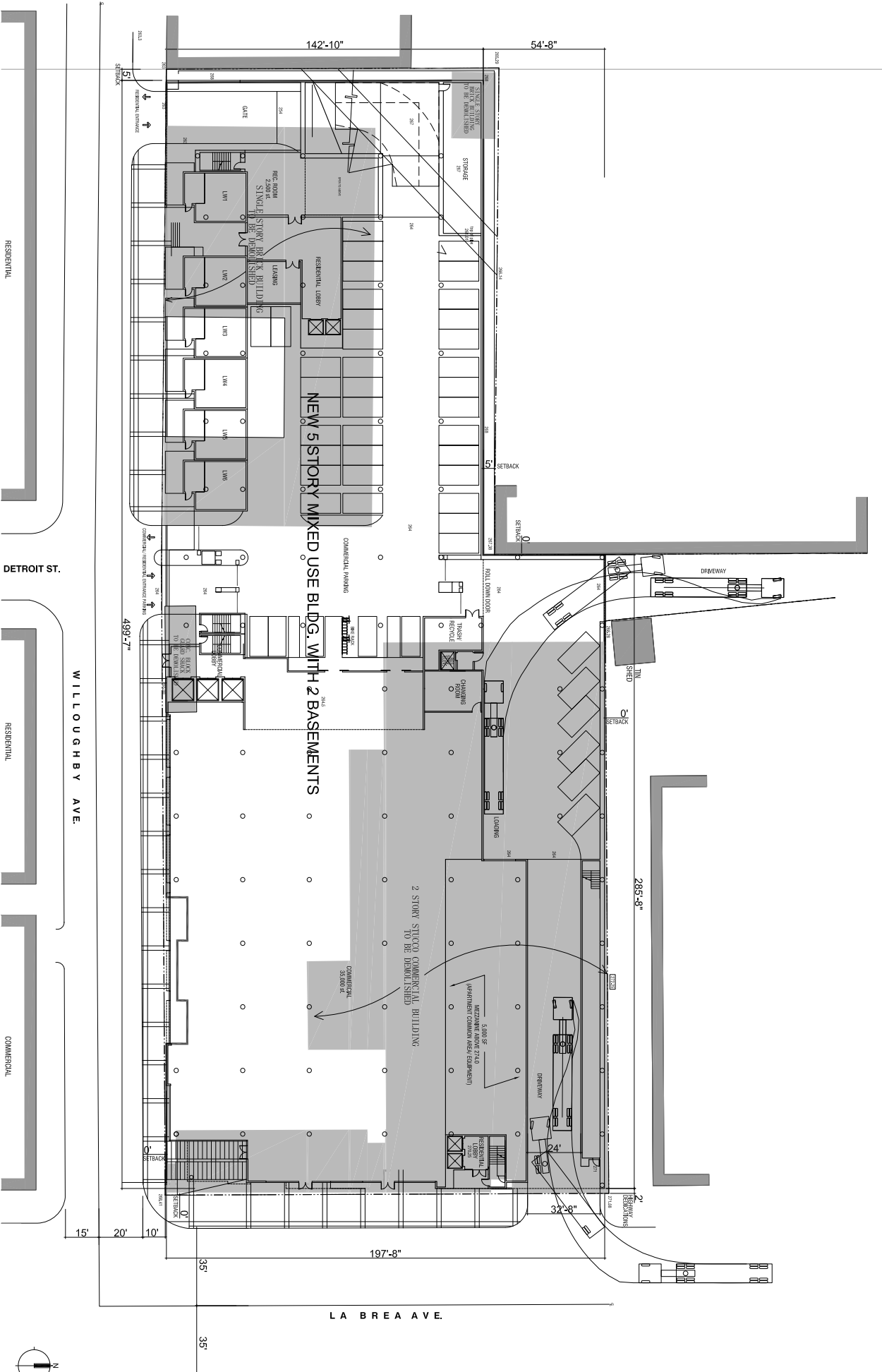
PARCEL 17:
 144 X 100 = 14,400 SF
 144 X 50 = 7,200 SF
 175.2 = 109 STALLS
 GUEST = 44 STALLS
TOTAL = 266 STALLS

LEGAL DESCRIPTION

PARCEL 18:
 144 X 100 = 14,400 SF
 144 X 50 = 7,200 SF
 175.2 = 109 STALLS
 GUEST = 44 STALLS
TOTAL = 266 STALLS

MATCH LINE

SEE SHIT. A1.1



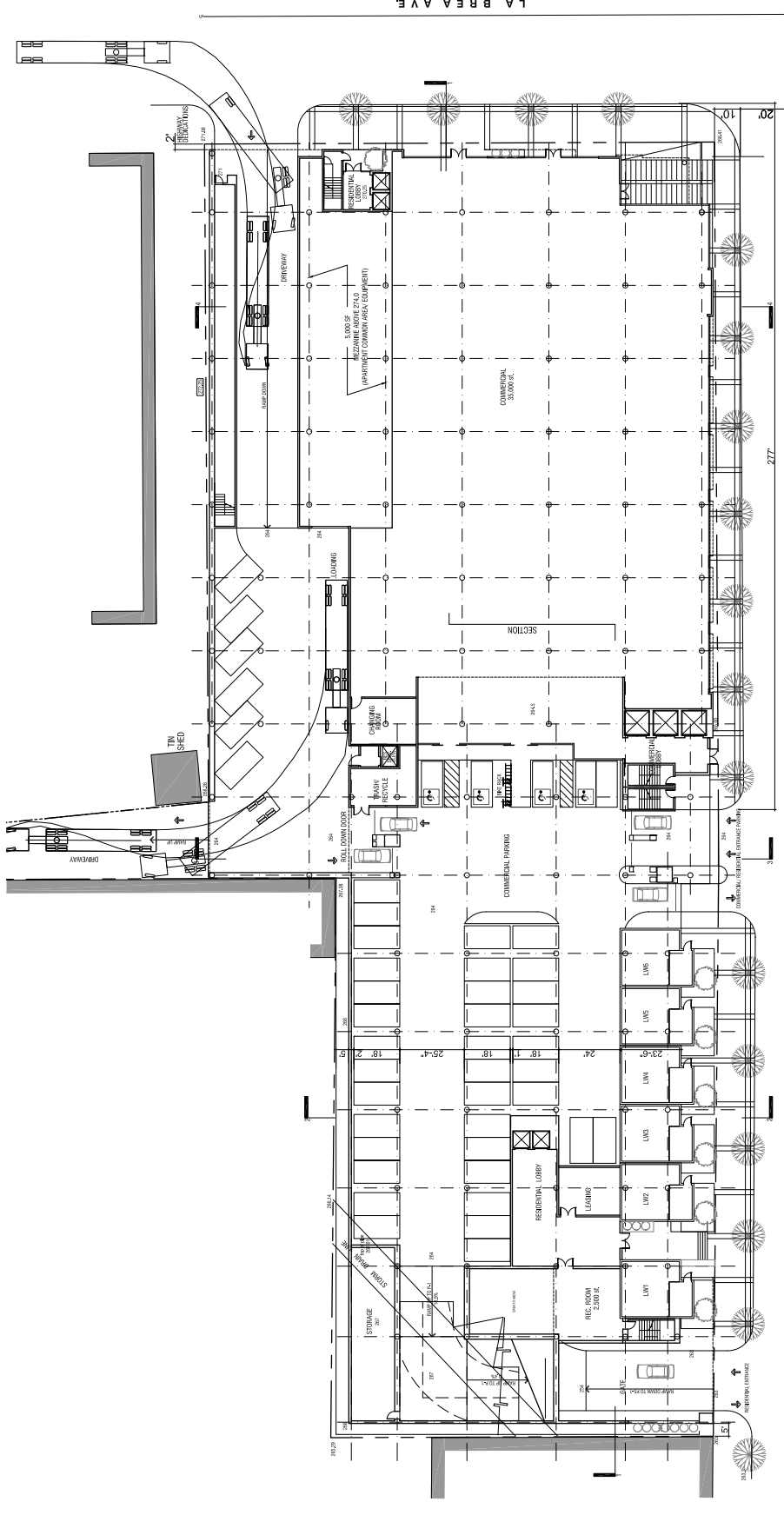
LA BREA GATEWAY 915 North La Brea Ave., Los Angeles Ca 90046
 A MIXED USE PROJECT for THE MARTIN GROUP / BOWEL COMPANIES / AMERITON PROPERTIES INC.

PLOT PLAN 1/16"=1'-0"

A1.0



VAN TILBORG
 ARCHITECTS
 10000 VAN TILBORG BLVD
 VAN TILBORG, CA 91357
 (818) 709-1000
 04.24.2007



A2

VAN TILBURG
BANNARD &
SODERBERGH, AIA
ARCHITECTS
1000 W. WASHINGTON AVE. SUITE 1000
ANN ARBOR, MI 48106
www.vtsb.com

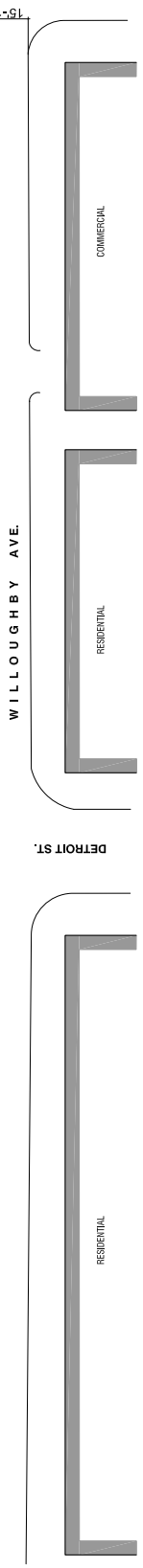
04.24.2007 24047

1"=20'-0"

SITE PLAN / BASEMENT / FIRST FLOOR PLAN

LA BREA GATEWAY

A MIXED USE PROJECT for THE MARTIN GROUP / BOMEL COMPANIES / AMERITON PROPERTIES INC.

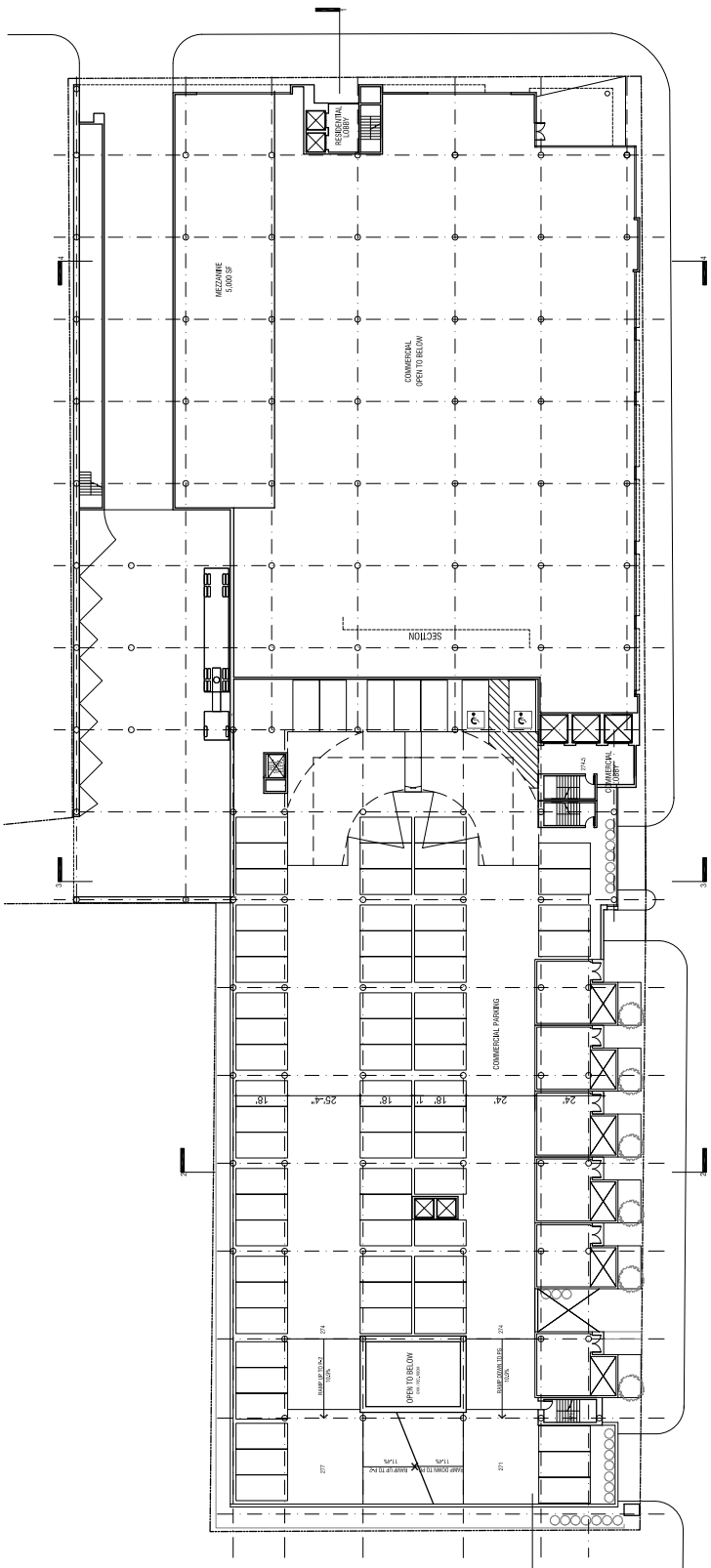




A3



VAN TILBURG
BANNARD &
SODERBERGH, AIA
ARCHITECTS
225 EAST WASHINGTON STREET
ANN ARBOR, MI 48106
www.vts-arch.com



1"=20'-0"

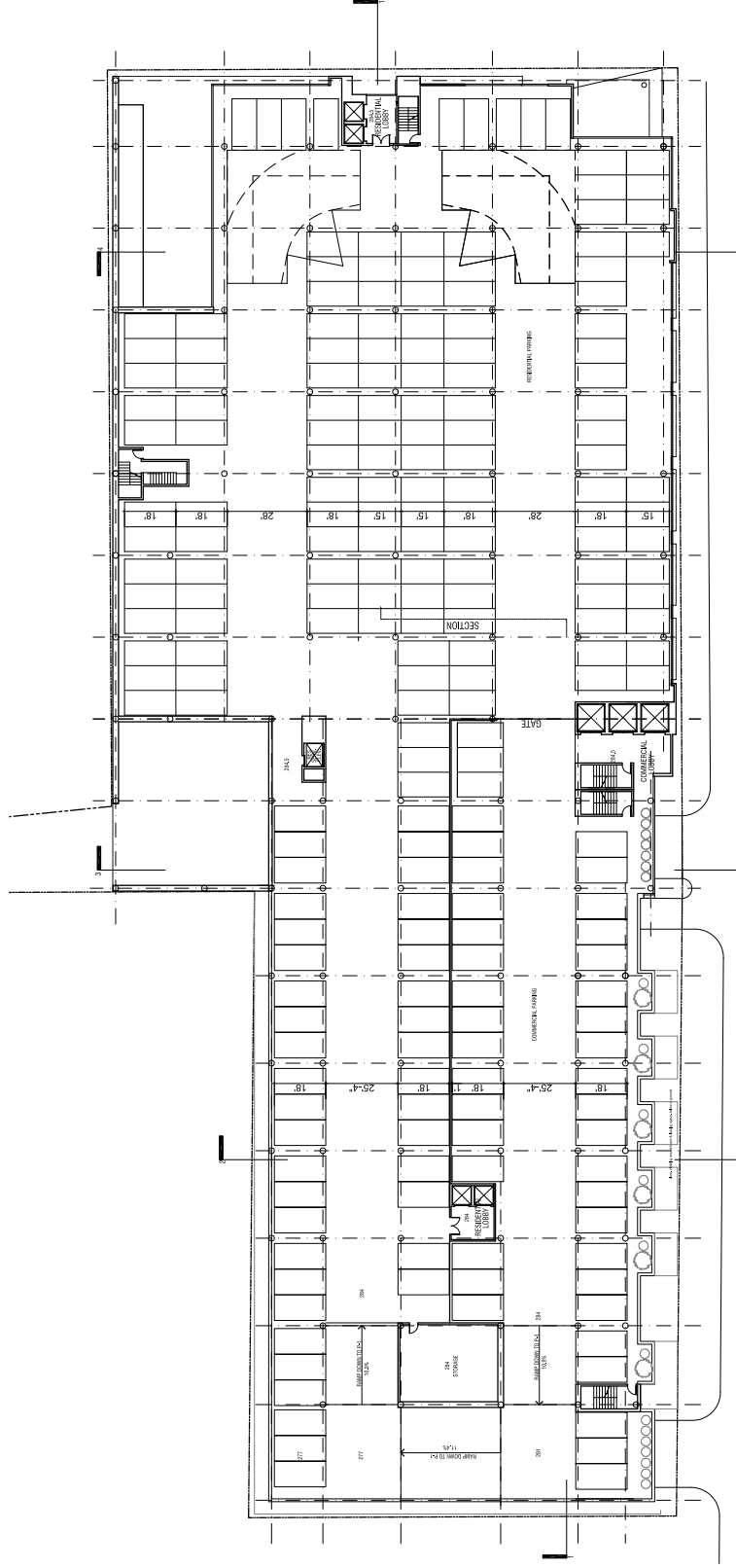
COMMERCIAL PARKING PLAN P-1

LA BREA GATEWAY

A RIVERVIEW DEVELOPMENT

FOR THE DEVELOPER: LA BREA GATEWAY DEVELOPMENT, LLC

ARCHITECT: VAN TILBURG BANNARD & SODERBERGH, AIA



A4


**VAN TILBURG
BANVARD &
SODERBERGH, AIA**
 ARCHITECTS
 1000 WEST 10TH AVENUE, SUITE 1000
 DENVER, COLORADO 80202
 WWW.VTBSA.COM

COMMERCIAL/ RESIDENTIAL PARKING PLAN P-2 1"=20'-0"

LA BREA GATEWAY

A MIXED USE PROJECT for THE MARTIN GROUP/ BOMEL COMPANIES / AMERITON PROPERTIES INC.

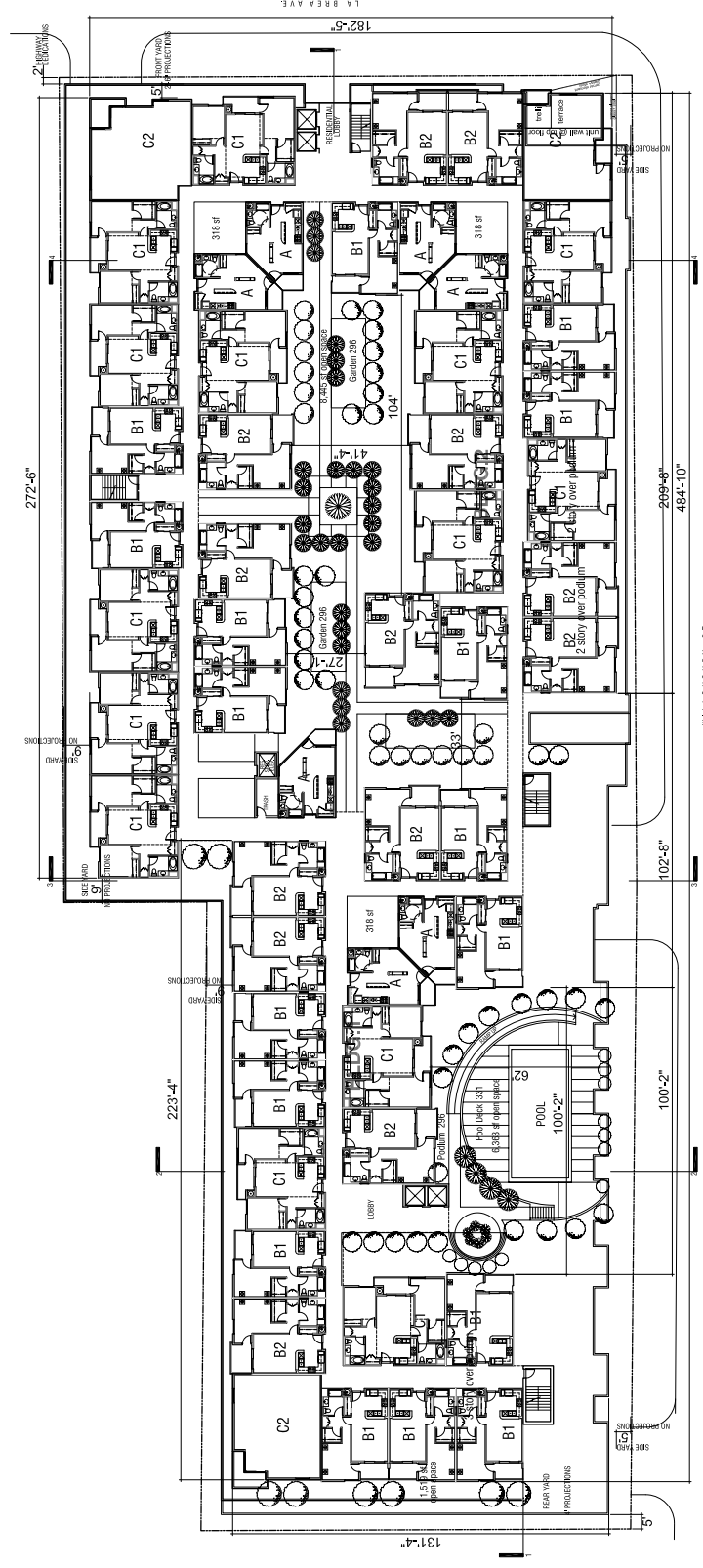
04.24.2007 24047



A5



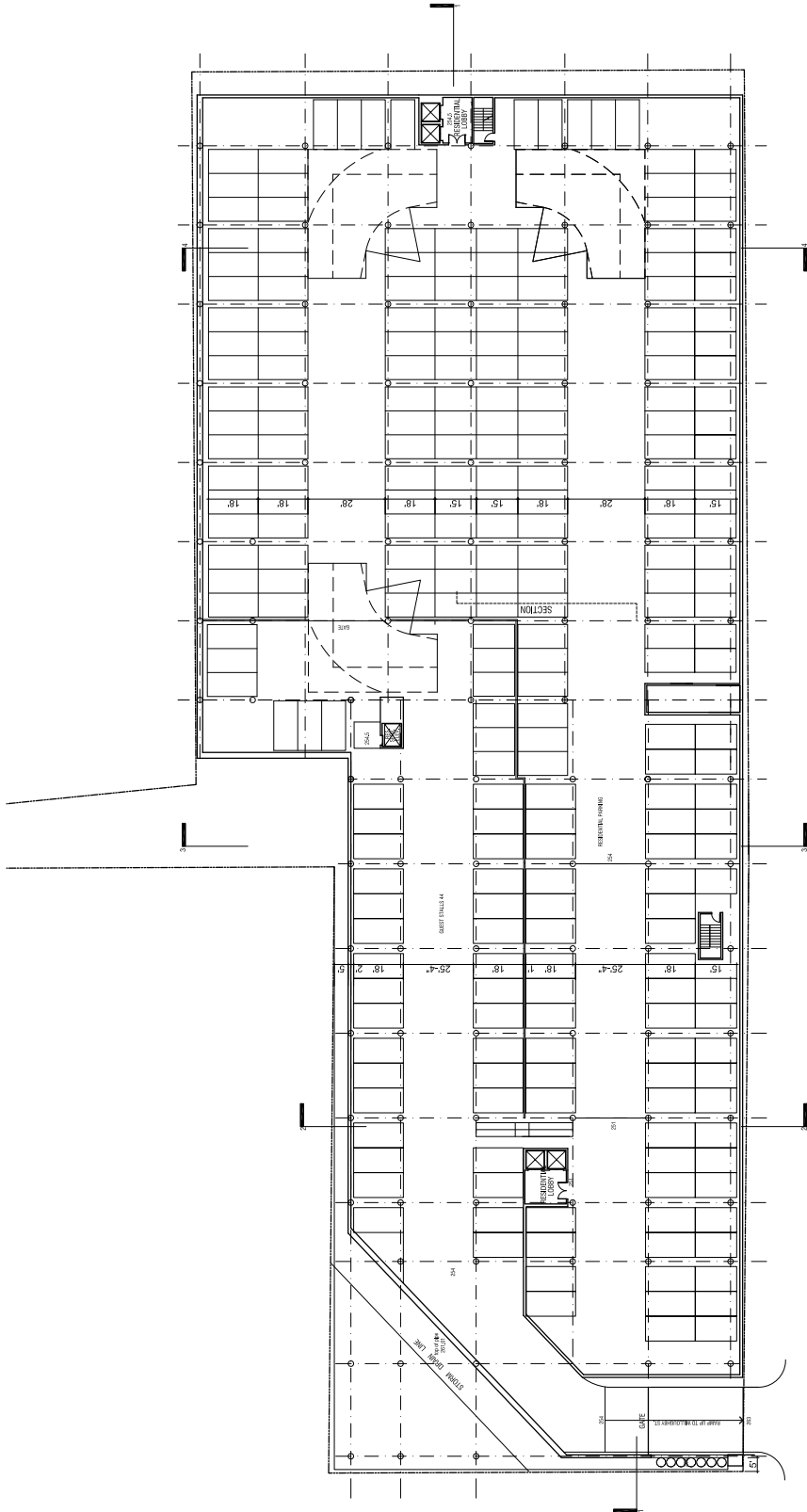
PODIUM/ TYP. FLOOR PLAN 1"=20'-0"



LA BREA GATEWAY

A RIVER LICE DEVELOPMENT

ARCHITECTS / CONSULTING ENGINEERS, INC.

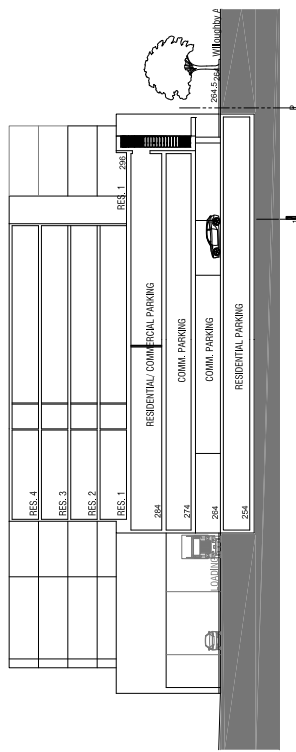


RESIDENTIAL PARKING FLOOR PLAN PS-1 1"=20'-0"

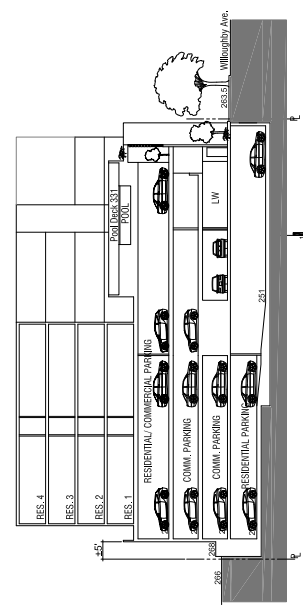
LA BREA GATEWAY

A MIVED LICE DDOL IEOT

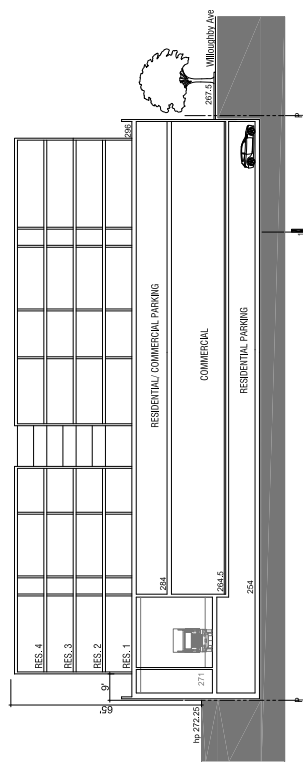
LA BREA GATEWAY / COURTYARD / GARAGE / SUITE / OFFICE / RESIDENTIAL / ETC.



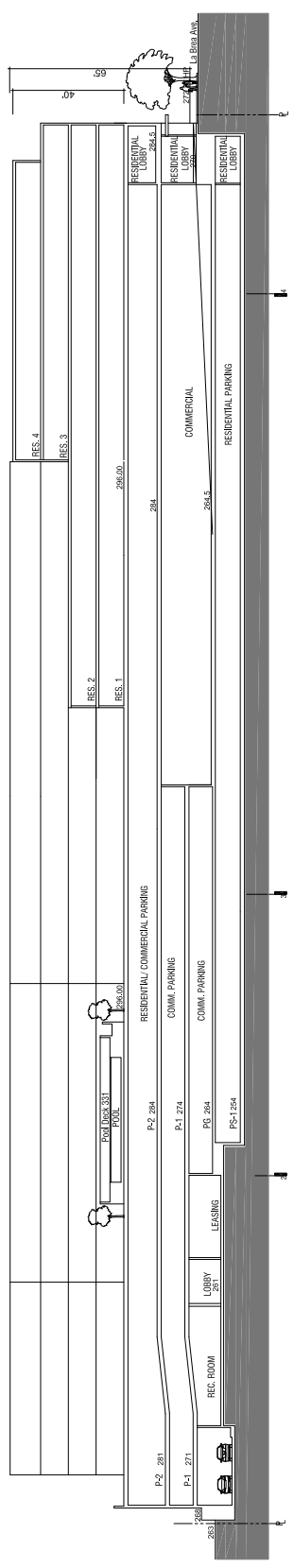
3-3



2-2



4-4



1-1

A7

SECTIONS 1"=20'-0"

LA BREA GATEWAY

A MIXED USE PROJECT for THE MARTIN GROUP / BOMEL COMPANIES / AMERTON PROPERTIES INC.


**VAN TILBURG
BANVARD &
SODERBERGH, AIA**
 ARCHITECTS
 250 ARIZONA AVENUE, SUITE 200
 AVONDALE, CALIFORNIA 91702
 PHONE: 626-860-1100
 FAX: 626-860-1101
 WWW: VTB.COM

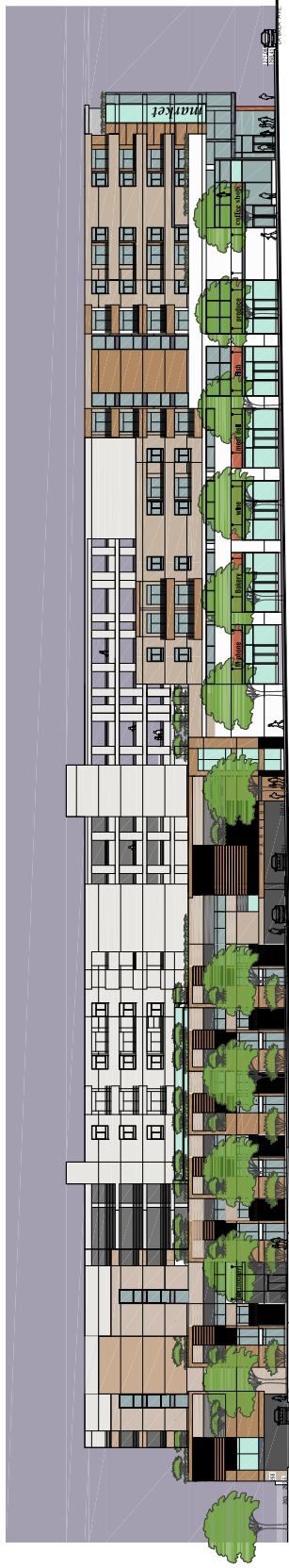
04.24.2007 24007



WEST ELEVATION



LA BREA AVE. ELEVATION



WILLOUGHBY AVE. ELEVATION

LA BREA GATEWAY

A MIXED USE PROJECT

for THE MARTIN GROUP/ BOMEL COMPANIES / AMERITON PROPERTIES INC.

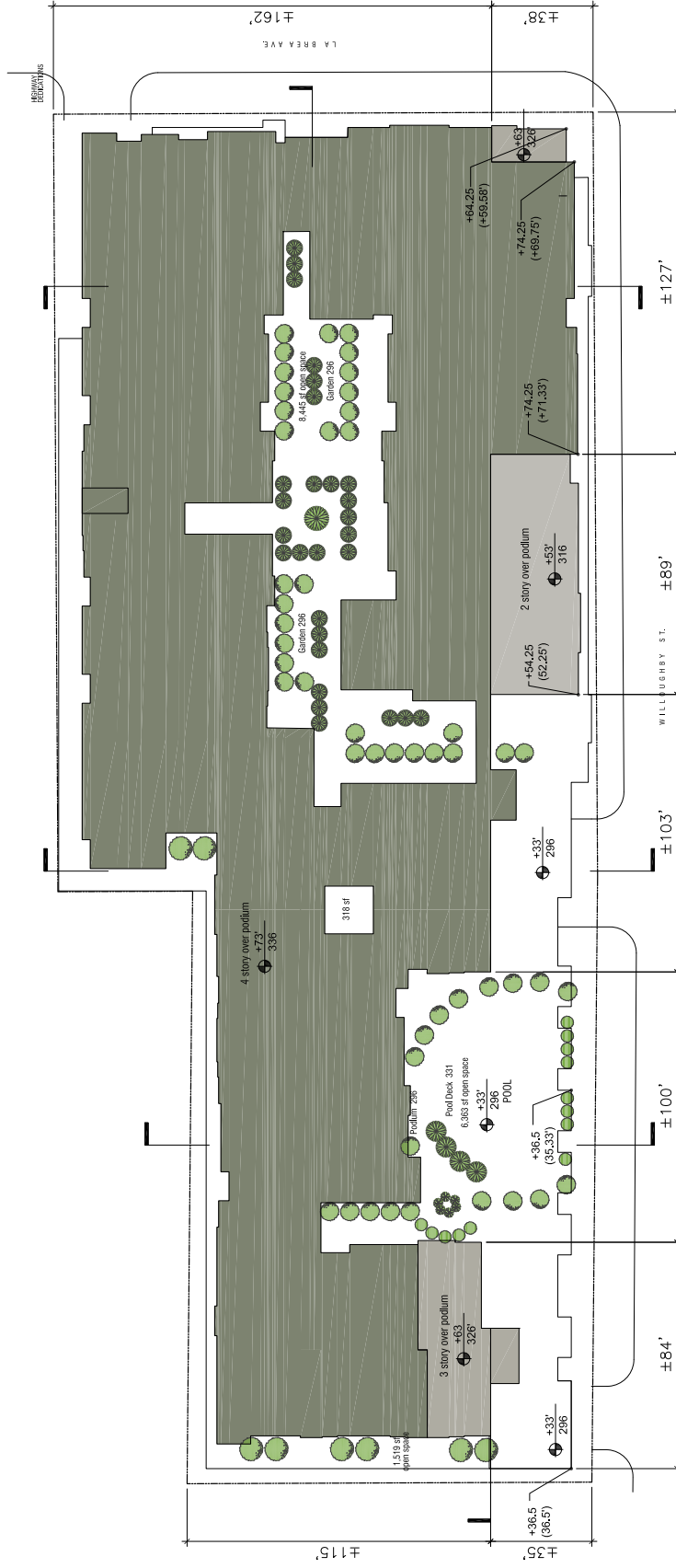
ELEVATIONS 1"=20'-0"

A8



VAN TILBURG
BANVARD &
SODERBERGH, AIA
ARCHITECTS
1000 AVENUE OF THE STARS
SUITE 1000, ARLINGTON, VA 22202
WWW.VAN-TILBURG.COM
2047

04.24.2007



A: ABSOLUTE HEIGHT
B: RELATIVE HEIGHT

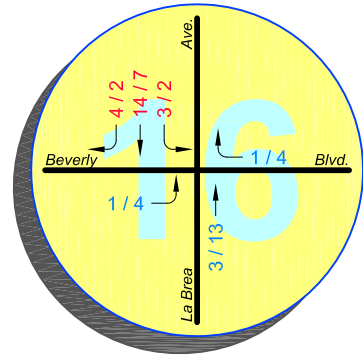
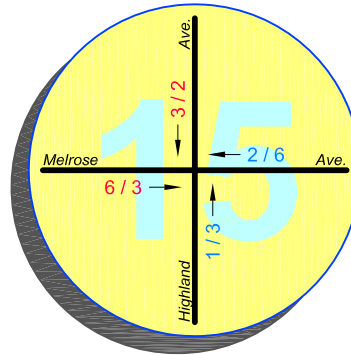
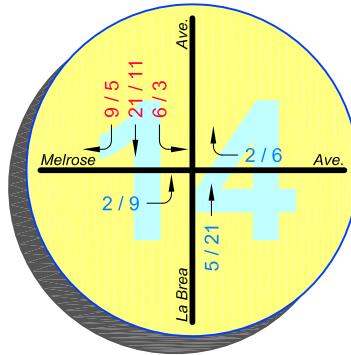
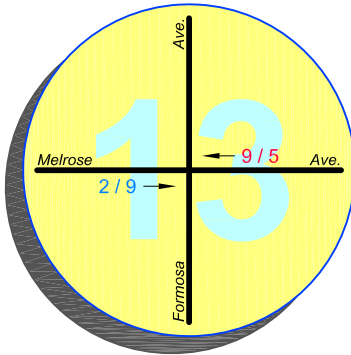
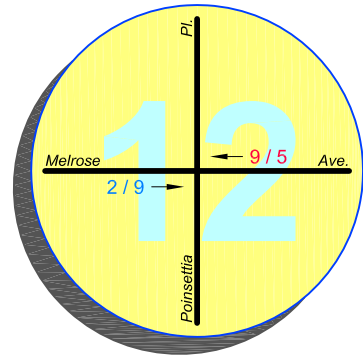
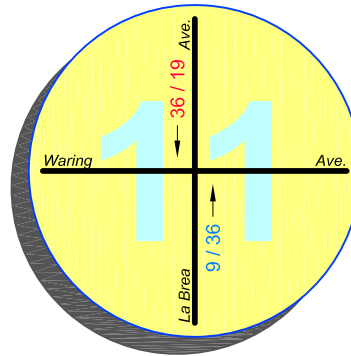
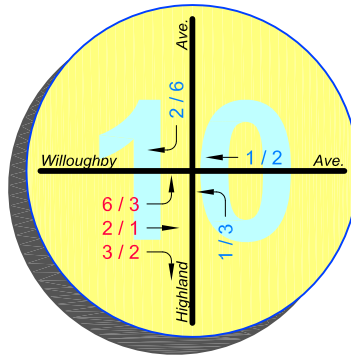
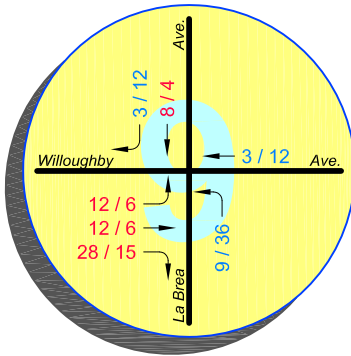
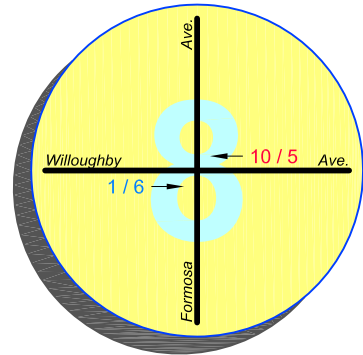
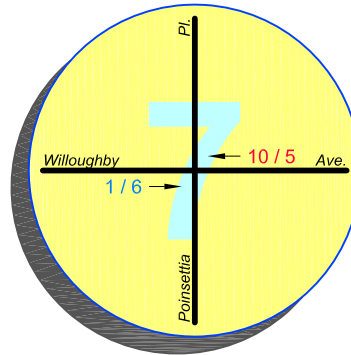
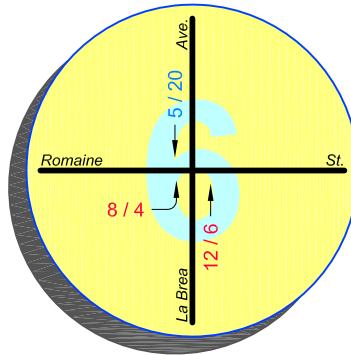
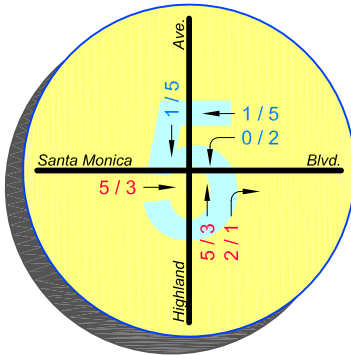
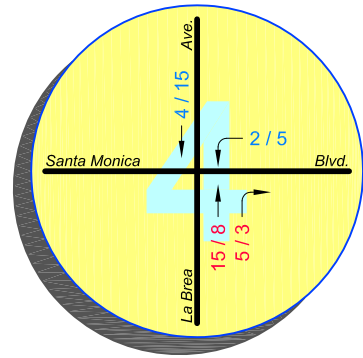
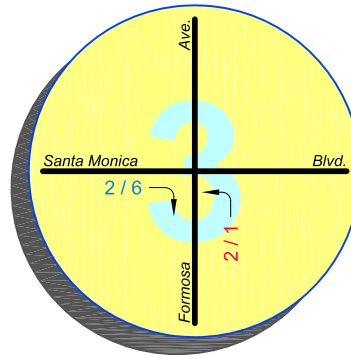
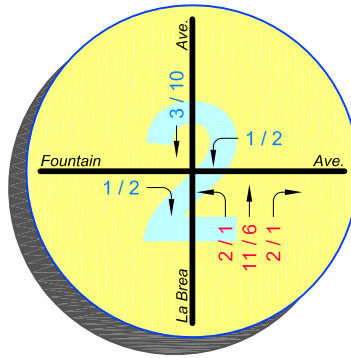
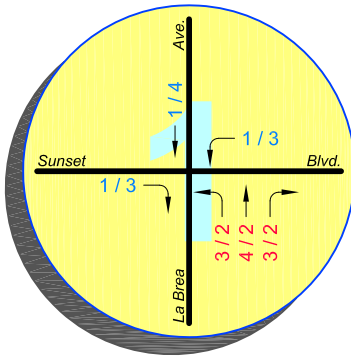
ROOF PLAN 1"=20'-0"

LA BREA GATEWAY

A RIVER LICE PODIUM / COURT COURSE / A RIVER LICE PROPERTIES, LLC

APPENDIX E

TRAFFIC ASSIGNMENT DATA



LEGEND

XX INBOUND

XX OUTBOUND

EXHIBIT 1

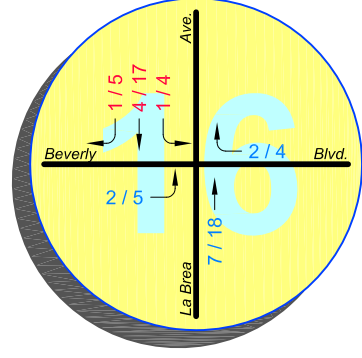
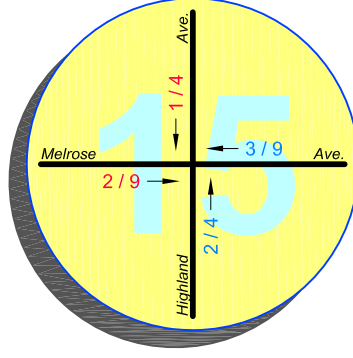
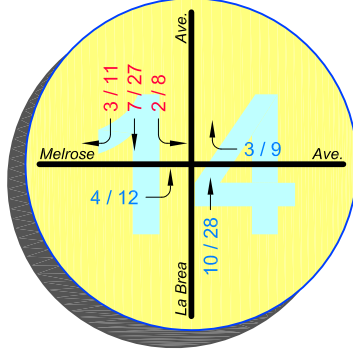
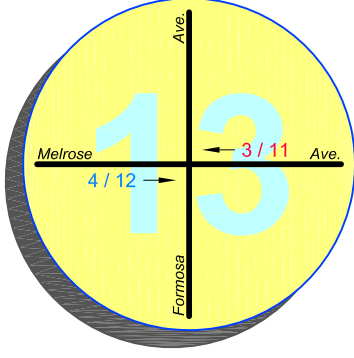
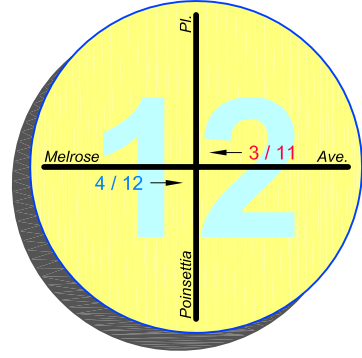
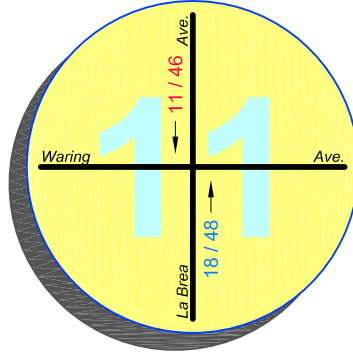
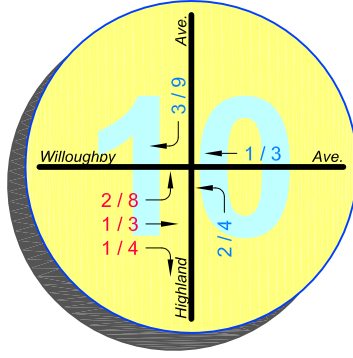
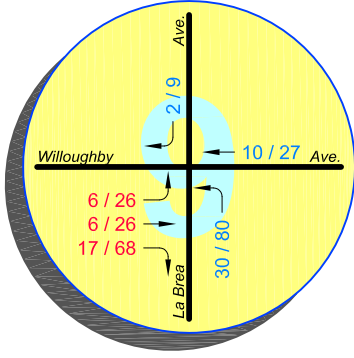
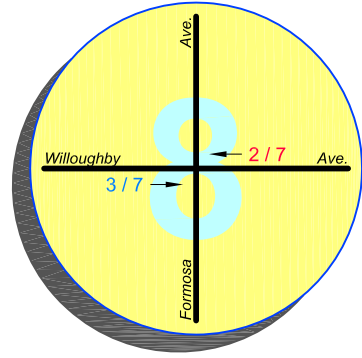
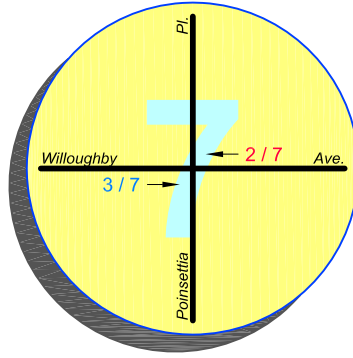
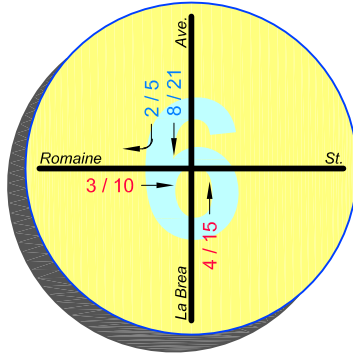
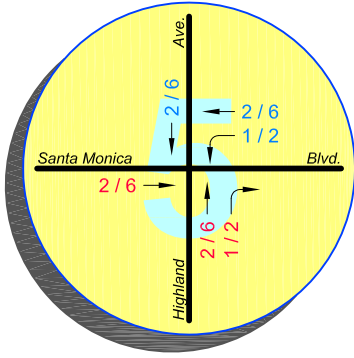
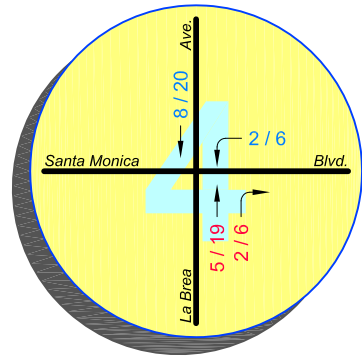
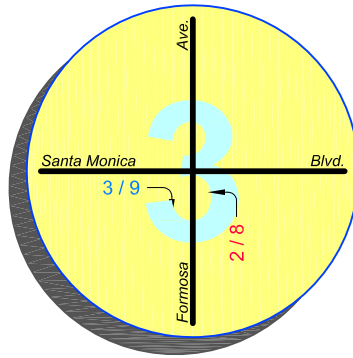
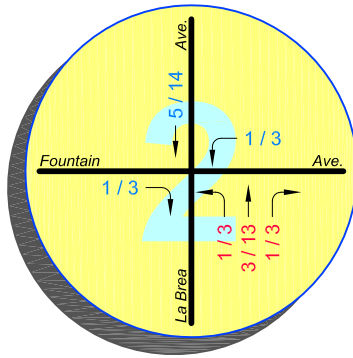
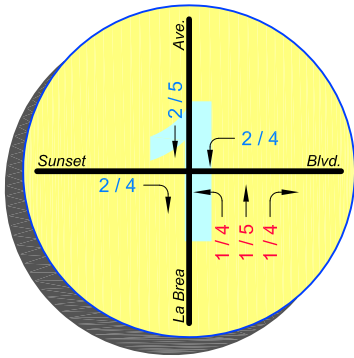
7/2007

**RESIDENTIAL TRAFFIC VOLUMES
AM / PM PEAK HOUR**



Overland Traffic Consultants, Inc.

25876 The Old Road #307, Santa Clarita, CA 91381
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



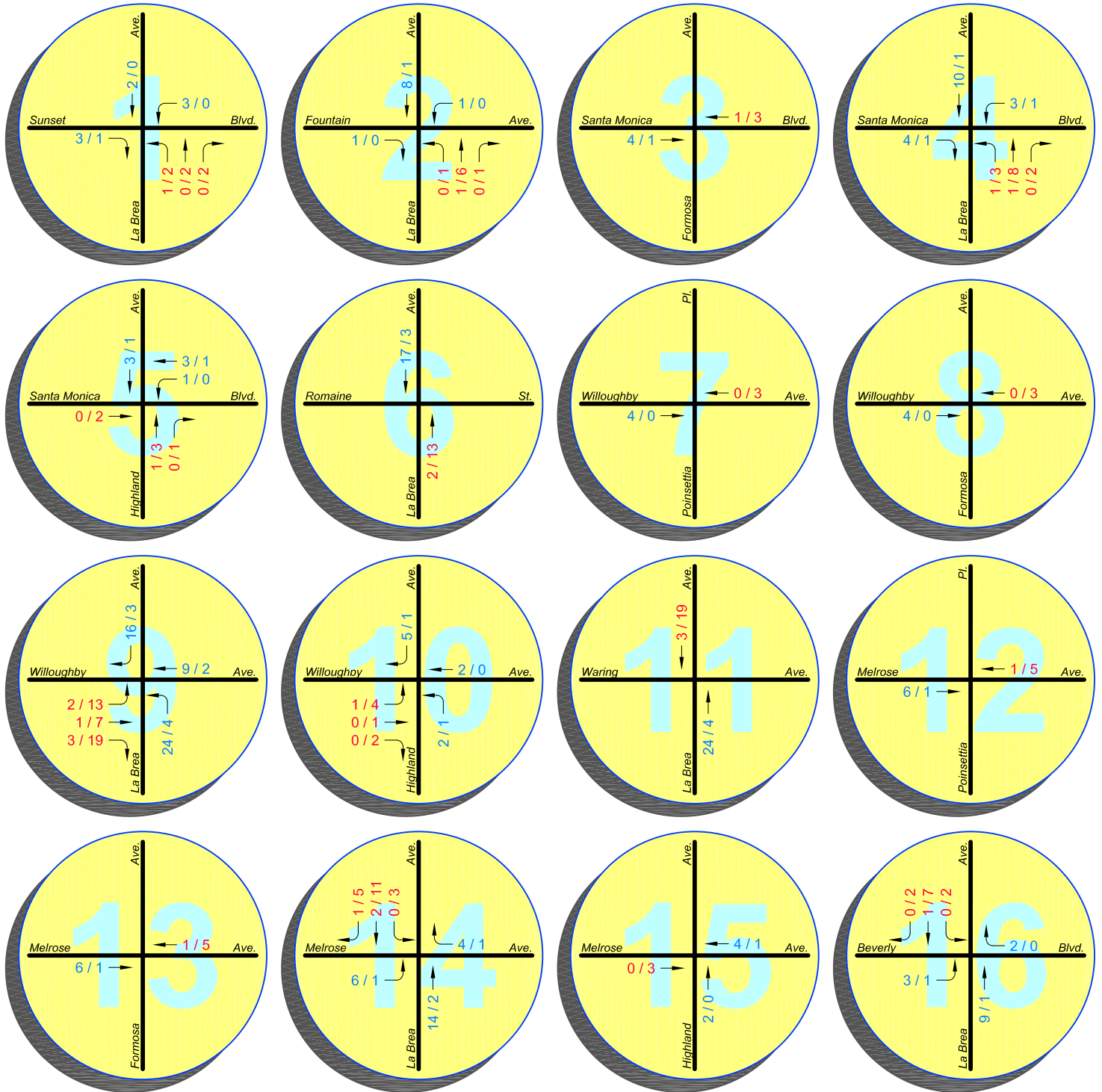
LEGEND	
XX	INBOUND
XX	OUTBOUND

EXHIBIT 2

7/2007

COMMERCIAL TRAFFIC VOLUMES
AM / PM PEAK HOUR

 Overland Traffic Consultants, Inc.
25876 The Old Road #307, Santa Clarita, CA 91381
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com



LEGEND
XX INBOUND
XX OUTBOUND

EXHIBIT 3

**EXISTING PROJECT TRAFFIC VOLUMES
AM / PM PEAK HOUR**

 **Overland Traffic Consultants, Inc.**
27201 Tourney Road #206, Santa Clarita, CA 91355
(661)799-8423 v, (661)799-8456 f, OTC@overlandtraffic.com

APPENDIX F

TRAFFIC VOLUME DATA

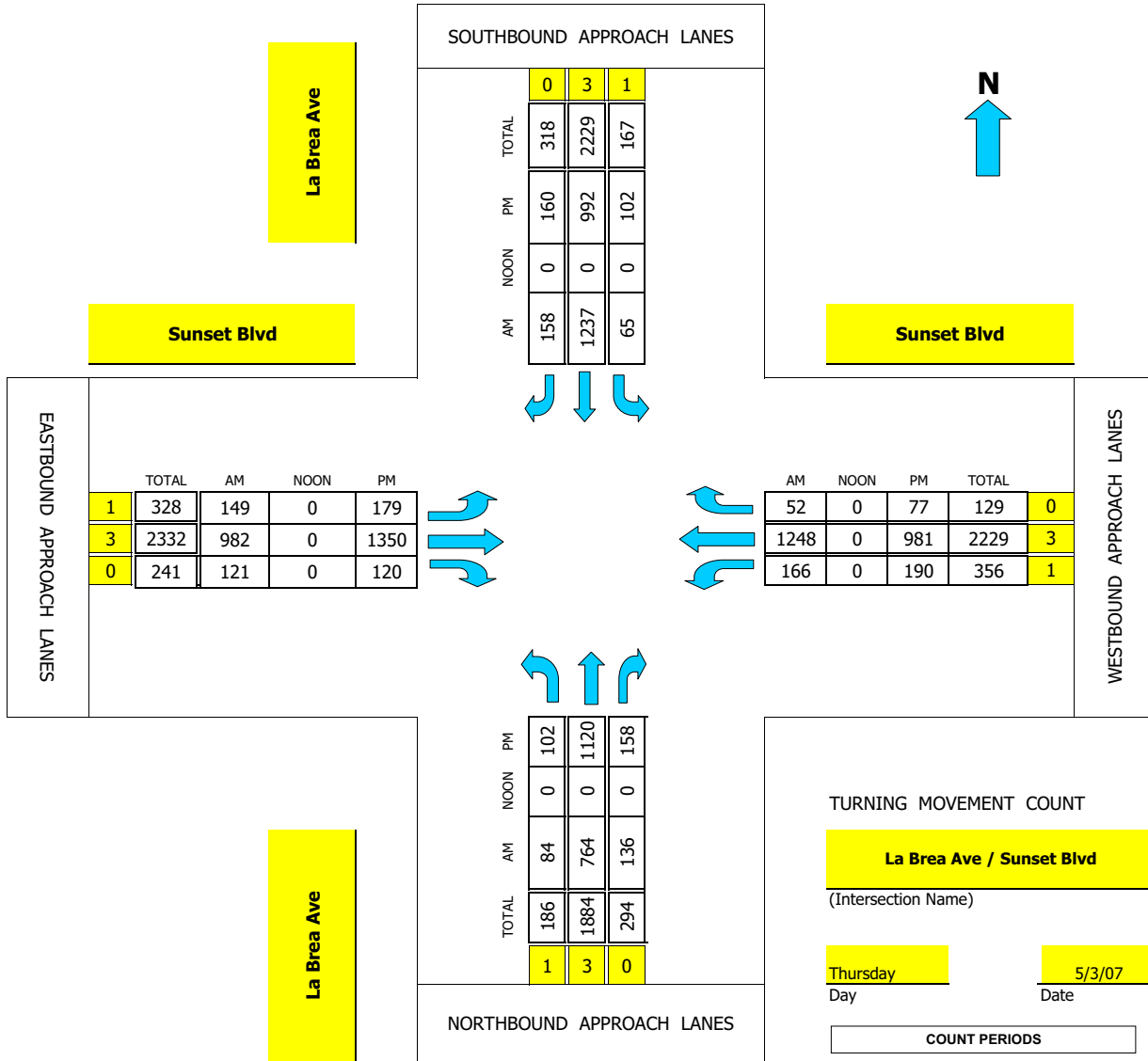
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of La Brea Ave/Sunset Blvd

Project #: 07-2184-001



AM PEAK HOUR 800 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 500 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: La Brea Ave

DATE: 5/3/2007

LOCATION: City of Los Angeles

E-W STREET: Sunset Blvd

DAY: THURSDAY

PROJECT# 07-2184-001

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	3	0	1	3	0	1	3	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	5	135	15	10	207	52	31	118	20	25	302	11	931
7:15 AM	21	133	21	14	275	56	33	165	24	33	281	8	1064
7:30 AM	18	177	23	11	282	50	26	172	19	44	334	16	1172
7:45 AM	14	180	19	21	291	48	42	208	18	36	330	9	1216
8:00 AM	17	196	28	19	311	43	40	248	24	39	335	18	1318
8:15 AM	18	188	36	14	308	38	35	263	30	47	329	11	1317
8:30 AM	23	181	31	15	313	42	38	243	32	41	306	13	1278
8:45 AM	26	199	41	17	305	35	36	228	35	39	278	10	1249
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	142	1389	214	121	2292	364	281	1645	202	304	2495	96	9545

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	84	764	136	65	1237	158	149	982	121	166	1248	52	5162
PEAK HR. FACTOR:		0.925			0.979			0.954			0.935		0.979

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: La Brea Ave

DATE: 5/3/2007

LOCATION: City of Los Angeles

E-W STREET: Sunset Blvd

DAY: THURSDAY

PROJECT# 07-2184-001

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	3	0	1	3	0	1	3	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	11	220	20	14	160	15	24	381	25	19	269	20	1178
4:15 PM	17	250	19	18	164	25	39	331	28	19	283	17	1210
4:30 PM	13	280	23	15	186	36	46	360	40	32	256	28	1315
4:45 PM	14	299	38	20	211	47	52	377	26	40	239	42	1405
5:00 PM	22	267	26	22	230	34	47	326	23	37	205	19	1258
5:15 PM	30	242	38	21	231	51	50	366	31	41	301	29	1431
5:30 PM	27	291	53	30	255	32	44	305	30	55	256	13	1391
5:45 PM	23	320	41	29	276	43	38	353	36	57	219	16	1451
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	157	2169	258	169	1713	283	340	2799	239	300	2028	184	10639

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	102	1120	158	102	992	160	179	1350	120	190	981	77	5531
PEAK HR. FACTOR:		0.898			0.901			0.922			0.841		0.953

CONTROL: Signalized

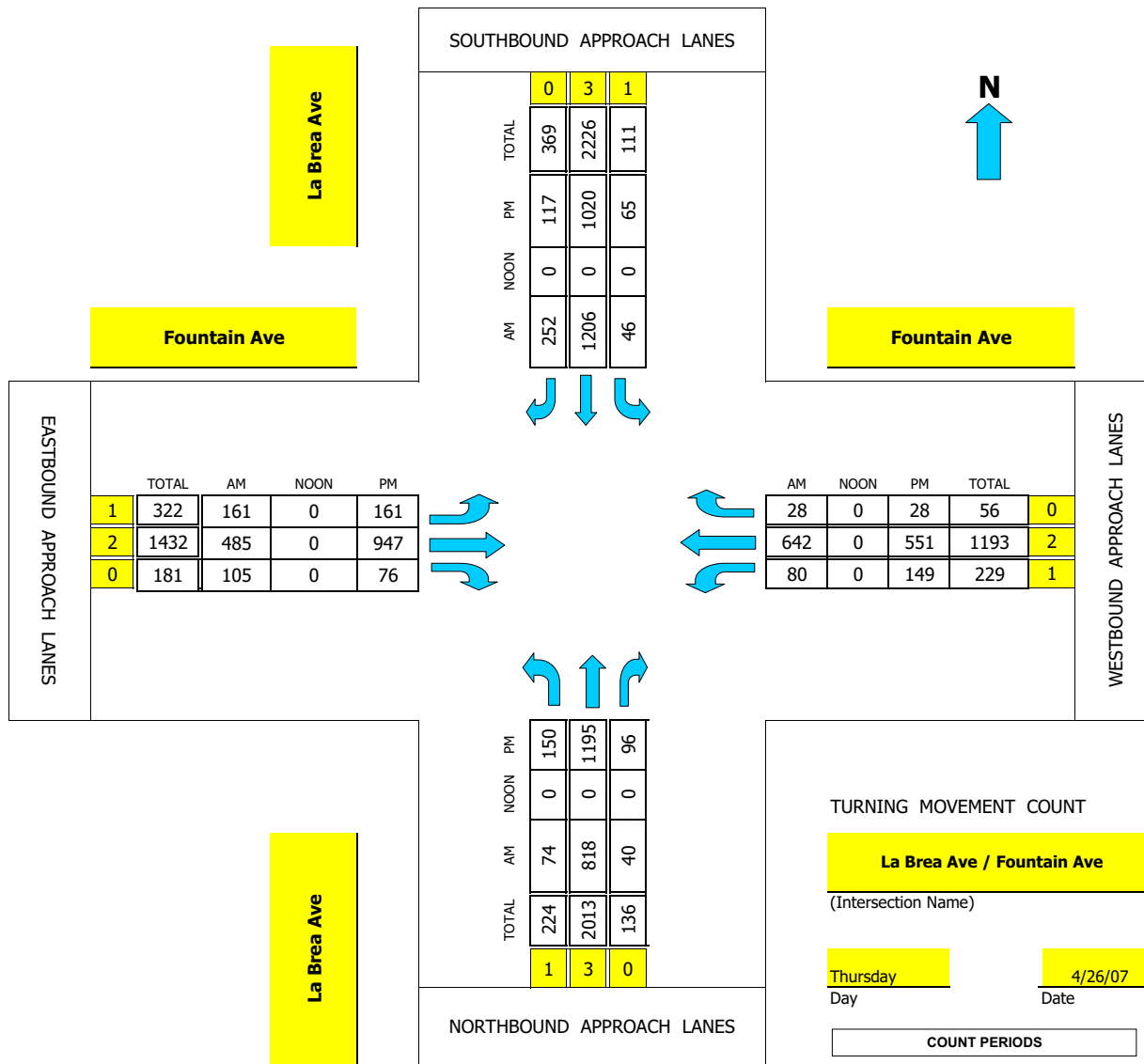
Intersection Turning Movement



Prepared by:
National Data & Surveying Services

TMC Summary of La Brea Ave/Fountain Ave

Project #: 07-2184-002



AM PEAK HOUR 800 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 445 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **La Brea Ave**

DATE: **4/26/2007**

LOCATION: **City of Los Angeles**

E-W STREET: **Fountain Ave**

DAY: **THURSDAY**

PROJECT# **07-2184-002**

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	3	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	15	120	7	8	220	57	30	50	30	18	101	11	667
7:15 AM	18	141	8	7	260	60	37	67	31	17	141	7	794
7:30 AM	20	167	11	9	251	99	46	70	37	20	147	6	883
7:45 AM	17	201	8	10	271	91	37	78	40	21	160	7	941
8:00 AM	20	211	7	8	290	80	42	101	26	19	171	7	982
8:15 AM	17	189	10	11	311	61	36	126	30	20	178	6	995
8:30 AM	16	211	11	12	305	60	41	130	27	15	142	8	978
8:45 AM	21	207	12	15	300	51	42	128	22	26	151	7	982
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 144	NT 1447	NR 74	SL 80	ST 2208	SR 559	EL 311	ET 750	ER 243	WL 156	WT 1191	WR 59	TOTAL 7222
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AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	74	818	40	46	1206	252	161	485	105	80	642	28	3937
PEAK HR. FACTOR:		0.971			0.982			0.948			0.919		0.989

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: La Brea Ave

DATE: 4/26/2007

LOCATION: City of Los Angeles

E-W STREET: Fountain Ave

DAY: THURSDAY

PROJECT# 07-2184-002

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	3	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	30	260	15	10	221	40	40	170	20	30	130	4	970
4:15 PM	31	271	18	11	201	41	42	188	27	37	141	6	1014
4:30 PM	40	262	20	15	230	37	36	226	13	46	126	7	1058
4:45 PM	41	291	31	16	251	30	41	211	19	42	138	7	1118
5:00 PM	42	288	26	12	260	31	38	205	20	30	141	8	1101
5:15 PM	37	311	21	18	288	29	40	270	22	37	128	6	1207
5:30 PM	30	305	18	19	221	27	42	261	15	40	144	7	1129
5:45 PM	26	290	15	10	190	26	37	278	19	31	170	8	1100
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	277	2278	164	111	1862	261	316	1809	155	293	1118	53	8697

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	150	1195	96	65	1020	117	161	947	76	149	551	28	4555
PEAK HR. FACTOR:		0.976			0.897			0.892			0.953		0.943

CONTROL: Signalized

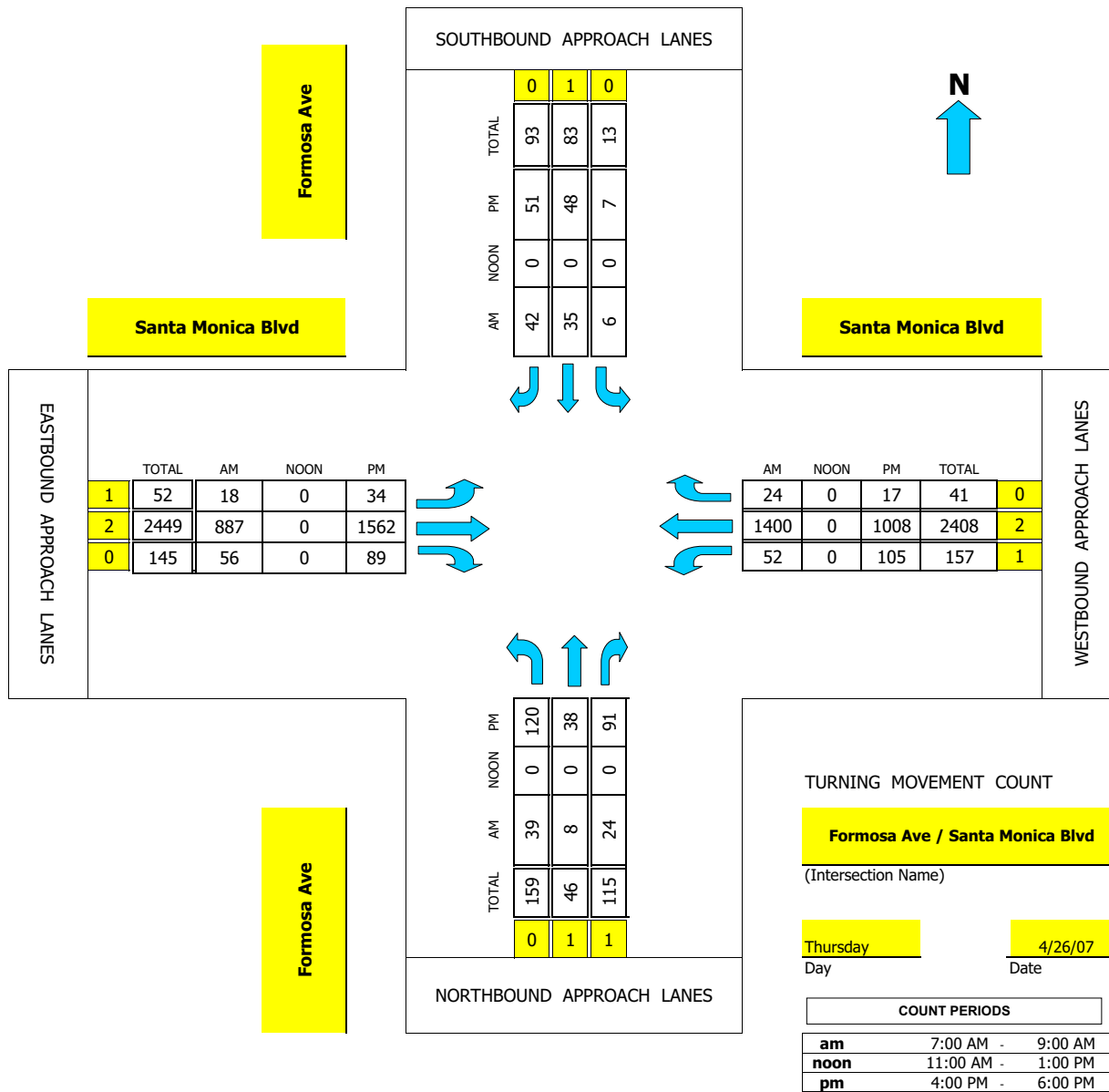
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Formosa Ave/Santa Monica Blvd

Project #: 07-2184-003



AM PEAK HOUR 745 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 500 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Formosa Ave**

DATE: **4/26/2007**

LOCATION: **City of Los Angeles**

E-W STREET: **Santa Monica Blvd**

DAY: **THURSDAY**

PROJECT# **07-2184-003**

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0.5	1	0.5	0	1	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	2	16	3	5	7	0	136	10	5	309	3	497
7:15 AM	7	1	8	2	2	7	3	186	9	7	298	3	533
7:30 AM	10	0	4	6	14	10	2	188	10	10	335	3	592
7:45 AM	8	2	10	0	7	12	6	201	14	15	355	8	638
8:00 AM	13	2	4	1	7	10	4	222	16	11	354	7	651
8:15 AM	7	2	7	3	11	15	3	232	13	14	345	5	657
8:30 AM	11	2	3	2	10	5	5	232	13	12	346	4	645
8:45 AM	18	5	12	3	16	8	0	170	9	12	228	3	484
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	75	16	64	20	72	74	23	1567	94	86	2570	36	4697

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	39	8	24	6	35	42	18	887	56	52	1400	24	2591
PEAK HR. FACTOR:		0.888			0.716			0.961			0.976		0.986

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Formosa Ave

DATE: 4/26/2007

LOCATION: City of Los Angeles

E-W STREET: Santa Monica Blvd

DAY: THURSDAY

PROJECT# 07-2184-003

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0.5	1	0.5	0	1	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	27	6	18	2	18	8	15	348	28	28	229	6	733
4:15 PM	30	5	18	0	12	7	11	356	23	29	248	4	743
4:30 PM	31	7	10	4	16	10	10	371	27	20	284	6	796
4:45 PM	34	1	25	1	15	9	5	346	24	18	260	10	748
5:00 PM	31	6	28	1	13	7	6	397	21	19	224	7	760
5:15 PM	37	9	26	3	8	13	10	396	21	26	267	3	819
5:30 PM	21	13	13	2	18	20	7	390	23	31	254	2	794
5:45 PM	31	10	24	1	9	11	11	379	24	29	263	5	797
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	242	57	162	14	109	85	75	2983	191	200	2029	43	6190

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	120	38	91	7	48	51	34	1562	89	105	1008	17	3170
PEAK HR. FACTOR:		0.865			0.663			0.987			0.951		0.968

CONTROL: Signalized

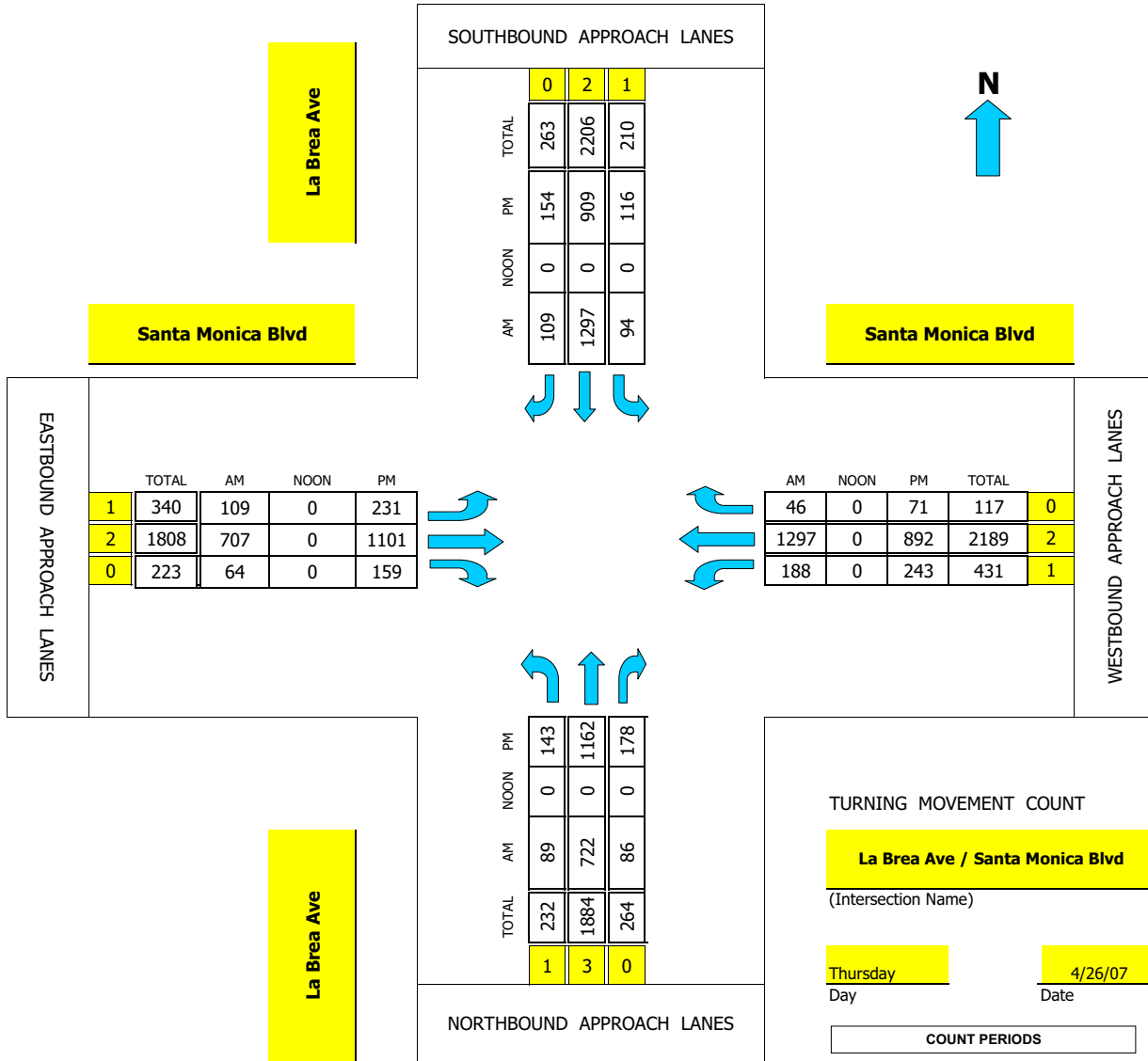
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of La Brea Ave/Santa Monica Blvd

Project #: 07-2184-004



AM PEAK HOUR 730 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 430 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: La Brea Ave

DATE: 4/26/2007

LOCATION: City of Los Angeles

E-W STREET: Santa Monica Blvd

DAY: THURSDAY

PROJECT# 07-2184-004

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	2	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	15	120	15	17	211	31	27	114	12	30	286	9	887
7:15 AM	17	131	16	20	267	28	30	124	14	32	299	11	989
7:30 AM	18	160	18	26	311	27	31	159	16	41	350	11	1168
7:45 AM	20	171	21	30	341	21	40	171	17	45	331	10	1218
8:00 AM	21	180	26	18	330	30	20	190	15	48	305	8	1191
8:15 AM	30	211	21	20	315	31	18	187	16	54	311	17	1231
8:30 AM	31	205	13	21	300	26	27	177	14	56	260	18	1148
8:45 AM	28	196	18	21	201	29	21	177	18	34	201	12	956
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	180	1374	148	173	2276	223	214	1299	122	340	2343	96	8788

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	89	722	86	94	1297	109	109	707	64	188	1297	46	4808
PEAK HR. FACTOR:		0.856			0.957			0.965			0.952		0.976

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: La Brea Ave

DATE: 4/26/2007

LOCATION: City of Los Angeles

E-W STREET: Santa Monica Blvd

DAY: THURSDAY

PROJECT# 07-2184-004

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	2	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	20	221	41	30	260	45	41	219	30	40	160	15	1122
4:15 PM	27	240	30	31	261	42	62	262	47	41	180	18	1241
4:30 PM	40	286	31	28	251	30	61	307	50	50	251	20	1405
4:45 PM	42	311	40	27	242	47	58	252	42	61	240	21	1383
5:00 PM	30	305	51	30	211	46	61	273	30	70	201	12	1320
5:15 PM	31	260	56	31	205	31	51	269	37	62	200	18	1251
5:30 PM	41	251	40	20	190	30	66	245	25	59	242	17	1226
5:45 PM	38	240	43	21	299	28	78	302	29	61	244	21	1404
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	269	2114	332	218	1919	299	478	2129	290	444	1718	142	10352

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	143	1162	178	116	909	154	231	1101	159	243	892	71	5359
PEAK HR. FACTOR:		0.943			0.933			0.892			0.936		0.954

CONTROL: Signalized

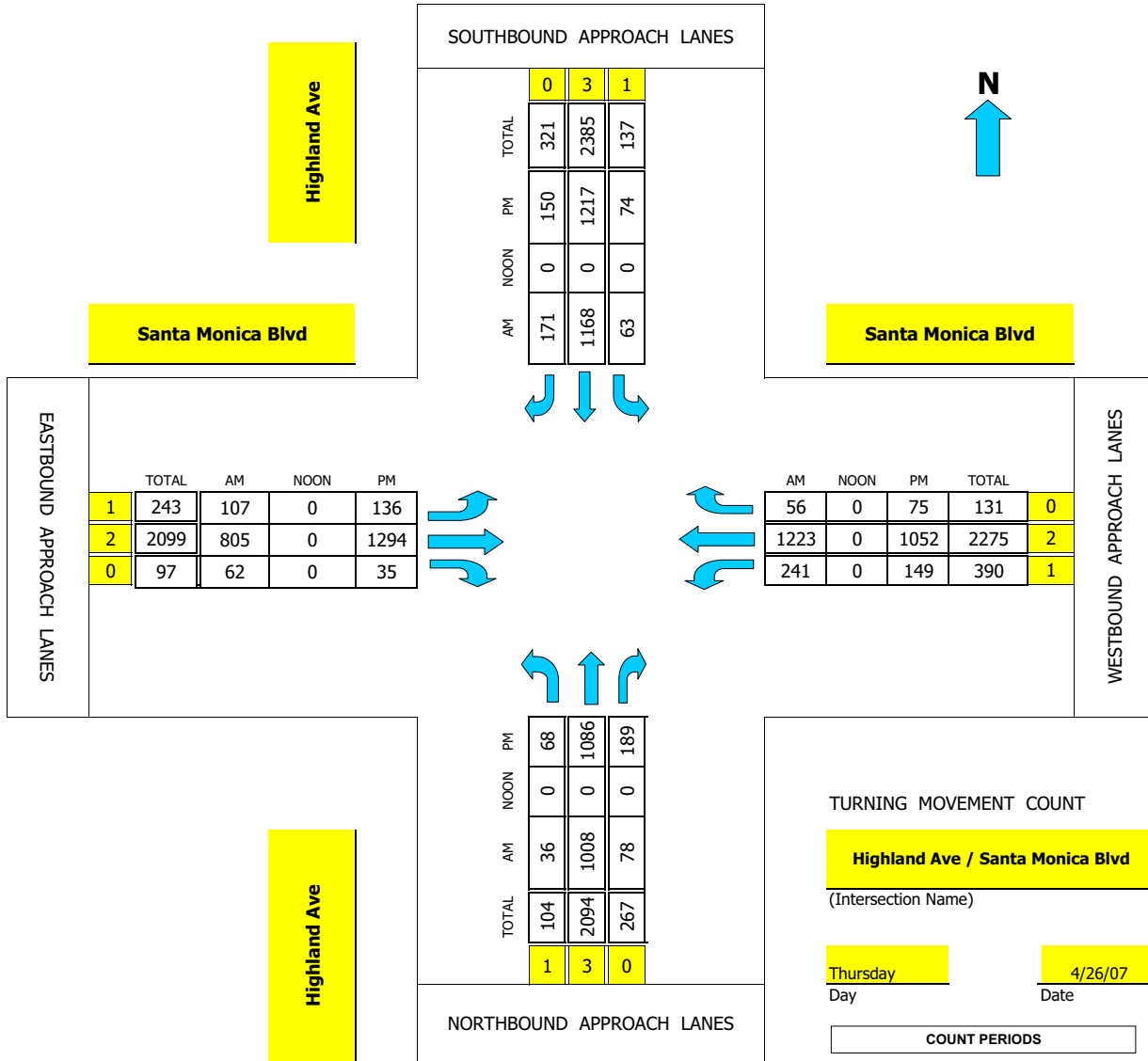
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Highland Ave/Santa Monica Blvd

Project #: 07-2184-005



AM PEAK HOUR 800 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 415 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Highland Ave

DATE: 4/26/2007

LOCATION: City of Los Angeles

E-W STREET: Santa Monica Blvd

DAY: THURSDAY

PROJECT# 07-2184-005

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	3	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	7	177	15	11	255	48	18	151	7	27	280	16	1012
7:15 AM	8	168	18	16	250	47	20	160	8	36	311	16	1058
7:30 AM	11	180	10	20	221	52	21	177	9	41	305	18	1065
7:45 AM	15	226	17	17	300	51	18	168	11	50	327	12	1212
8:00 AM	12	240	19	18	263	60	20	182	15	61	350	11	1251
8:15 AM	8	275	20	12	312	31	26	197	12	48	276	18	1235
8:30 AM	7	251	21	16	304	40	30	200	18	70	299	12	1268
8:45 AM	9	242	18	17	289	40	31	226	17	62	298	15	1264
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	77	1759	138	127	2194	369	184	1461	97	395	2446	118	9365

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	36	1008	78	63	1168	171	107	805	62	241	1223	56	5018
PEAK HR. FACTOR:		0.926			0.974			0.889			0.900		0.989

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Highland Ave

DATE: 4/26/2007

LOCATION: City of Los Angeles

E-W STREET: Santa Monica Blvd

DAY: THURSDAY

PROJECT# 07-2184-005

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	3	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	15	221	41	18	271	40	40	290	7	37	221	17	1218
4:15 PM	20	230	40	20	280	42	39	311	8	40	260	18	1308
4:30 PM	17	311	48	21	311	30	36	297	9	42	271	20	1413
4:45 PM	15	305	50	18	305	37	21	366	10	30	281	19	1457
5:00 PM	16	240	51	15	321	41	40	320	8	37	240	18	1347
5:15 PM	10	211	42	20	256	28	42	341	7	41	266	10	1274
5:30 PM	19	204	30	19	277	29	39	311	8	29	225	15	1205
5:45 PM	12	162	31	12	261	30	47	308	6	39	240	12	1160
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	124	1884	333	143	2282	277	304	2544	63	295	2004	129	10382

PM Peak Hr Begins at: 4:15 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	68	1086	189	74	1217	150	136	1294	35	149	1052	75	5525
PEAK HR. FACTOR:		0.893			0.956			0.923			0.958		0.948

CONTROL: Signalized

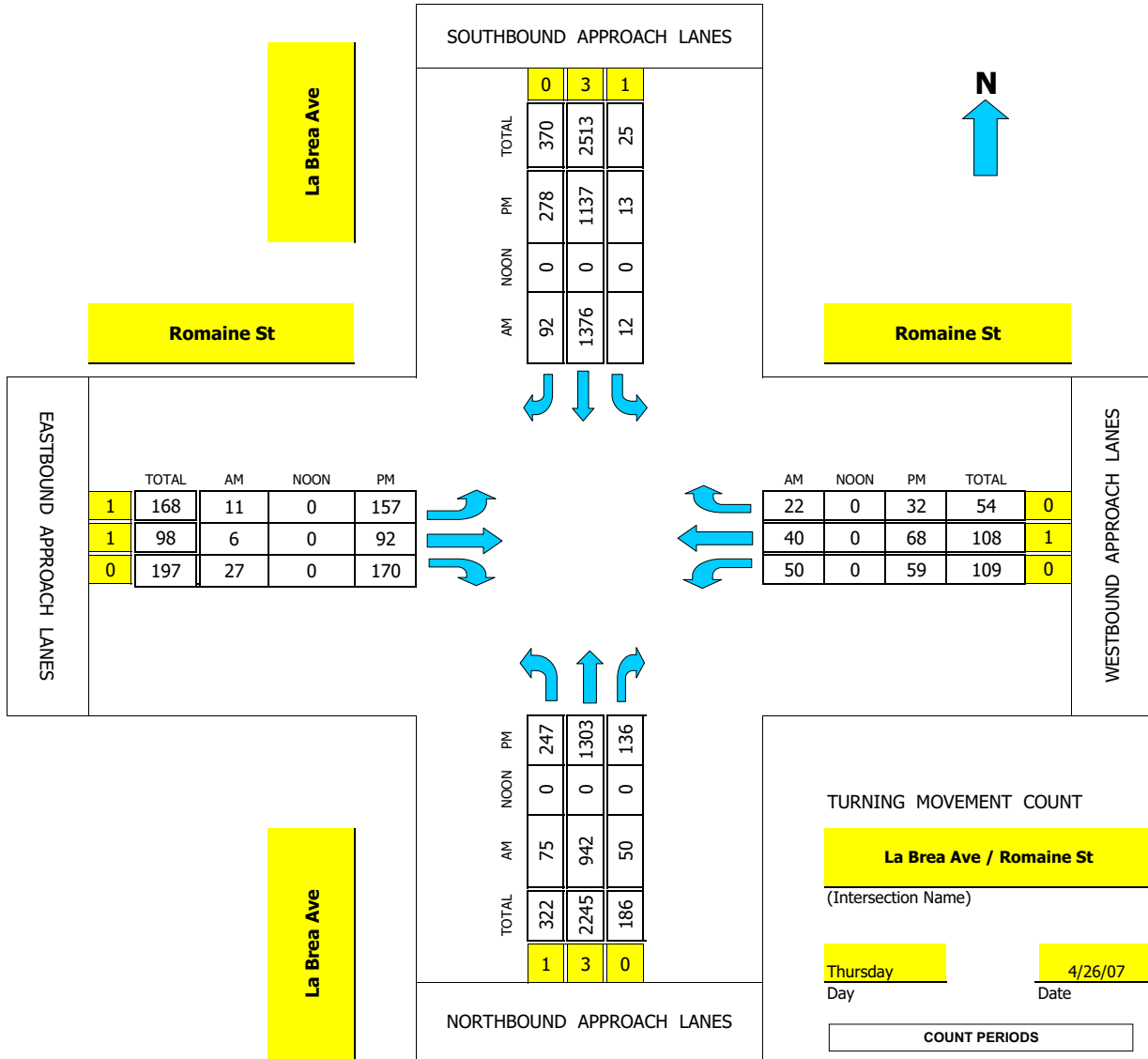
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of La Brea Ave/Romaine St

Project #: 07-2184-006



AM PEAK HOUR 745 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 415 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: La Brea Ave

DATE: 4/26/2007

LOCATION: City of Los Angeles

E-W STREET: Romaine St

DAY: THURSDAY

PROJECT# 07-2184-006

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	3	0	1	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	7	134	4	3	258	17	1	3	23	4	1	2	457
7:15 AM	5	180	10	1	286	18	2	2	7	5	3	8	527
7:30 AM	7	222	7	5	299	23	7	0	8	4	5	7	594
7:45 AM	11	231	8	2	332	14	1	1	9	9	6	7	631
8:00 AM	15	258	12	4	345	23	3	1	6	13	11	8	699
8:15 AM	24	243	11	3	361	30	2	1	4	18	16	5	718
8:30 AM	25	210	19	3	338	25	5	3	8	10	7	2	655
8:45 AM	18	178	13	2	315	19	4	2	7	12	9	4	583
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	112	1656	84	23	2534	169	25	13	72	75	58	43	4864

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	75	942	50	12	1376	92	11	6	27	50	40	22	2703
PEAK HR. FACTOR:		0.936			0.939			0.688			0.718		0.941

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: La Brea Ave

DATE: 4/26/2007

LOCATION: City of Los Angeles

E-W STREET: Romaine St

DAY: THURSDAY

PROJECT# 07-2184-006

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1:00 PM	1	3	0	1	3	0	1	1	0	0	1	0	
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	49	290	8	8	224	59	40	15	38	10	7	7	755
4:15 PM	54	326	17	4	249	76	26	22	53	8	14	5	854
4:30 PM	63	355	27	2	278	52	34	27	32	14	21	12	917
4:45 PM	73	331	41	3	294	71	53	19	42	20	15	8	970
5:00 PM	57	291	51	4	316	79	44	24	43	17	18	7	951
5:15 PM	35	251	56	1	273	65	34	18	30	15	15	4	797
5:30 PM	60	262	46	5	277	54	29	22	36	17	20	7	835
5:45 PM	75	322	32	3	245	54	37	21	32	12	15	5	853
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	466	2428	278	30	2156	510	297	168	306	113	125	55	6932

PM Peak Hr Begins at: 4:15 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	247	1303	136	13	1137	278	157	92	170	59	68	32	3692
PEAK HR. FACTOR:		0.947			0.895			0.919			0.846		0.952

CONTROL: Signalized

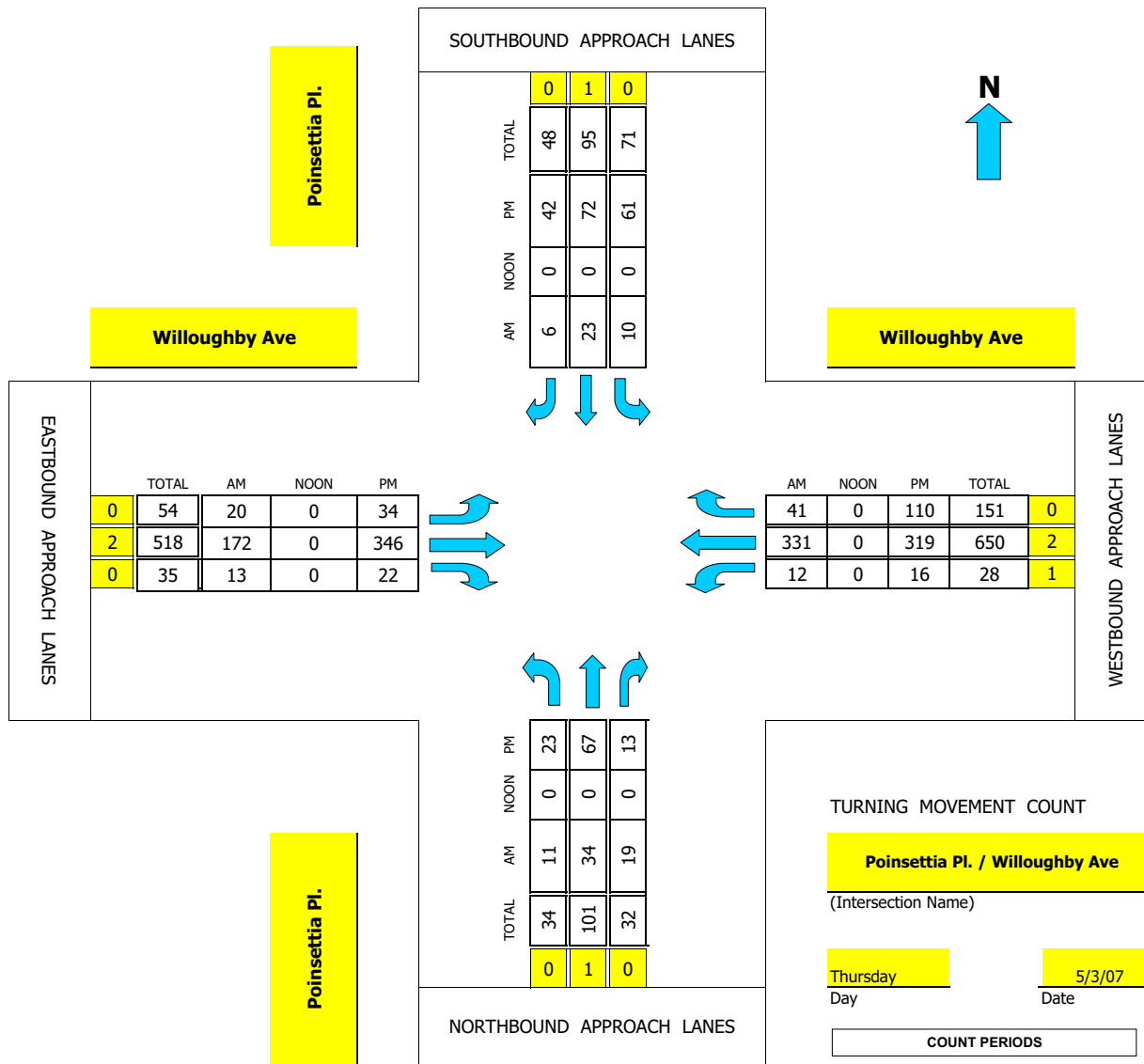
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Poinsettia Pl./Willoughby Ave

Project #: 07-2184-007



AM PEAK HOUR 800 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 500 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Poinsettia Pl.**

DATE: **5/3/2007**

LOCATION: **City of Los Angeles**

E-W STREET: **Willoughby Ave**

DAY: **THURSDAY**

PROJECT# **07-2184-007**

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	5	4	4	5	1	1	18	2	0	14	4	60
7:15 AM	1	5	1	2	7	2	1	26	2	1	24	7	79
7:30 AM	2	7	1	5	5	0	2	25	4	4	36	2	93
7:45 AM	2	10	0	6	5	1	4	41	6	3	76	12	166
8:00 AM	1	8	2	1	7	1	2	40	0	1	90	6	159
8:15 AM	1	7	8	2	6	1	2	34	6	2	79	9	157
8:30 AM	6	9	6	5	7	3	7	34	4	2	67	15	165
8:45 AM	3	10	3	2	3	1	9	64	3	7	95	11	211
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 18	NT 61	NR 25	SL 27	ST 45	SR 10	EL 28	ET 282	ER 27	WL 20	WT 481	WR 66	TOTAL 1090
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AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	11	34	19	10	23	6	20	172	13	12	331	41	692
PEAK HR. FACTOR:		0.762		0.650			0.674			0.850			0.820

CONTROL: **2-Way Stop N & S**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Poinsettia Pl.

DATE: 5/3/2007

LOCATION: City of Los Angeles

E-W STREET: Willoughby Ave

DAY: THURSDAY

PROJECT# 07-2184-007

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	5	21	4	20	19	7	4	79	4	2	58	16	239
4:15 PM	5	18	8	17	12	6	11	49	3	2	60	23	214
4:30 PM	2	11	3	26	14	2	7	62	4	10	46	24	211
4:45 PM	1	11	8	24	10	15	9	63	0	9	64	24	238
5:00 PM	8	18	2	14	14	7	13	80	7	2	76	29	270
5:15 PM	4	20	3	17	20	7	9	88	5	0	76	26	275
5:30 PM	7	13	6	18	19	15	5	83	2	8	86	24	286
5:45 PM	4	16	2	12	19	13	7	95	8	6	81	31	294
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	36	128	36	148	127	72	65	599	33	39	547	197	2027

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	23	67	13	61	72	42	34	346	22	16	319	110	1125
PEAK HR. FACTOR:		0.920		0.841			0.914			0.943			0.957

CONTROL: 2-Way Stop N & S

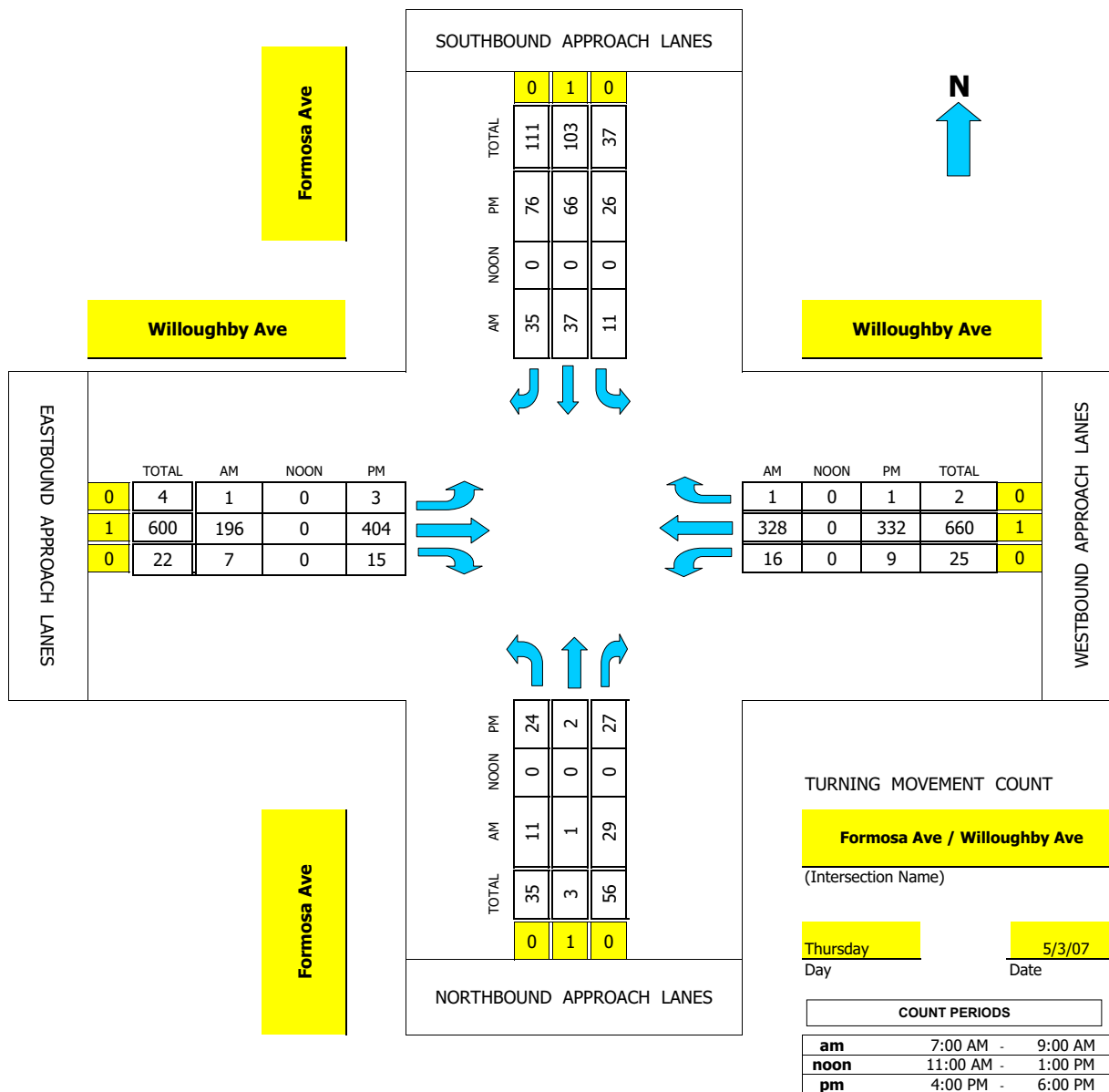
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Formosa Ave/Willoughby Ave

Project #: 07-2184-008



AM PEAK HOUR 800 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 500 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Formosa Ave

DATE: 5/3/2007

LOCATION: City of Los Angeles

E-W STREET: Willoughby Ave

DAY: THURSDAY

PROJECT# 07-2184-008

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	0	3	1	7	4	0	19	1	2	13	0	51
7:15 AM	1	0	1	3	4	5	0	23	2	5	24	0	68
7:30 AM	0	0	4	3	7	3	0	31	1	1	39	0	89
7:45 AM	8	0	6	7	14	9	1	45	4	6	73	0	173
8:00 AM	2	0	11	3	10	9	1	44	3	6	86	1	176
8:15 AM	5	0	9	0	7	8	0	50	1	2	84	0	166
8:30 AM	1	0	6	3	7	8	0	46	1	3	77	0	152
8:45 AM	3	1	3	5	13	10	0	56	2	5	81	0	179
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	21	1	43	25	69	56	2	314	15	30	477	1	1054

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	11	1	29	11	37	35	1	196	7	16	328	1	673
PEAK HR. FACTOR:		0.732		0.741			0.879			0.927			0.940

CONTROL: 4-Way Stop

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Formosa Ave

DATE: 5/3/2007

LOCATION: City of Los Angeles

E-W STREET: Willoughby Ave

DAY: THURSDAY

PROJECT# 07-2184-008

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1:00 PM	0	1	0	0	1	0	0	1	0	0	1	0	
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	7	1	14	6	22	14	1	101	5	5	58	3	237
4:15 PM	4	0	7	6	10	16	0	75	2	2	68	0	190
4:30 PM	4	1	10	9	15	22	0	85	3	3	54	0	206
4:45 PM	11	1	7	6	16	18	0	75	7	6	63	0	210
5:00 PM	4	0	5	9	19	18	0	91	2	2	80	0	230
5:15 PM	6	2	7	3	18	16	1	109	0	5	85	0	252
5:30 PM	6	0	4	9	10	20	1	98	7	1	85	1	242
5:45 PM	8	0	11	5	19	22	1	106	6	1	82	0	261
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	50	5	65	53	129	146	4	740	32	25	575	4	1828

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	24	2	27	26	66	76	3	404	15	9	332	1	985
PEAK HR. FACTOR:		0.697			0.913			0.934			0.950		0.943

CONTROL: 4-Way Stop

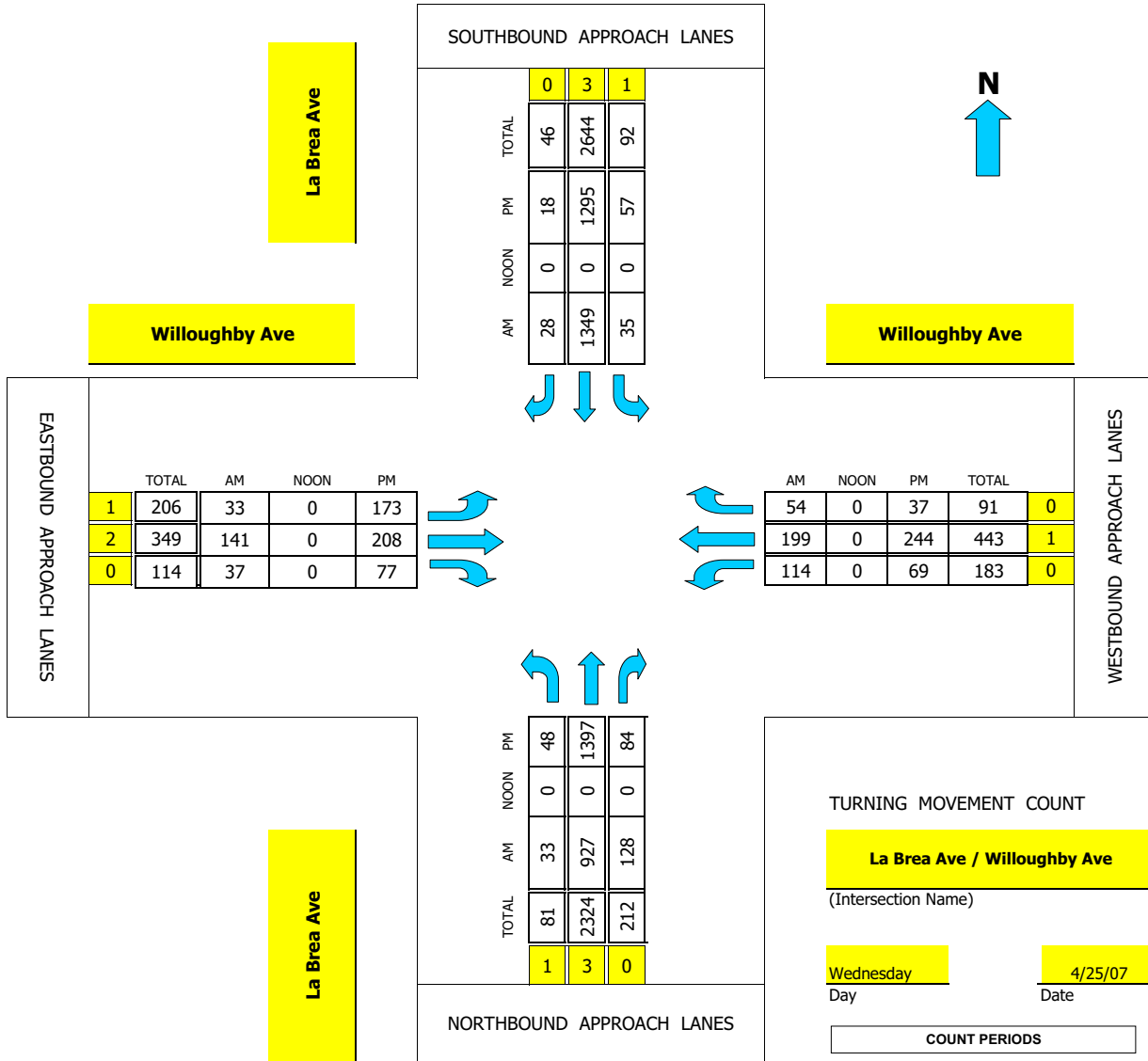
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of La Brea Ave/Willoughby Ave

Project #: 07-2184-009



AM PEAK HOUR 800 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 500 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **La Brea Ave**

DATE: **04/25/2007**

LOCATION: **City of Los Angeles**

E-W STREET: **Willoughby Ave**

DAY: **WEDNESDAY**

PROJECT# **07-2184-009**

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	3	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	4	170	19	8	280	6	8	24	10	22	54	11	616
7:15 AM	5	188	22	10	298	5	10	24	10	20	48	15	655
7:30 AM	6	192	25	13	304	8	7	34	9	23	52	16	689
7:45 AM	9	225	24	10	336	9	6	31	13	26	54	12	755
8:00 AM	8	205	26	10	342	9	8	36	8	28	54	11	745
8:15 AM	9	251	28	9	344	8	9	34	8	23	52	10	785
8:30 AM	8	240	36	8	348	6	8	34	8	31	47	16	790
8:45 AM	8	231	38	8	315	5	8	37	13	32	46	17	758
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	57	1702	218	76	2567	56	64	254	79	205	407	108	5793

AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	33	927	128	35	1349	28	33	141	37	114	199	54	3078
PEAK HR. FACTOR:		0.944			0.975			0.909			0.966		0.974

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: La Brea Ave

DATE: 04/25/2007

LOCATION: City of Los Angeles

E-W STREET: Willoughby Ave

DAY: WEDNESDAY

PROJECT# 07-2184-009

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	3	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	10	291	15	9	299	8	42	44	24	17	67	8	834
4:15 PM	6	348	18	12	304	5	44	45	23	19	61	8	893
4:30 PM	9	372	20	13	306	4	37	50	24	22	58	10	925
4:45 PM	9	361	17	16	317	7	34	53	22	18	63	10	927
5:00 PM	12	348	20	14	324	5	44	50	19	17	64	8	925
5:15 PM	12	340	21	14	337	5	36	53	17	19	63	10	927
5:30 PM	11	348	17	12	314	4	48	53	19	17	60	10	913
5:45 PM	13	361	26	17	320	4	45	52	22	16	57	9	942
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	82	2769	154	107	2521	42	330	400	170	145	493	73	7286

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	48	1397	84	57	1295	18	173	208	77	69	244	37	3707
PEAK HR. FACTOR:		0.956		0.962			0.954			0.951			0.984

CONTROL: Signalized

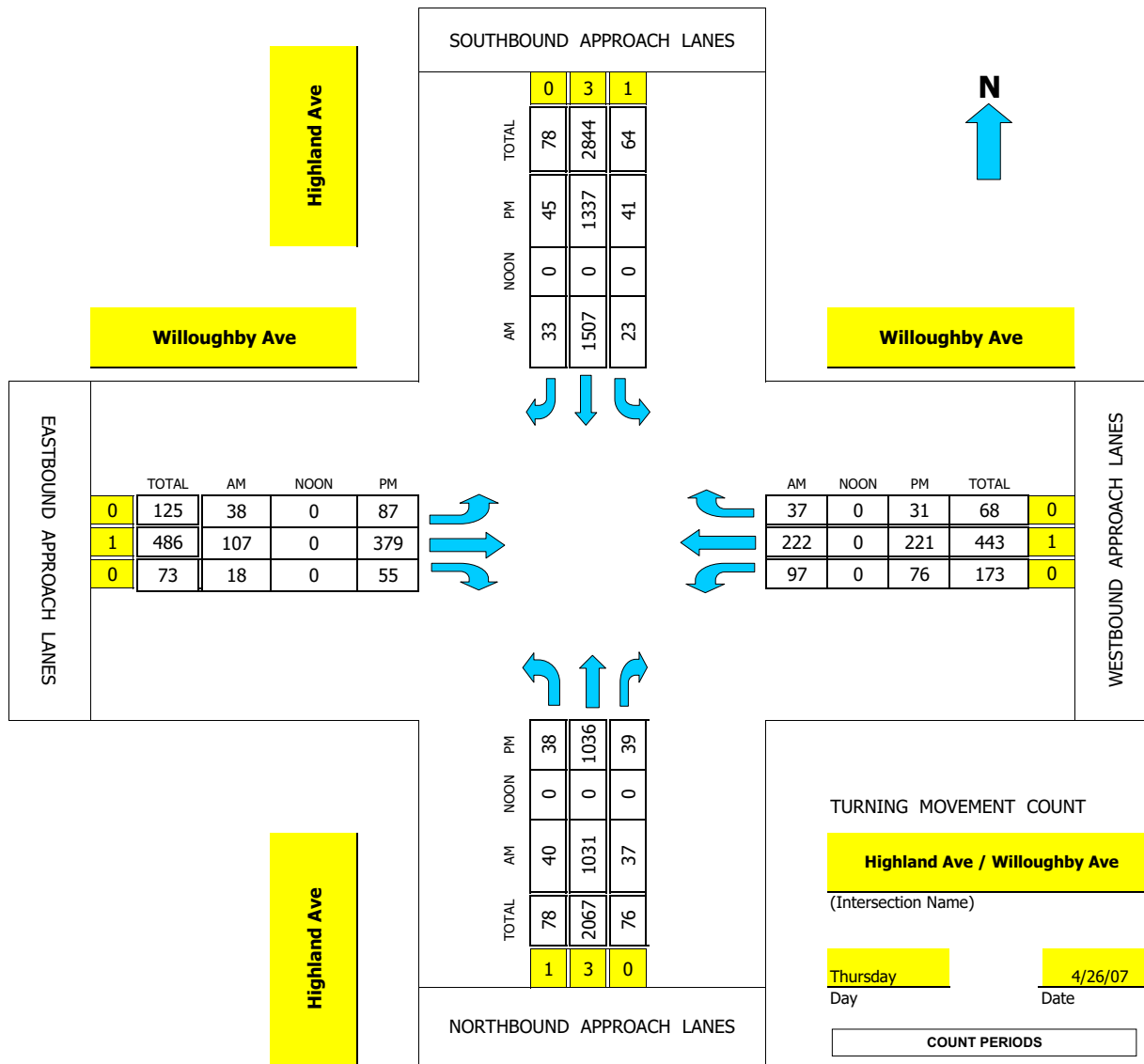
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Highland Ave/Willoughby Ave

Project #: 07-2184-010



AM PEAK HOUR 715 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 500 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Highland Ave

DATE: 4/26/2007

LOCATION: City of Los Angeles

E-W STREET: Willoughby Ave

DAY: THURSDAY

PROJECT# 07-2184-010

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	3	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	4	217	6	7	325	9	8	4	3	4	9	8	604
7:15 AM	7	308	7	2	433	3	8	8	2	19	20	4	821
7:30 AM	8	284	13	7	406	9	9	15	4	30	54	17	856
7:45 AM	13	244	10	7	413	16	11	54	3	30	89	12	902
8:00 AM	12	195	7	7	255	5	10	30	9	18	59	4	611
8:15 AM	12	229	11	6	242	13	4	35	9	23	65	8	657
8:30 AM	10	173	6	3	243	12	1	28	4	10	53	3	546
8:45 AM	11	251	8	10	235	4	4	44	10	21	63	5	666
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	77	1901	68	49	2552	71	55	218	44	155	412	61	5663

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	40	1031	37	23	1507	33	38	107	18	97	222	37	3190
PEAK HR. FACTOR:		0.860			0.892			0.599			0.679		0.884

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Highland Ave

DATE: 4/26/2007

LOCATION: City of Los Angeles

E-W STREET: Willoughby Ave

DAY: THURSDAY

PROJECT# 07-2184-010

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	3	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	12	223	5	8	235	18	19	70	8	20	36	6	660
4:15 PM	5	270	9	6	216	5	13	69	6	17	36	5	657
4:30 PM	8	330	9	12	330	10	26	85	6	15	42	7	880
4:45 PM	6	307	5	4	329	7	18	70	6	16	46	5	819
5:00 PM	9	289	5	10	324	13	19	79	12	22	43	7	832
5:15 PM	12	228	15	11	342	5	13	77	17	17	48	11	796
5:30 PM	8	313	12	9	338	14	28	105	15	16	66	6	930
5:45 PM	9	206	7	11	333	13	27	118	11	21	64	7	827
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	69	2166	67	71	2447	85	163	673	81	144	381	54	6401

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	38	1036	39	41	1337	45	87	379	55	76	221	31	3385
PEAK HR. FACTOR:		0.836			0.985			0.835			0.891		0.910

CONTROL: Signalized

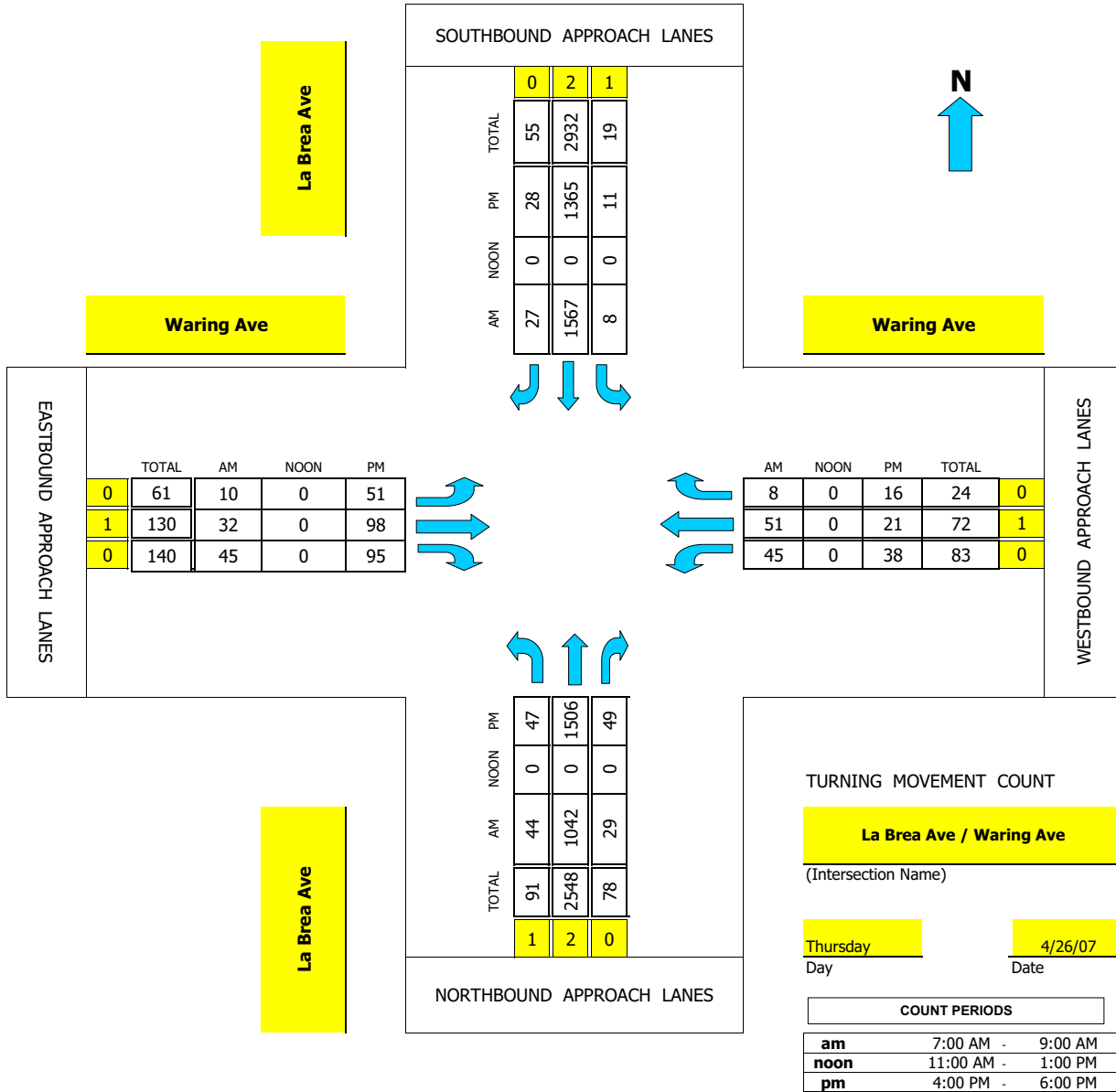
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of La Brea Ave/Waring Ave

Project #: 07-2184-011



AM PEAK HOUR 745 AM
 NOON PEAK HOUR 0 AM
 PM PEAK HOUR 445 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: La Brea Ave

DATE: 4/26/2007

LOCATION: City of Los Angeles

E-W STREET: Waring Ave

DAY: THURSDAY

PROJECT# 07-2184-011

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	4	197	5	1	265	2	0	0	7	5	5	5	496
7:15 AM	7	234	7	4	299	3	11	4	8	11	16	7	611
7:30 AM	7	241	7	3	344	7	9	10	11	9	18	1	667
7:45 AM	7	248	9	1	388	10	7	11	10	6	15	1	713
8:00 AM	19	274	3	2	414	8	0	9	14	15	11	3	772
8:15 AM	10	252	9	3	382	3	3	3	11	14	14	2	706
8:30 AM	8	268	8	2	383	6	0	9	10	10	11	2	717
8:45 AM	2	259	5	0	359	0	9	2	11	9	8	2	666
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 64	NT 1973	NR 53	SL 16	ST 2834	SR 39	EL 39	ET 48	ER 82	WL 79	WT 98	WR 23	TOTAL 5348
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AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	44	1042	29	8	1567	27	10	32	45	45	51	8	2908
PEAK HR. FACTOR:		0.942			0.945			0.777			0.867		0.942

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: La Brea Ave

DATE: 4/26/2007

LOCATION: City of Los Angeles

E-W STREET: Waring Ave

DAY: THURSDAY

PROJECT# 07-2184-011

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	11	332	12	8	385	12	7	18	27	11	2	9	834
4:15 PM	5	381	11	3	333	9	12	20	18	7	4	10	813
4:30 PM	14	325	15	12	374	10	5	20	21	9	5	5	815
4:45 PM	12	360	12	4	356	9	14	17	20	15	7	7	833
5:00 PM	10	364	12	1	330	4	13	26	29	13	8	4	814
5:15 PM	15	365	8	6	351	9	13	28	25	6	2	2	830
5:30 PM	10	417	17	0	328	6	11	27	21	4	4	3	848
5:45 PM	2	344	9	1	319	4	8	11	14	5	2	0	719
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	79	2888	96	35	2776	63	83	167	175	70	34	40	6506

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	47	1506	49	11	1365	28	51	98	95	38	21	16	3325
PEAK HR. FACTOR:		0.902			0.951			0.897			0.647		0.980

CONTROL: Signalized

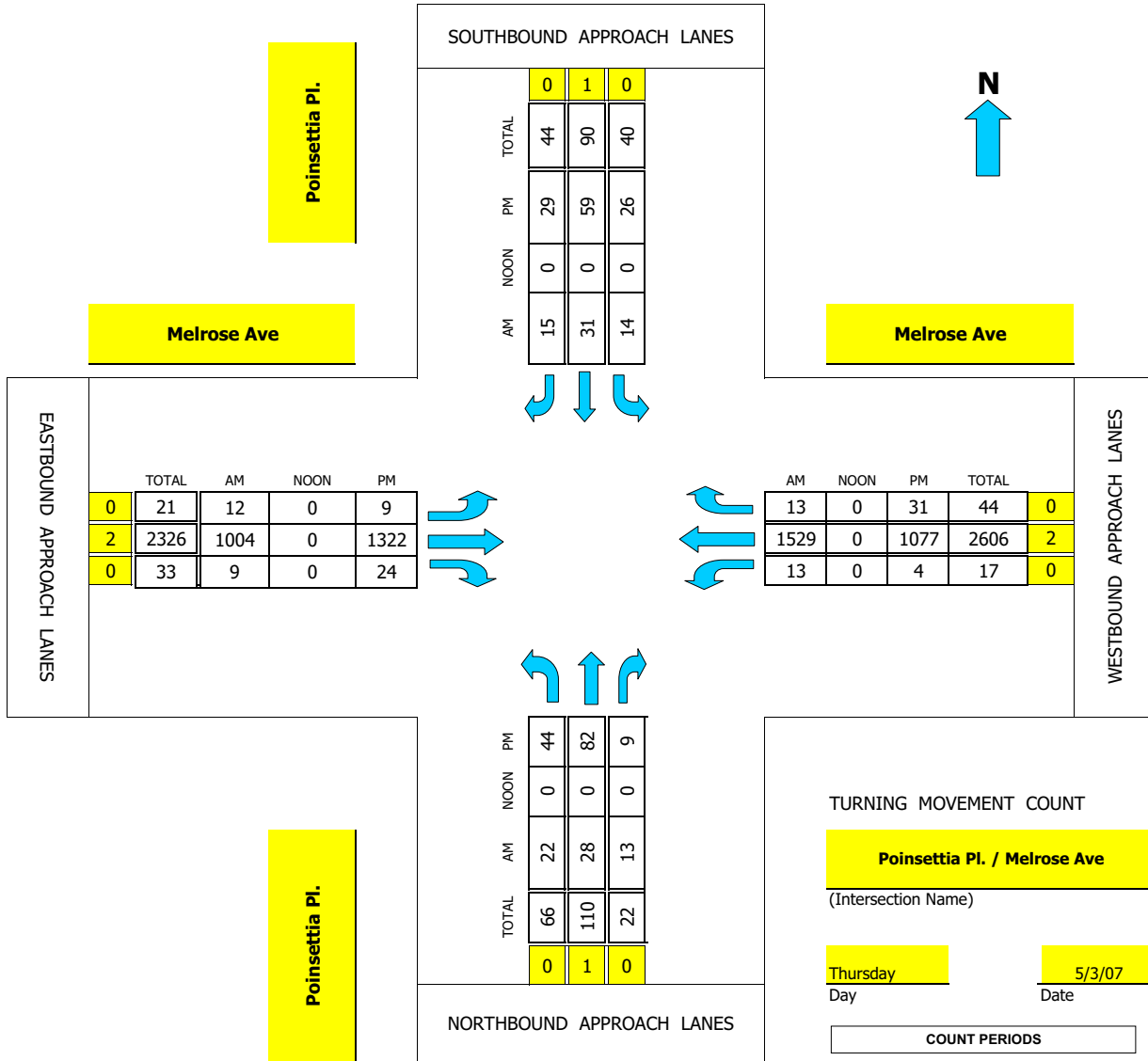
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Poinsettia Pl./Melrose Ave

Project #: 07-2184-012



AM PEAK HOUR 730 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 445 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Poinsettia Pl.

DATE: 5/3/2007

LOCATION: City of Los Angeles

E-W STREET: Melrose Ave

DAY: THURSDAY

PROJECT# 07-2184-012

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	2	0	0	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	2	2	4	1	6	3	122	0	2	242	4	388
7:15 AM	5	4	4	0	2	7	2	174	0	3	307	2	510
7:30 AM	8	4	1	4	7	2	4	243	5	2	380	2	662
7:45 AM	4	8	4	4	5	6	0	310	2	2	388	2	735
8:00 AM	4	4	4	4	8	4	4	231	2	3	381	3	652
8:15 AM	6	12	4	2	11	3	4	220	0	6	380	6	654
8:30 AM	1	16	6	4	12	8	4	220	3	3	379	0	656
8:45 AM	6	13	9	5	13	10	2	243	2	3	360	1	667
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	34	63	34	27	59	46	23	1763	14	24	2817	20	4924

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	22	28	13	14	31	15	12	1004	9	13	1529	13	2703
PEAK HR. FACTOR:		0.716			0.938			0.821			0.992		0.919

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Poinsettia Pl.

DATE: 5/3/2007

LOCATION: City of Los Angeles

E-W STREET: Melrose Ave

DAY: THURSDAY

PROJECT# 07-2184-012

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
1:00 PM	0	1	0	0	1	0	0	2	0	0	2	0	
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	9	27	4	15	23	4	0	305	6	0	234	6	633
4:15 PM	8	22	5	8	18	3	3	314	8	0	255	7	651
4:30 PM	10	15	6	5	20	4	3	288	7	0	254	2	614
4:45 PM	6	19	0	5	11	6	3	321	5	2	258	6	642
5:00 PM	17	22	7	5	16	9	1	301	9	1	284	9	681
5:15 PM	11	22	2	12	14	8	2	343	6	1	270	6	697
5:30 PM	10	19	0	4	18	6	3	357	4	0	265	10	696
5:45 PM	7	12	1	4	5	6	0	158	3	1	129	3	329
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	78	158	25	58	125	46	15	2387	48	5	1949	49	4943

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	44	82	9	26	59	29	9	1322	24	4	1077	31	2716
PEAK HR. FACTOR:		0.734			0.838			0.931			0.946		0.974

CONTROL: Signalized

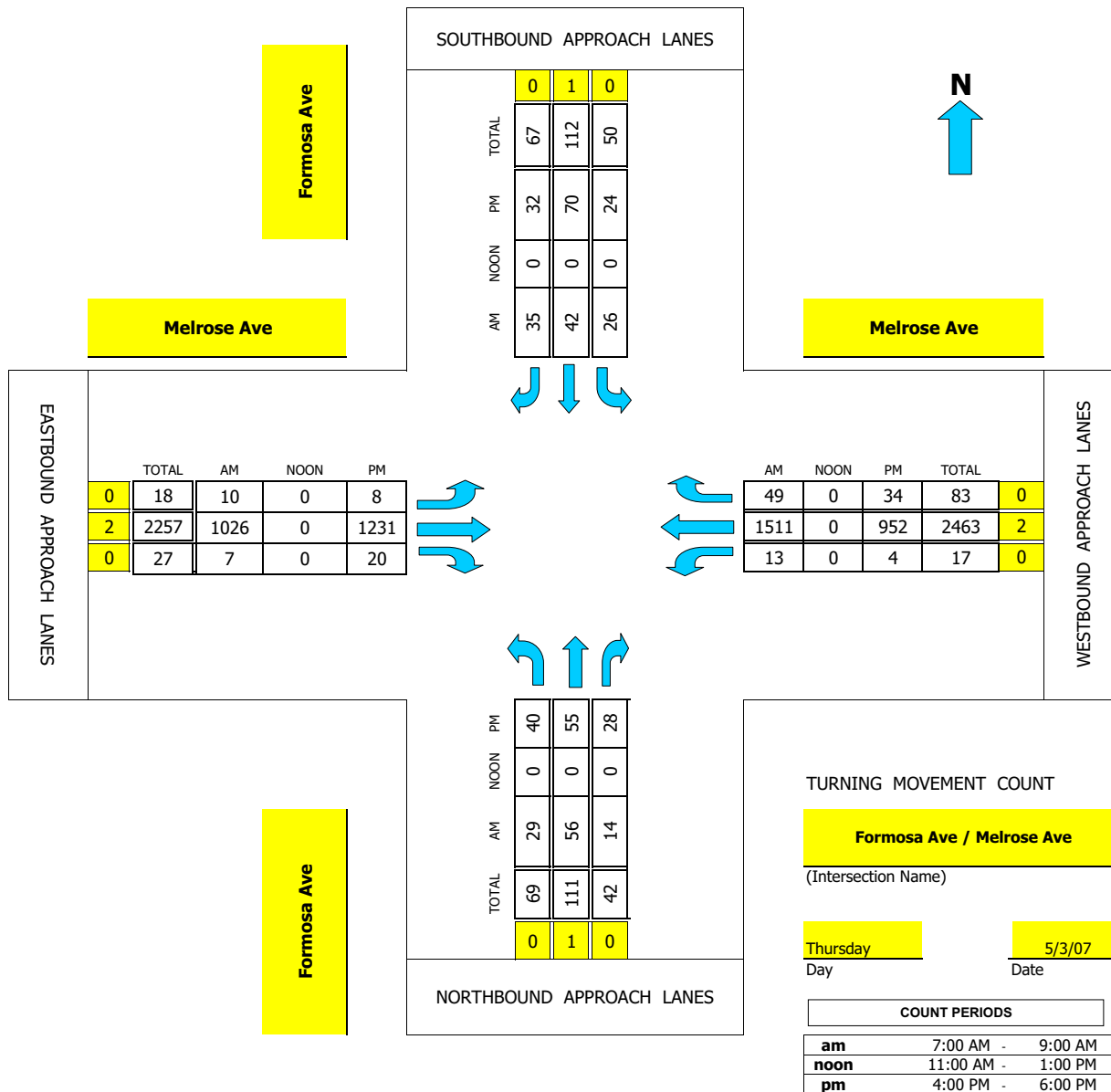
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Formosa Ave/Melrose Ave

Project #: 07-2184-013



AM PEAK HOUR 730 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 500 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Formosa Ave

DATE: 5/3/2007

LOCATION: City of Los Angeles

E-W STREET: Melrose Ave

DAY: THURSDAY

PROJECT# 07-2184-013

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	2	0	0	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	0	1	2	3	7	2	135	0	1	255	1	407
7:15 AM	7	5	7	0	4	5	3	175	1	1	311	2	521
7:30 AM	5	7	3	4	7	6	1	250	1	3	387	12	686
7:45 AM	7	20	2	10	9	7	5	322	3	0	382	17	784
8:00 AM	7	13	3	8	7	10	1	239	3	5	367	18	681
8:15 AM	10	16	6	4	19	12	3	215	0	5	375	2	667
8:30 AM	8	6	6	3	21	9	4	230	0	3	365	4	659
8:45 AM	5	10	2	8	7	10	2	234	3	3	327	3	614
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	49	77	30	39	77	66	21	1800	11	21	2769	59	5019

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	29	56	14	26	42	35	10	1026	7	13	1511	49	2818
PEAK HR. FACTOR:		0.773			0.736			0.790			0.978		0.899

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **Formosa Ave**

DATE: **5/3/2007**

LOCATION: **City of Los Angeles**

E-W STREET: **Melrose Ave**

DAY: **THURSDAY**

PROJECT# **07-2184-013**

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	2	0	0	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	7	27	4	4	36	9	6	324	9	4	245	6	681
4:15 PM	11	16	4	4	30	4	0	304	9	1	230	8	621
4:30 PM	9	15	2	4	10	10	4	291	7	1	207	6	566
4:45 PM	3	19	1	3	19	11	5	265	5	2	230	17	580
5:00 PM	10	11	5	5	22	9	2	288	4	1	252	6	615
5:15 PM	15	15	6	9	16	9	3	313	4	1	240	8	639
5:30 PM	8	18	8	3	13	5	0	318	5	0	251	8	637
5:45 PM	7	11	9	7	19	9	3	312	7	2	209	12	607
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	70	132	39	39	165	66	23	2415	50	12	1864	71	4946

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES =	40	55	28	24	70	32	8	1231	20	4	952	34	2498
PEAK HR. FACTOR:		0.854			0.875			0.974			0.956		0.977

CONTROL: **Signalized**

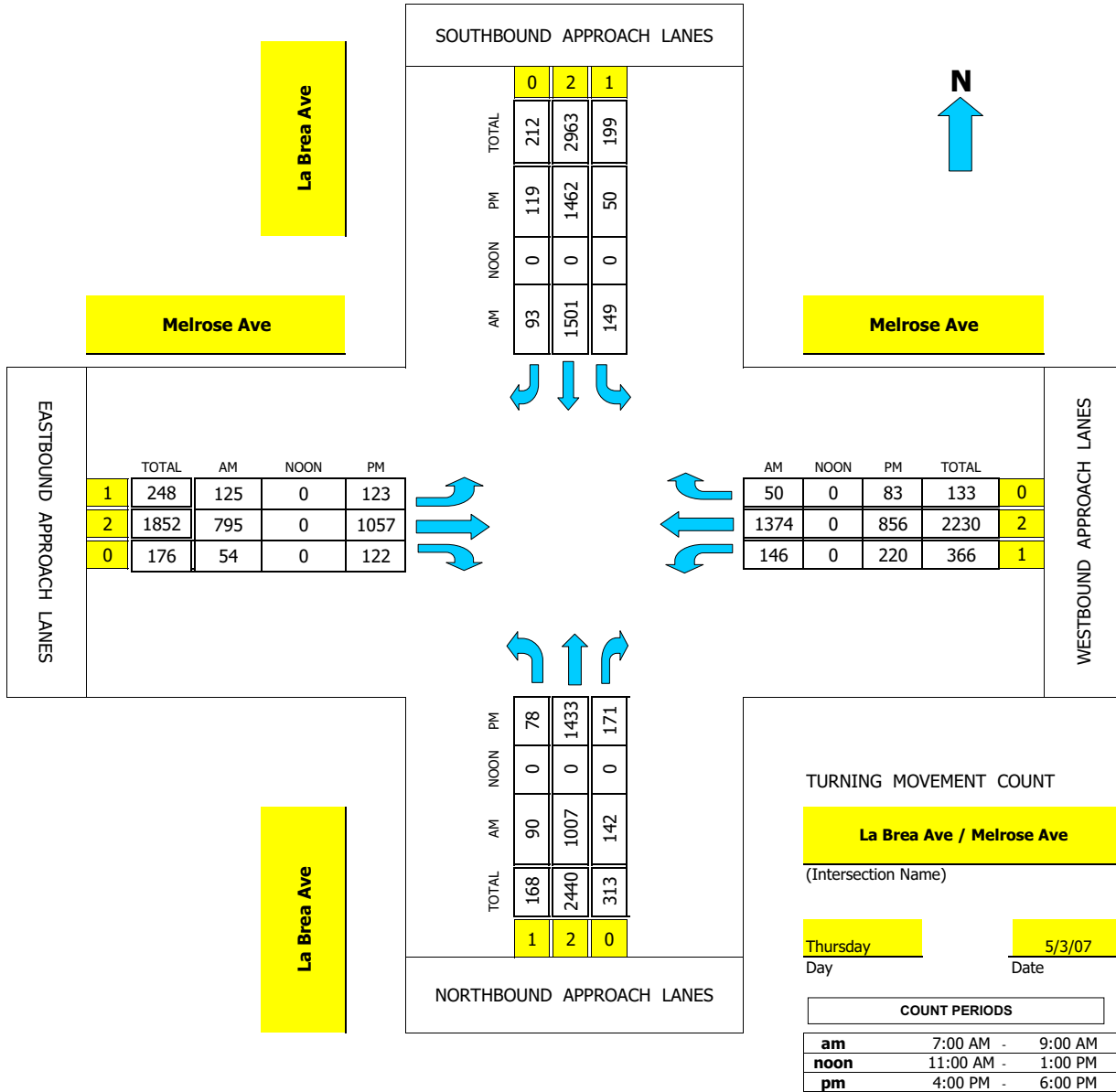
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of La Brea Ave/Melrose Ave

Project #: 07-2184-014



AM PEAK HOUR 800 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 445 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **La Brea Ave**

DATE: **05/03/2007**

LOCATION: **City of Los Angeles**

E-W STREET: **Melrose Ave**

DAY: **THURSDAY**

PROJECT# **07-2184-014**

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	40	133	9	17	194	25	16	123	28	25	188	3	801
7:15 AM	71	207	12	21	255	33	38	186	68	70	258	15	1234
7:30 AM	26	203	26	44	287	29	31	175	30	40	244	14	1149
7:45 AM	56	240	64	29	306	27	26	162	32	25	315	8	1290
8:00 AM	12	173	30	18	211	24	14	172	9	26	267	5	961
8:15 AM	14	228	39	60	359	27	23	164	14	30	309	6	1273
8:30 AM	50	278	45	47	452	20	42	233	18	50	358	13	1606
8:45 AM	14	328	28	24	479	22	46	226	13	40	440	26	1686
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 283	NT 1790	NR 253	SL 260	ST 2543	SR 207	EL 236	ET 1441	ER 212	WL 306	WT 2379	WR 90	TOTAL 10000
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AM Peak Hr Begins at: **800 AM**

PEAK VOLUMES =	90	1007	142	149	1501	93	125	795	54	146	1374	50	5526
PEAK HR. FACTOR:		0.830			0.830			0.831			0.776		0.819

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: La Brea Ave

DATE: 05/03/2007

LOCATION: City of Los Angeles

E-W STREET: Melrose Ave

DAY: THURSDAY

PROJECT# 07-2184-014

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	19	297	59	13	300	23	35	279	36	50	198	23	1332
4:15 PM	20	310	36	11	358	37	24	239	29	56	171	13	1304
4:30 PM	19	348	41	15	348	33	27	270	34	50	191	18	1394
4:45 PM	23	370	36	16	340	32	35	232	32	54	214	22	1406
5:00 PM	19	337	43	12	402	32	31	236	32	52	201	24	1421
5:15 PM	20	360	49	12	354	33	31	294	35	57	220	17	1482
5:30 PM	16	366	43	10	366	22	26	295	23	57	221	20	1465
5:45 PM	11	267	23	11	217	17	21	172	20	31	131	14	935
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	147	2655	330	100	2685	229	230	2017	241	407	1547	151	10739

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	78	1433	171	50	1462	119	123	1057	122	220	856	83	5774
PEAK HR. FACTOR:		0.980			0.914			0.904			0.972		0.974

CONTROL: Signalized

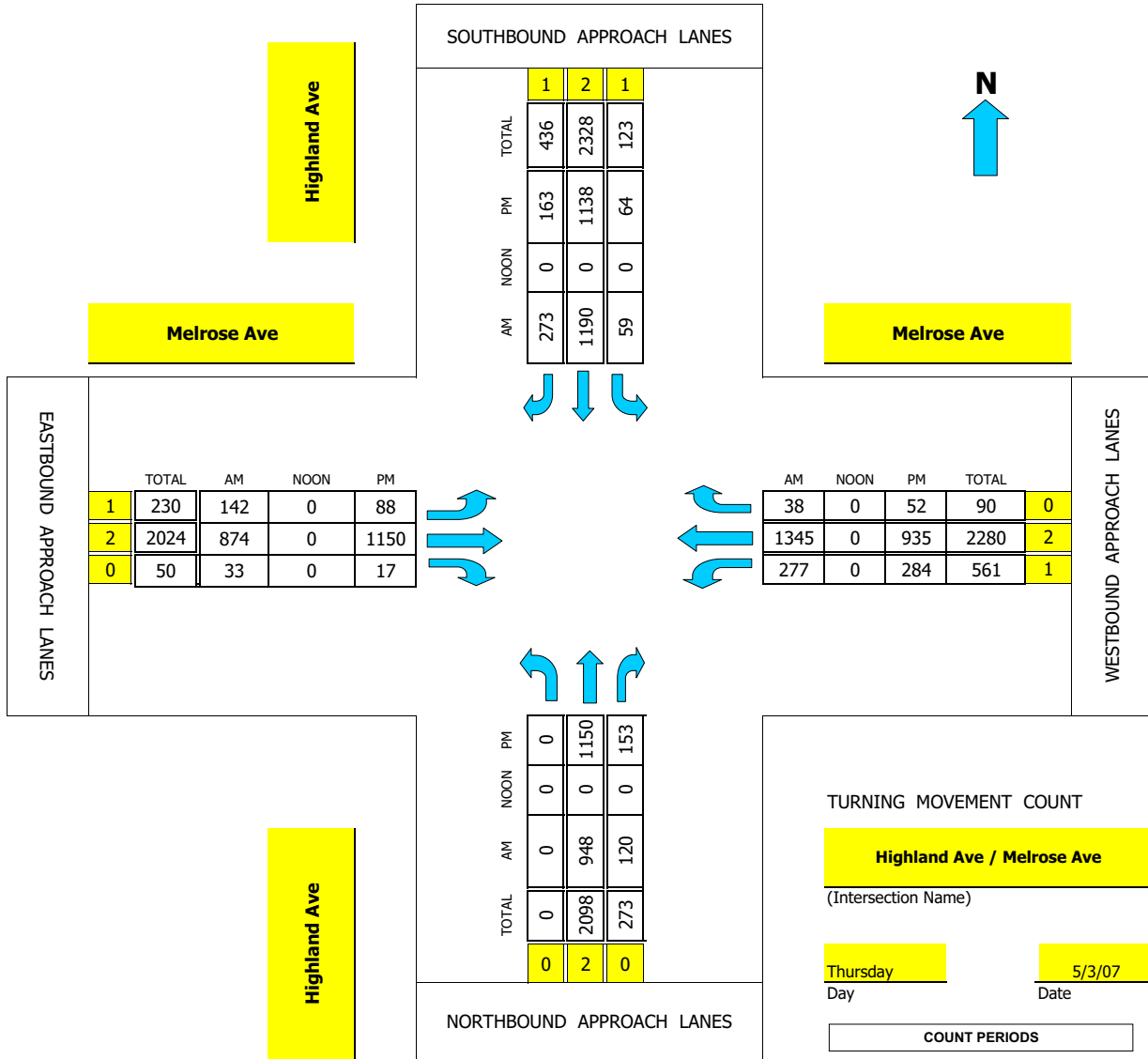
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Highland Ave/Melrose Ave

Project #: 07-2184-015



AM PEAK HOUR 715 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 445 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Highland Ave

DATE: 5/3/2007

LOCATION: City of Los Angeles

E-W STREET: Melrose Ave

DAY: THURSDAY

PROJECT# 07-2184-015

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0	1	2	1	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		191	25	10	254	52	24	150	2	55	258	11	1032
7:15 AM		225	25	15	280	56	32	162	2	85	332	9	1223
7:30 AM		211	29	18	312	72	35	223	10	69	356	6	1341
7:45 AM		271	32	10	307	66	38	287	5	59	339	8	1422
8:00 AM		241	34	16	291	79	37	202	16	64	318	15	1313
8:15 AM		192	35	19	226	41	25	209	5	51	279	14	1096
8:30 AM		214	42	15	222	53	24	209	18	57	298	15	1167
8:45 AM		237	43	16	235	40	25	154	15	63	230	10	1068
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1782	265	119	2127	459	240	1596	73	503	2410	88	9662

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	0	948	120	59	1190	273	142	874	33	277	1345	38	5299
PEAK HR. FACTOR:		0.881			0.947			0.795			0.963		0.932

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Highland Ave

DATE: 5/3/2007

LOCATION: City of Los Angeles

E-W STREET: Melrose Ave

DAY: THURSDAY

PROJECT# 07-2184-015

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0	1	2	1	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		195	37	15	305	35	34	256	13	67	203	8	1168
4:15 PM		238	31	16	269	31	37	212	6	70	224	14	1148
4:30 PM		236	42	16	265	37	35	297	7	66	222	11	1234
4:45 PM		286	37	12	264	45	26	274	4	73	214	15	1250
5:00 PM		330	31	14	283	44	17	253	6	59	225	12	1274
5:15 PM		322	39	18	305	42	17	295	6	73	237	15	1369
5:30 PM		212	46	20	286	32	28	328	1	79	259	10	1301
5:45 PM		210	46	19	285	40	42	266	9	81	222	10	1230
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2029	309	130	2262	306	236	2181	52	568	1806	95	9974

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	0	1150	153	64	1138	163	88	1150	17	284	935	52	5194
PEAK HR. FACTOR:		0.902			0.935			0.879			0.913		0.949

CONTROL: Signalized

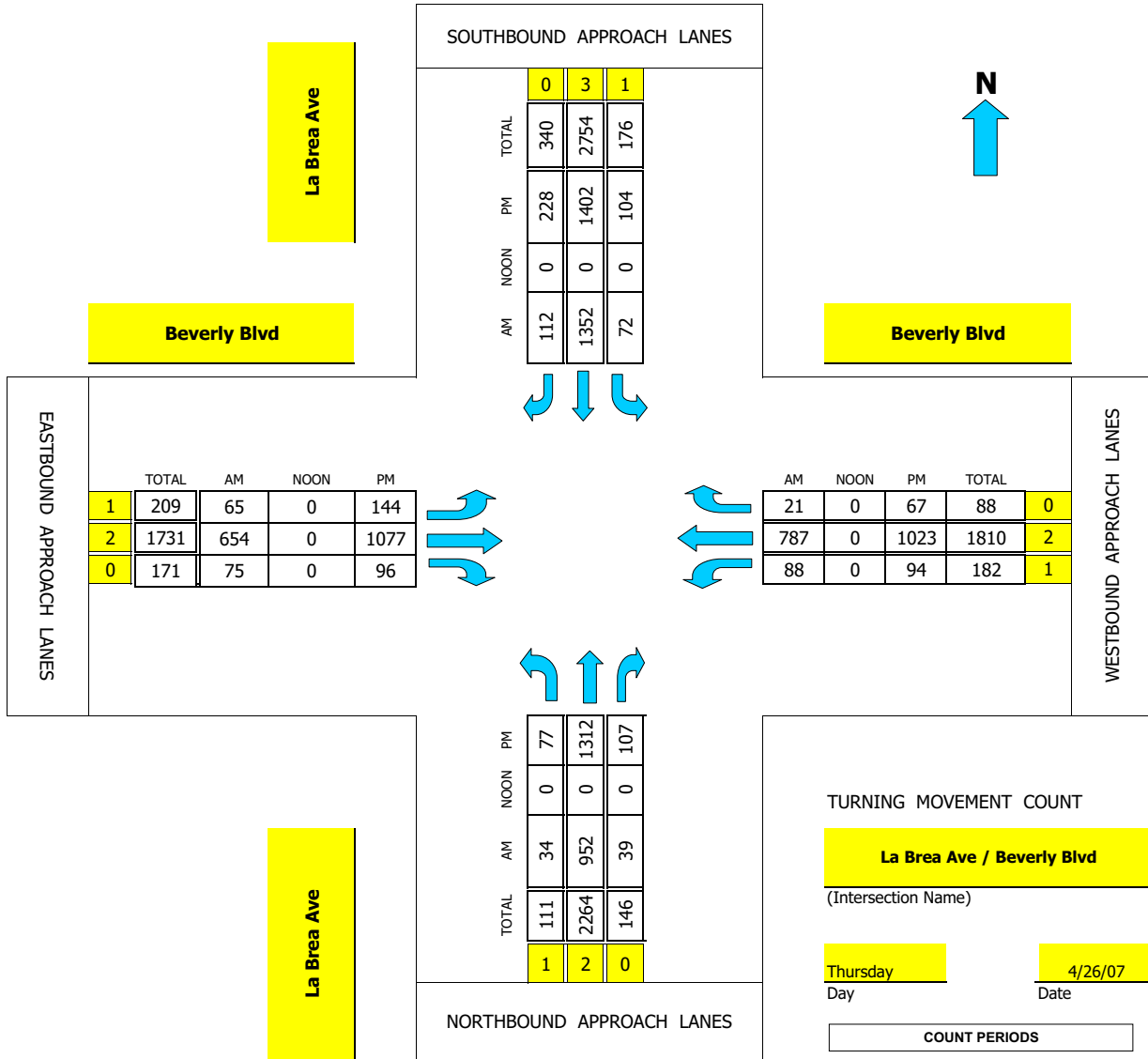
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of La Brea Ave/Beverly Blvd

Project #: 07-2184-016



AM PEAK HOUR 730 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 415 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: **La Brea Ave**

DATE: **04/26/2007**

LOCATION: **City of Los Angeles**

E-W STREET: **Beverly Blvd**

DAY: **THURSDAY**

PROJECT# **07-2184-016**

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	3	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	11	197	5	18	238	34	13	98	15	16	295	6	946
7:15 AM	21	271	5	6	139	18	22	94	18	17	236	5	852
7:30 AM	10	238	14	23	314	21	23	131	20	22	262	7	1085
7:45 AM	9	228	10	18	375	23	7	165	21	25	161	2	1044
8:00 AM	2	211	7	13	349	21	12	187	16	28	157	7	1010
8:15 AM	13	275	8	18	314	47	23	171	18	13	207	5	1112
8:30 AM	11	174	2	21	306	42	14	150	20	18	191	10	959
8:45 AM	6	312	3	22	261	29	22	154	19	21	207	4	1060
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	83	1906	54	139	2296	235	136	1150	147	160	1716	46	8068

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	34	952	39	72	1352	112	65	654	75	88	787	21	4251
PEAK HR. FACTOR:		0.866			0.923			0.923			0.770		0.956

CONTROL: **Signalized**

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: La Brea Ave

DATE: 04/26/2007

LOCATION: City of Los Angeles

E-W STREET: Beverly Blvd

DAY: THURSDAY

PROJECT# 07-2184-016

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	3	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	17	286	27	16	332	59	41	298	31	18	214	26	1365
4:15 PM	19	288	33	29	283	41	42	294	31	26	278	16	1380
4:30 PM	22	367	23	21	359	59	31	258	28	22	254	13	1457
4:45 PM	15	321	29	28	376	70	36	256	17	24	270	14	1456
5:00 PM	21	336	22	26	384	58	35	269	20	22	221	24	1438
5:15 PM	20	299	24	24	287	59	30	233	15	21	212	17	1241
5:30 PM	22	355	31	26	245	40	37	244	29	22	298	14	1363
5:45 PM	20	372	18	24	314	37	36	267	26	25	265	16	1420
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	156	2624	207	194	2580	423	288	2119	197	180	2012	140	11120

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	77	1312	107	104	1402	228	144	1077	96	94	1023	67	5731
PEAK HR. FACTOR:		0.908			0.915			0.897			0.925		0.983

CONTROL: Signalized

Volumes for: Tuesday, May 01, 2007

City: Los Angeles

Project #: 07-2185-001

Location: Willoughby Ave. W/o Formosa Ave.

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			5	6	12:00			59	43			
00:15			5	5	12:15			45	59			
00:30			4	6	12:30			53	54			
00:45			4	18	7	24	42	58	215	49	205	420
01:00			4	2	13:00			41	48			
01:15			0	1	13:15			55	44			
01:30			3	3	13:30			57	58			
01:45			3	10	2	8	18	70	223	46	196	419
02:00			4	3	14:00			70	47			
02:15			4	1	14:15			70	42			
02:30			4	0	14:30			70	56			
02:45			4	16	2	6	22	77	287	48	193	480
03:00			3	0	15:00			78	51			
03:15			0	2	15:15			88	45			
03:30			2	2	15:30			89	37			
03:45			0	5	4	8	13	91	346	44	177	523
04:00			1	2	16:00			104	61			
04:15			2	3	16:15			92	70			
04:30			0	1	16:30			75	103			
04:45			1	4	2	8	12	83	354	98	332	686
05:00			3	1	17:00			101	100			
05:15			1	2	17:15			109	114			
05:30			5	0	17:30			93	107			
05:45			2	11	0	3	14	111	414	114	435	849
06:00			4	2	18:00			121	70			
06:15			6	6	18:15			93	57			
06:30			9	4	18:30			110	54			
06:45			15	34	9	21	55	75	399	67	248	647
07:00			20	25	19:00			88	74			
07:15			17	28	19:15			72	44			
07:30			38	54	19:30			75	60			
07:45			50	125	102	209	334	49	284	49	227	511
08:00			49	94	20:00			62	51			
08:15			49	97	20:15			38	38			
08:30			62	74	20:30			35	34			
08:45			43	203	72	337	540	37	172	23	146	318
09:00			47	50	21:00			27	45			
09:15			50	28	21:15			31	29			
09:30			35	34	21:30			21	26			
09:45			39	171	28	140	311	29	108	15	115	223
10:00			32	30	22:00			26	14			
10:15			46	26	22:15			18	14			
10:30			40	47	22:30			25	15			
10:45			38	156	51	154	310	13	82	14	57	139
11:00			36	48	23:00			15	15			
11:15			48	45	23:15			19	11			
11:30			51	41	23:30			9	6			
11:45			53	188	31	165	353	10	53	11	43	96

Total Vol. 941 1083 **2024** 2937 2374 **5311**

		Daily Totals		
NB	SB	EB	WB	Combined
		3878	3457	7335

	AM			PM		
Split %	46.5%	53.5%	27.6%	55.3%	44.7%	72.4%

Peak Hour	11:15	07:45	07:45	17:45	17:00	17:00
Volume	211	367	577	435	435	849
P.H.F.	0.89	0.90	0.95	0.90	0.95	0.94

Volumes for: Tuesday, May 01, 2007

City: Los Angeles

Project #: 07-2185-002

Location: Formosa Ave. S/o Willoughby Ave.

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB		
00:00	2	3			12:00	10	14				
00:15	3	1			12:15	16	14				
00:30	2	3			12:30	11	14				
00:45	1	8	1	8	16	12:45	22	59	22	64	123
01:00	1	3			13:00	13	12				
01:15	2	0			13:15	14	20				
01:30	2	4			13:30	17	13				
01:45	1	6	0	7	13	13:45	16	60	21	66	126
02:00	3	7			14:00	18	20				
02:15	0	2			14:15	19	19				
02:30	0	2			14:30	14	23				
02:45	0	3	3	14	17	14:45	22	73	14	76	149
03:00	0	0			15:00	11	17				
03:15	0	0			15:15	20	26				
03:30	0	0			15:30	13	16				
03:45	0	0	0	0	15:45	17	61	17	76		137
04:00	0	0			16:00	16	30				
04:15	0	0			16:15	18	19				
04:30	0	0			16:30	15	27				
04:45	0	0	3	3	3	16:45	15	64	14	90	154
05:00	0	0			17:00	11	18				
05:15	0	1			17:15	16	19				
05:30	0	0			17:30	12	29				
05:45	1	1	3	4	5	17:45	15	54	25	91	145
06:00	1	1			18:00	14	17				
06:15	1	0			18:15	8	18				
06:30	1	1			18:30	25	14				
06:45	1	4	4	6	10	18:45	19	66	25	74	140
07:00	5	3			19:00	11	14				
07:15	4	11			19:15	12	14				
07:30	11	14			19:30	13	14				
07:45	8	28	24	52	80	19:45	16	52	12	54	106
08:00	10	18			20:00	10	8				
08:15	13	12			20:15	5	14				
08:30	8	18			20:30	7	6				
08:45	4	35	15	63	98	20:45	13	35	10	38	73
09:00	4	16			21:00	8	9				
09:15	4	8			21:15	4	9				
09:30	10	10			21:30	5	4				
09:45	6	24	14	48	72	21:45	7	24	16	38	62
10:00	6	13			22:00	7	3				
10:15	4	11			22:15	5	4				
10:30	6	15			22:30	7	9				
10:45	14	30	13	52	82	22:45	10	29	2	18	47
11:00	12	10			23:00	1	2				
11:15	5	18			23:15	4	10				
11:30	12	13			23:30	2	4				
11:45	7	36	15	56	92	23:45	5	12	3	19	31
Total Vol.	175	313			488	589	704				1293
								Daily Totals			
						NB	SB	EB	WB	Combined	
						764	1017			1781	
								AM		PM	
Split %	35.9%	64.1%			27.4%	45.6%	54.4%			72.6%	
Peak Hour	11:30	07:45			07:45	14:00	15:45			15:45	
Volume	45	72			111	73	93			159	
P.H.F.	0.70	0.75			0.87	0.86	0.78			0.86	

APPENDIX G

LEVEL OF SERVICE WORKSHEETS

INTERSECTION CMA WORKSHEET
Project: La Brea Gateway

Intersection: 1 La Brea Avenue and Sunset Boulevard
Scenario: Existing Conditions

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>			<u>PM Peak Hour Traffic Volumes</u>		
	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>
NB Left	84	84	*	102	102	
NB Thru	764	382		1120	560	*
NB Right	136	136		158	158	
SB Left	65	65		102	102	*
SB Thru	1237	465	*	992	384	
SB Right	158	N/A		160	N/A	
EB Left	149	149	*	179	179	
EB Thru	982	368		1350	490	*
EB Right	121	N/A		120	N/A	
WB Left	166	166		190	190	*
WB Thru	1248	433	*	981	353	
WB Right	52	N/A		77	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u> <u>Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	1	1			
SB Left	1	1	Number of Phases	3	3
SB Left-Thru	0	0	Phasing		
SB Thru	2	2			
SB Right-Thru	1	1	Capacity	1425	1425
SB Right	0	0			
EB Left	1	1			
EB Left-Thru	0	0			
EB Thru	2	2			
EB Right-Thru	1	1			
EB Right	0	0			
WB Left	1	1			
WB Left-Thru	0	0			
WB Thru	2	2			
WB Right-Thru	1	1			
WB Right	0	0			

=====
Critical Movement Analysis: Results Summary
=====

	<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes	582	680
North/South Critical Volumes	549	662
Sum of Critical Volumes	1,131	1,342
Capacity	1,425	1,425
Intersection CMA Value	0.794	0.942
ATSAC CMA Value	0.724	0.872
Intersection Level of Service	C	D

=====
Existing Conditions



INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 1 La Brea Avenue and Sunset Boulevard
Scenario: Future Conditions (2010), Without Project

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>					<u>PM Peak Hour Traffic Volumes</u>				
	<u>Related</u>	<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>	<u>Critical</u>	<u>Related</u>	<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>	<u>Critical</u>
NB Left	9	3	96	96	*	11	3	116	116	
NB Thru	235	23	1022	511		339	34	1493	746	*
NB Right	2	4	142	142		17	5	180	180	
SB Left	0	2	67	67		0	3	105	105	*
SB Thru	330	37	1604	602	*	331	30	1353	519	
SB Right	38	5	201	N/A		39	5	204	N/A	
EB Left	9	4	162	162	*	6	5	190	190	
EB Thru	126	29	1137	426		216	41	1607	587	*
EB Right	16	4	141	N/A		32	4	156	N/A	
WB Left	36	5	207	207		25	6	221	221	*
WB Thru	127	37	1412	489	*	199	29	1209	445	
WB Right	0	2	54	N/A		47	2	126	N/A	

<u>Movement</u>	<u>AM PEAK PM PEAK</u>		<u>Approach Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	1	1			
SB Left	1	1	Number of Phases	3	3
SB Left-Thru	0	0	Phasing		
SB Thru	2	2	Capacity	1425	1425
SB Right-Thru	1	1			
SB Right	0	0			

=====

Critical Movement Analysis: Results Summary

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			<u>AM PEAK PM PEAK</u>	
EB Left	1	1		
EB Left-Thru	0	0		
EB Thru	2	2		
EB Right-Thru	1	1	East/West Critical Volumes	651 808
EB Right	0	0	North/South Critical Volumes	697 851
			Sum of Critical Volumes	1,348 1,659
			Capacity	1,425 1,425
WB Left	1	1	Intersection CMA Value	0.946 1.165
WB Left-Thru	0	0	ATSAC CMA Value	0.846 1.065
WB Thru	2	2	Intersection Level of Service	D F
WB Right-Thru	1	1		
WB Right	0	0		

=====

Future Conditions (2010), Without Project



INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 1 La Brea Avenue and Sunset Boulevard
Scenario: Future Conditions (2010), With Project

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>					<u>PM Peak Hour Traffic Volumes</u>				
	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>
NB Left	96	3	99	99	*	116	4	120	120	
NB Thru	1022	5	1027	513		1493	5	1498	749	*
NB Right	142	4	146	146		180	4	184	184	
SB Left	67	0	67	67		105	0	105	105	*
SB Thru	1604	1	1605	602	*	1353	9	1362	522	
SB Right	201	0	201	N/A		204	0	204	N/A	
EB Left	162	0	162	162	*	190	0	190	190	
EB Thru	1137	0	1137	426		1607	0	1607	589	*
EB Right	141	0	141	N/A		156	6	162	N/A	
WB Left	207	0	207	207		221	7	228	228	*
WB Thru	1412	0	1412	489	*	1209	0	1209	445	
WB Right	54	0	54	N/A		126	0	126	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u> <u>Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	1	1			
SB Left	1	1	Number of Phases	3	3
SB Left-Thru	0	0	Phasing		
SB Thru	2	2	Capacity	1425	1425
SB Right-Thru	1	1			
SB Right	0	0			

Critical Movement Analysis: Results Summary

	<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes	651	817
North/South Critical Volumes	700	854
Sum of Critical Volumes	1,352	1,671
Capacity	1,425	1,425
Intersection CMA Value	0.948	1.172
ATSAC CMA Value	0.848	1.072
Intersection Level of Service	D	F
PROJECT IMPACT VALUE	0.002	0.007

Future Conditions (2010), With Project

INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 2 La Brea Avenue and Fountain Avenue
Scenario: Existing Conditions

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>			<u>PM Peak Hour Traffic Volumes</u>		
	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>
NB Left	74	74	*	150	150	
NB Thru	818	286		1195	430	*
NB Right	40	N/A		96	N/A	
SB Left	46	46		65	65	*
SB Thru	1206	486	*	1020	379	
SB Right	252	N/A		117	N/A	
EB Left	161	161	*	161	161	*
EB Thru	485	295		947	512	
EB Right	105	N/A		76	N/A	
WB Left	80	80		149	149	
WB Thru	642	670	*	551	579	*
WB Right	28	N/A		28	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u> <u>Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	2	2
SB Left-Thru	0	0	Phasing		
SB Thru	2	2			
SB Right-Thru	1	1	Capacity	1500	1500
SB Right	0	0			
EB Left	1	1			
EB Left-Thru	0	0			
EB Thru	1	1			
EB Right-Thru	1	1			
EB Right	0	0			
WB Left	1	1			
WB Left-Thru	0	0			
WB Thru	0	0			
WB Right-Thru	1	1			
WB Right	0	0			

Critical Movement Analysis: Results Summary

	<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes	831	740
North/South Critical Volumes	560	495
Sum of Critical Volumes	1,391	1,235
Capacity	1,500	1,500
Intersection CMA Value	0.927	0.824
CMA Value	0.927	0.824
Intersection Level of Service	E	D

Existing Conditions



INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 2 La Brea Avenue and Fountain Avenue
Scenario: Future Conditions (2010), Without Project

<u>Movement</u>	<u>Related</u>	<u>AM Peak Hour Traffic Volumes</u>				<u>Critical</u>	<u>Related</u>	<u>PM Peak Hour Traffic Volumes</u>			<u>Critical</u>
		<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>	<u>VPL</u>			<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>	
NB Left	0	2	76	76	*	0	5	155	155	*	
NB Thru	238	25	1081	374		364	36	1595	565		
NB Right	0	1	41	N/A		0	3	99	N/A		
SB Left	0	1	47	47		10	2	77	77		
SB Thru	286	36	1528	596	*	363	31	1414	512	*	
SB Right	0	8	260	N/A		2	4	123	N/A		
EB Left	2	5	168	168	*	1	5	167	167	*	
EB Thru	11	15	511	309		12	28	987	533		
EB Right	0	3	108	N/A		0	2	78	N/A		
WB Left	0	2	82	82		0	4	153	153		
WB Thru	10	19	671	714	*	14	17	582	617	*	
WB Right	14	1	43	N/A		7	1	36	N/A		

<u>Movement</u>	<u>AM PEAK PM PEAK</u>		<u>Approach Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	2	2
SB Left-Thru	0	0	Phasing		
SB Thru	2	2	Capacity	1500	1500
SB Right-Thru	1	1			
SB Right	0	0			

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Critical Movement Analysis: Results Summary
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			<u>AM PEAK</u>	<u>PM PEAK</u>
EB Left	1	1		
EB Left-Thru	0	0		
EB Thru	1	1		
EB Right-Thru	1	1	East/West Critical Volumes	882 784
EB Right	0	0	North/South Critical Volumes	672 667
			Sum of Critical Volumes	1,554 1,451
			Capacity	1,500 1,500
WB Left	1	1	Intersection CMA Value	1.036 0.967
WB Left-Thru	0	0	CMA Value	1.036 0.967
WB Thru	0	0	Intersection Level of Service	F E
WB Right-Thru	1	1		
WB Right	0	0		

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 Future Conditions (2010), Without Project



INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 2 La Brea Avenue and Fountain Avenue
Scenario: Future Conditions (2010), With Project

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>					<u>PM Peak Hour Traffic Volumes</u>				
	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>
NB Left	76	3	79	79	*	155	3	158	158	*
NB Thru	1081	13	1094	365		1595	15	1610	571	
NB Right	41	3	44	N/A		99	3	102	N/A	
SB Left	47	0	47	47		77	0	77	77	
SB Thru	1528	0	1528	596	*	1414	23	1437	520	*
SB Right	260	0	260	N/A		123	0	123	N/A	
EB Left	168	0	168	168	*	167	0	167	167	*
EB Thru	511	0	511	310		987	0	987	535	
EB Right	108	1	109	N/A		78	5	83	N/A	
WB Left	82	1	83	83		153	5	158	158	
WB Thru	671	0	671	714	*	582	0	582	617	*
WB Right	43	0	43	N/A		36	0	36	N/A	

<u>Movement</u>	<u>AM PEAK PM PEAK</u>		<u>Approach Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	2	2
SB Left-Thru	0	0	Phasing		
SB Thru	2	2	Capacity	1500	1500
SB Right-Thru	1	1			
SB Right	0	0			

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Critical Movement Analysis: Results Summary

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			<u>AM PEAK</u>	<u>PM PEAK</u>
EB Left	1	1		
EB Left-Thru	0	0		
EB Thru	1	1		
EB Right-Thru	1	1	East/West Critical Volumes	882 784
EB Right	0	0	North/South Critical Volumes	675 677
			Sum of Critical Volumes	1,557 1,461
			Capacity	1,500 1,500
WB Left	1	1		
WB Left-Thru	0	0		
WB Thru	0	0	Intersection CMA Value	1.038 0.974
WB Right-Thru	1	1	CMA Value	1.038 0.974
WB Right	0	0	Intersection Level of Service	F E
			PROJECT IMPACT VALUE	0.002 0.007

=====

Future Conditions (2010), With Project

INTERSECTION CMA WORKSHEET
Project: La Brea Gateway

Intersection: 3 Santa Monica Boulevard and Formosa Avenue
Scenario: Existing Conditions

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>			<u>PM Peak Hour Traffic Volumes</u>		
	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>
NB Left	39	N/A	*	120	N/A	*
NB Thru	8	47		38	158	
NB Right	24	24		91	91	
SB Left	6	N/A		7	N/A	
SB Thru	35	83	*	48	106	*
SB Right	42	N/A		51	N/A	
EB Left	18	18	*	34	34	
EB Thru	887	472		1562	826	*
EB Right	56	N/A		89	N/A	
WB Left	52	52		105	105	*
WB Thru	1400	712	*	1008	513	
WB Right	24	N/A		17	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u> <u>Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	0	0	NorthBound	0	0
NB Left-Thru	1	1	SouthBound	0	0
NB Thru	0	0	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	1	1			
SB Left	0	0	Number of Phases	3	3
SB Left-Thru	1	1	Phasing		
SB Thru	0	0			
SB Right-Thru	0	0	Capacity	1425	1425
SB Right	0	0			
EB Left	1	1			
EB Left-Thru	0	0			
EB Thru	1	1			
EB Right-Thru	1	1			
EB Right	0	0			
WB Left	1	1			
WB Left-Thru	0	0			
WB Thru	1	1			
WB Right-Thru	1	1			
WB Right	0	0			

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Critical Movement Analysis: Results Summary
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	<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes	730	931
North/South Critical Volumes	122	226
Sum of Critical Volumes	852	1,157
Capacity	1,425	1,425
Intersection CMA Value	0.598	0.812
CMA Value	0.598	0.812
Intersection Level of Service	A	D

=====
Existing Conditions



INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 3 Santa Monica Boulevard and Formosa Avenue
Scenario: Future Conditions (2010), Without Project

<u>Movement</u>	<u>Related</u>	<u>AM Peak Hour Traffic Volumes</u>				<u>Critical</u>	<u>PM Peak Hour Traffic Volumes</u>				<u>Critical</u>
		<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>	<u>Related</u>		<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>		
NB Left	10	1	50	N/A	*	66	4	190	N/A	*	
NB Thru	0	0	8	58		5	1	44	234		
NB Right	15	1	40	40		83	3	177	177		
SB Left	0	0	6	N/A		0	0	7	N/A		
SB Thru	8	1	44	93	*	11	1	60	120	*	
SB Right	0	1	43	N/A		0	2	53	N/A		
EB Left	0	1	19	19	*	0	1	35	35		
EB Thru	94	27	1008	573		246	47	1855	984	*	
EB Right	80	2	138	N/A		22	3	114	N/A		
WB Left	95	2	149	149		25	3	133	133	*	
WB Thru	209	42	1651	838	*	256	30	1294	656		
WB Right	0	1	25	N/A		0	1	18	N/A		

<u>Movement</u>	<u>AM PEAK PM PEAK</u>		<u>Approach Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	0	0	NorthBound	0	0
NB Left-Thru	1	1	SouthBound	0	0
NB Thru	0	0	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	1	1			
SB Left	0	0	Number of Phases	3	3
SB Left-Thru	1	1	Phasing		
SB Thru	0	0	Capacity	1425	1425
SB Right-Thru	0	0			
SB Right	0	0			
=====					
Critical Movement Analysis: Results Summary					
=====					
EB Left	1	1			
EB Left-Thru	0	0			
EB Thru	1	1			
EB Right-Thru	1	1			
EB Right	0	0			
WB Left	1	1			
WB Left-Thru	0	0			
WB Thru	1	1			
WB Right-Thru	1	1			
WB Right	0	0			
				<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes				856	1,117
North/South Critical Volumes				144	310
Sum of Critical Volumes				1,000	1,427
Capacity				1,425	1,425
Intersection CMA Value				0.702	1.002
CMA Value				0.702	1.002
Intersection Level of Service				C	F
=====					

Future Conditions (2010), Without Project



INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 3 Santa Monica Boulevard and Formosa Avenue
Scenario: Future Conditions (2010), With Project

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>					<u>PM Peak Hour Traffic Volumes</u>				
	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>
NB Left	50	4	54	N/A	*	190	9	199	N/A	*
NB Thru	8	0	8	62		44	0	44	243	
NB Right	40	0	40	40		177	0	177	177	
SB Left	6	0	6	N/A		7	0	7	N/A	
SB Thru	44	0	44	93	*	60	0	60	120	*
SB Right	43	0	43	N/A		53	0	53	N/A	
EB Left	19	0	19	19	*	35	0	35	35	
EB Thru	1008	-4	1004	573		1855	-1	1854	991	*
EB Right	138	5	143	N/A		114	15	129	N/A	
WB Left	149	0	149	149		133	0	133	133	*
WB Thru	1651	-1	1650	837	*	1294	-3	1291	654	
WB Right	25	0	25	N/A		18	0	18	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u> <u>Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	0	0	NorthBound	0	0
NB Left-Thru	1	1	SouthBound	0	0
NB Thru	0	0	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	1	1			
SB Left	0	0	Number of Phases	3	3
SB Left-Thru	1	1	Phasing		
SB Thru	0	0	Capacity	1425	1425
SB Right-Thru	0	0			
SB Right	0	0			

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Critical Movement Analysis: Results Summary

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			<u>AM PEAK</u>	<u>PM PEAK</u>
EB Left	1	1		
EB Left-Thru	0	0		
EB Thru	1	1		
EB Right-Thru	1	1	East/West Critical Volumes	856 1,124
EB Right	0	0	North/South Critical Volumes	148 319
			Sum of Critical Volumes	1,004 1,443
			Capacity	1,425 1,425
WB Left	1	1		
WB Left-Thru	0	0		
WB Thru	1	1	Intersection CMA Value	0.704 1.013
WB Right-Thru	1	1	CMA Value	0.704 1.013
WB Right	0	0	Intersection Level of Service	C F
			PROJECT IMPACT VALUE	0.002 0.011

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Future Conditions (2010), With Project

INTERSECTION CMA WORKSHEET
Project: La Brea Gateway

Intersection: 4 La Brea Avenue and Santa Monica Boulevard
Scenario: Existing Conditions

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>			<u>PM Peak Hour Traffic Volumes</u>		
	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>
NB Left	89	89	*	143	143	
NB Thru	722	269		1162	447	*
NB Right	86	N/A		178	N/A	
SB Left	94	94		116	116	*
SB Thru	1297	469	*	909	354	
SB Right	109	N/A		154	N/A	
EB Left	109	109	*	231	231	
EB Thru	707	386		1101	630	*
EB Right	64	N/A		159	N/A	
WB Left	188	188		243	243	*
WB Thru	1297	672	*	892	482	
WB Right	46	N/A		71	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u> <u>Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	4	4
SB Left-Thru	0	0	Phasing		
SB Thru	2	2			
SB Right-Thru	1	1	Capacity	1375	1375
SB Right	0	0			
EB Left	1	1			
EB Left-Thru	0	0			
EB Thru	1	1			
EB Right-Thru	1	1			
EB Right	0	0			
WB Left	1	1			
WB Left-Thru	0	0			
WB Thru	1	1			
WB Right-Thru	1	1			
WB Right	0	0			

Critical Movement Analysis: Results Summary

	<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes	781	873
North/South Critical Volumes	558	563
Sum of Critical Volumes	1,338	1,436
Capacity	1,375	1,375
Intersection CMA Value	0.973	1.044
CMA Value	0.973	1.044
Intersection Level of Service	E	F

Existing Conditions



INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 4 La Brea Avenue and Santa Monica Boulevard
Scenario: Future Conditions (2010), Without Project

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>					<u>PM Peak Hour Traffic Volumes</u>				
	<u>Related</u>	<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>	<u>Critical</u>	<u>Related</u>	<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>	<u>Critical</u>
NB Left	10	3	102	102	*	12	4	159	159	
NB Thru	226	22	970	354		229	35	1426	545	*
NB Right	4	3	93	N/A		26	5	209	N/A	
SB Left	0	3	97	97		60	3	179	179	*
SB Thru	185	39	1521	569	*	274	27	1210	467	
SB Right	74	3	186	N/A		31	5	190	N/A	
EB Left	12	3	124	124	*	50	7	288	288	
EB Thru	80	21	808	438		278	33	1412	788	*
EB Right	2	2	68	N/A		1	5	165	N/A	
WB Left	39	6	233	233		53	7	303	303	*
WB Thru	220	39	1556	827	*	213	27	1132	642	
WB Right	50	1	97	N/A		80	2	153	N/A	

<u>Movement</u>	<u>AM PEAK PM PEAK</u>		<u>Approach Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	4	4
SB Left-Thru	0	0	Phasing		
SB Thru	2	2	Capacity	1375	1375
SB Right-Thru	1	1			
SB Right	0	0			

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Critical Movement Analysis: Results Summary
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			<u>AM PEAK</u>	<u>PM PEAK</u>
EB Left	1	1		
EB Left-Thru	0	0		
EB Thru	1	1		
EB Right-Thru	1	1	East/West Critical Volumes	951 1,092
EB Right	0	0	North/South Critical Volumes	671 725
			Sum of Critical Volumes	1,622 1,816
			Capacity	1,375 1,375
WB Left	1	1	Intersection CMA Value	1.179 1.321
WB Left-Thru	0	0	CMA Value	1.179 1.321
WB Thru	1	1	Intersection Level of Service	F F
WB Right-Thru	1	1		
WB Right	0	0		

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 Future Conditions (2010), Without Project



INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 4 La Brea Avenue and Santa Monica Boulevard
Scenario: Future Conditions (2010), With Project

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>					<u>PM Peak Hour Traffic Volumes</u>				
	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>
NB Left	102	-1	101	101	*	159	-3	156	156	
NB Thru	970	19	989	330		1426	19	1445	554	*
NB Right	93	7	100	N/A		209	7	216	N/A	
SB Left	97	0	97	97		179	0	179	179	*
SB Thru	1521	3	1524	570	*	1210	37	1247	479	
SB Right	186	0	186	N/A		190	0	190	N/A	
EB Left	124	0	124	124	*	288	0	288	288	
EB Thru	808	0	808	436		1412	0	1412	788	*
EB Right	68	-4	64	N/A		165	-1	164	N/A	
WB Left	233	1	234	234		303	11	314	314	*
WB Thru	1556	0	1556	827	*	1132	0	1132	642	
WB Right	97	0	97	N/A		153	0	153	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u> <u>Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	4	4
SB Left-Thru	0	0	Phasing		
SB Thru	2	2	Capacity	1375	1375
SB Right-Thru	1	1			
SB Right	0	0			

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Critical Movement Analysis: Results Summary
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	<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes	951	1,102
North/South Critical Volumes	671	733
Sum of Critical Volumes	1,622	1,835
Capacity	1,375	1,375
Intersection CMA Value	1.179	1.335
CMA Value	1.179	1.335
Intersection Level of Service	F	F
PROJECT IMPACT VALUE	0.000	0.014

=====
 Future Conditions (2010), With Project

INTERSECTION CMA WORKSHEET
Project: La Brea Gateway

Intersection: 5 Highland Avenue and Santa Monica Boulevard
Scenario: Existing Conditions

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>			<u>PM Peak Hour Traffic Volumes</u>		
	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>
NB Left	36	36	*	68	68	*
NB Thru	1008	362		1086	425	
NB Right	78	N/A		189	N/A	
SB Left	63	63		74	74	
SB Thru	1168	446	*	1217	456	*
SB Right	171	N/A		150	N/A	
EB Left	107	107	*	136	136	
EB Thru	805	434		1294	665	*
EB Right	62	N/A		35	N/A	
WB Left	241	241		149	149	*
WB Thru	1223	640	*	1052	564	
WB Right	56	N/A		75	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u> <u>Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	3	3
SB Left-Thru	0	0	Phasing		
SB Thru	2	2			
SB Right-Thru	1	1	Capacity	1425	1425
SB Right	0	0			
EB Left	1	1			
EB Left-Thru	0	0			
EB Thru	1	1			
EB Right-Thru	1	1			
EB Right	0	0			
WB Left	1	1			
WB Left-Thru	0	0			
WB Thru	1	1			
WB Right-Thru	1	1			
WB Right	0	0			

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Critical Movement Analysis: Results Summary
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	<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes	747	814
North/South Critical Volumes	482	524
Sum of Critical Volumes	1,229	1,337
Capacity	1,425	1,425
Intersection CMA Value	0.862	0.938
ATCS CMA Value	0.762	0.838
Intersection Level of Service	C	D

=====
Existing Conditions



INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 5 Highland Avenue and Santa Monica Boulevard
Scenario: Future Conditions (2010), Without Project

<u>Movement</u>	<u>Related</u>	<u>AM Peak Hour Traffic Volumes</u>				<u>Critical</u>	<u>Related</u>	<u>PM Peak Hour Traffic Volumes</u>				<u>Critical</u>
		<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>	<u>Critical</u>			<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>	<u>Critical</u>	
NB Left	40	1	77	77	*	13	2	83	83	*		
NB Thru	91	30	1129	403		124	33	1243	479			
NB Right	0	2	80	N/A		0	6	195	N/A			
SB Left	0	2	65	65		0	2	76	76			
SB Thru	92	35	1295	506	*	151	37	1405	528	*		
SB Right	48	5	224	N/A		24	5	179	N/A			
EB Left	10	3	120	120	*	45	4	185	185	*		
EB Thru	136	24	965	518		256	39	1589	829	*		
EB Right	7	2	71	N/A		34	1	70	N/A			
WB Left	0	7	248	248		30	4	183	183	*		
WB Thru	212	37	1472	765	*	289	32	1373	747	*		
WB Right	0	2	58	N/A		45	2	122	N/A			

<u>Movement</u>	<u>AM PEAK PM PEAK</u>		<u>Approach Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	3	3
SB Left-Thru	0	0	Phasing		
SB Thru	2	2	Capacity	1425	1425
SB Right-Thru	1	1			
SB Right	0	0			

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Critical Movement Analysis: Results Summary

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			<u>AM PEAK</u>	<u>PM PEAK</u>
EB Left	1	1		
EB Left-Thru	0	0		
EB Thru	1	1		
EB Right-Thru	1	1		
EB Right	0	0		
WB Left	1	1		
WB Left-Thru	0	0		
WB Thru	1	1		
WB Right-Thru	1	1		
WB Right	0	0		
		East/West Critical Volumes	885	1,013
		North/South Critical Volumes	583	611
		Sum of Critical Volumes	1,468	1,624
		Capacity	1,425	1,425
		Intersection CMA Value	1.030	1.139
		ATCS CMA Value	0.930	1.039
		Intersection Level of Service	E	F

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Future Conditions (2010), Without Project



INTERSECTION CMA WORKSHEET
Project: La Brea Gateway

Intersection: 5 Highland Avenue and Santa Monica Boulevard
Scenario: Future Conditions (2010), With Project

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>					<u>PM Peak Hour Traffic Volumes</u>				
	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>
NB Left	77	0	77	77	*	83	0	83	83	*
NB Thru	1129	6	1135	378		1243	7	1250	482	
NB Right	80	3	83	N/A		195	2	197	N/A	
SB Left	65	0	65	65		76	0	76	76	
SB Thru	1295	0	1295	506	*	1405	10	1415	531	*
SB Right	224	0	224	N/A		179	0	179	N/A	
EB Left	120	0	120	120	*	185	0	185	185	
EB Thru	965	7	972	522		1589	7	1596	833	*
EB Right	71	0	71	N/A		70	0	70	N/A	
WB Left	248	0	248	248		183	4	187	187	*
WB Thru	1472	0	1472	765	*	1373	10	1383	752	
WB Right	58	0	58	N/A		122	0	122	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	3	3
SB Left-Thru	0	0	Phasing		
SB Thru	2	2	Capacity	1425	1425
SB Right-Thru	1	1			
SB Right	0	0			

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Critical Movement Analysis: Results Summary
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			<u>AM PEAK</u>	<u>PM PEAK</u>
EB Left	1	1		
EB Left-Thru	0	0		
EB Thru	1	1		
EB Right-Thru	1	1		
EB Right	0	0		
WB Left	1	1		
WB Left-Thru	0	0		
WB Thru	1	1		
WB Right-Thru	1	1		
WB Right	0	0		
		East/West Critical Volumes	885	1,020
		North/South Critical Volumes	583	614
		Sum of Critical Volumes	1,468	1,634
		Capacity	1,425	1,425
		Intersection CMA Value	1.030	1.147
		ATCS CMA Value	0.930	1.047
		Intersection Level of Service	E	F
		PROJECT IMPACT VALUE	0.000	0.008

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Future Conditions (2010), With Project

INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 6 La Brea Avenue and Romaine Street
Scenario: Existing Conditions

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>			<u>PM Peak Hour Traffic Volumes</u>		
	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>
NB Left	75	75	*	247	247	*
NB Thru	942	331		1303	480	
NB Right	50	N/A		136	N/A	
SB Left	12	12		13	13	
SB Thru	1376	489	*	1137	472	*
SB Right	92	N/A		278	N/A	
EB Left	11	11	*	157	157	
EB Thru	6	33		92	262	*
EB Right	27	N/A		170	N/A	
WB Left	50	N/A		59	N/A	*
WB Thru	40	112	*	68	159	
WB Right	22	N/A		32	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u> <u>Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	3	3
SB Left-Thru	0	0	Phasing		
SB Thru	2	2			
SB Right-Thru	1	1	Capacity	1425	1425
SB Right	0	0			
EB Left	1	1			
EB Left-Thru	0	0			
EB Thru	0	0			
EB Right-Thru	1	1			
EB Right	0	0			
WB Left	0	0			
WB Left-Thru	1	1			
WB Thru	0	0			
WB Right-Thru	0	0			
WB Right	0	0			

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Critical Movement Analysis: Results Summary
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	<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes	123	321
North/South Critical Volumes	564	719
Sum of Critical Volumes	687	1,040
Capacity	1,425	1,425
Intersection CMA Value	0.482	0.730
CMA Value	0.482	0.730
Intersection Level of Service	A	C

=====
 Existing Conditions



INTERSECTION CMA WORKSHEET
Project: La Brea Gateway

Intersection: 6 La Brea Avenue and Romaine Street
Scenario: Future Conditions (2010), Without Project

<u>Movement</u>	<u>Related</u>	<u>AM Peak Hour Traffic Volumes</u>				<u>Critical</u>	<u>Related</u>	<u>PM Peak Hour Traffic Volumes</u>			<u>Critical</u>
		<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>	<u>VPL</u>			<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>	
NB Left	120	2	197	197	*	33	7	287	287	*	
NB Thru	240	28	1210	421		267	39	1609	583		
NB Right	0	2	52	N/A		0	4	140	N/A		
SB Left	0	0	12	12		0	0	13	13		
SB Thru	223	41	1640	578	*	328	34	1499	595	*	
SB Right	0	3	95	N/A		0	8	286	N/A		
EB Left	0	0	11	11	*	0	5	162	162		
EB Thru	0	0	6	49		0	3	95	369	*	
EB Right	15	1	43	N/A		99	5	274	N/A		
WB Left	0	2	52	N/A		0	2	61	N/A	*	
WB Thru	0	1	41	115	*	0	2	70	164		
WB Right	0	1	23	N/A		0	1	33	N/A		

<u>Movement</u>	<u>AM PEAK PM PEAK</u>		<u>Approach Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	3	3
SB Left-Thru	0	0	Phasing		
SB Thru	2	2	Capacity	1425	1425
SB Right-Thru	1	1			
SB Right	0	0			

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Critical Movement Analysis: Results Summary

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			<u>AM PEAK</u>	<u>PM PEAK</u>
EB Left	1	1		
EB Left-Thru	0	0		
EB Thru	0	0		
EB Right-Thru	1	1	East/West Critical Volumes	127 430
EB Right	0	0	North/South Critical Volumes	776 883
			Sum of Critical Volumes	902 1,312
			Capacity	1,425 1,425
WB Left	0	0	Intersection CMA Value	0.633 0.921
WB Left-Thru	1	1	CMA Value	0.633 0.921
WB Thru	0	0	Intersection Level of Service	B E
WB Right-Thru	0	0		
WB Right	0	0		

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Future Conditions (2010), Without Project



INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 6 La Brea Avenue and Romaine Street
Scenario: Future Conditions (2010), With Project

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>					<u>PM Peak Hour Traffic Volumes</u>				
	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>
NB Left	197	0	197	197	*	287	0	287	287	*
NB Thru	1210	14	1224	425		1609	8	1617	586	
NB Right	52	0	52	N/A		140	0	140	N/A	
SB Left	12	0	12	12		13	0	13	13	
SB Thru	1640	-4	1636	578	*	1499	38	1537	609	*
SB Right	95	2	97	N/A		286	5	291	N/A	
EB Left	11	11	22	22	*	162	14	176	176	
EB Thru	6	0	6	49		95	0	95	369	*
EB Right	43	0	43	N/A		274	0	274	N/A	
WB Left	52	0	52	N/A		61	0	61	N/A	*
WB Thru	41	0	41	115	*	70	0	70	164	
WB Right	23	0	23	N/A		33	0	33	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	3	3
SB Left-Thru	0	0	Phasing		
SB Thru	2	2	Capacity	1425	1425
SB Right-Thru	1	1			
SB Right	0	0			

Critical Movement Analysis: Results Summary

			<u>AM PEAK</u>	<u>PM PEAK</u>
EB Left	1	1		
EB Left-Thru	0	0		
EB Thru	0	0		
EB Right-Thru	1	1	East/West Critical Volumes	138 430
EB Right	0	0	North/South Critical Volumes	775 897
			Sum of Critical Volumes	913 1,327
			Capacity	1,425 1,425
WB Left	0	0	Intersection CMA Value	0.640 0.931
WB Left-Thru	1	1	CMA Value	0.640 0.931
WB Thru	0	0	Intersection Level of Service	B E
WB Right-Thru	0	0	PROJECT IMPACT VALUE	0.007 0.010
WB Right	0	0		

Future Conditions (2010), With Project



INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 6 La Brea Avenue and Romaine Street
Scenario: Future Conditions (2010), With Project Mitigation

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>					<u>PM Peak Hour Traffic Volumes</u>				
	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>
NB Left	197	0	197	197	*	287	0	287	287	*
NB Thru	1210	14	1224	425		1609	8	1617	586	
NB Right	52	0	52	N/A		140	0	140	N/A	
SB Left	12	0	12	12		13	0	13	13	
SB Thru	1640	-4	1636	578	*	1499	38	1537	609	*
SB Right	95	2	97	N/A		286	5	291	N/A	
EB Left	11	11	22	22	*	162	14	176	176	
EB Thru	6	0	6	6		95	0	95	95	
EB Right	43	0	43	43		274	0	274	274	*
WB Left	52	0	52	N/A		61	0	61	N/A	*
WB Thru	41	0	41	115	*	70	0	70	164	
WB Right	23	0	23	N/A		33	0	33	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u> <u>Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	3	3
SB Left-Thru	0	0	Phasing		
SB Thru	2	2	Capacity	1425	1425
SB Right-Thru	1	1			
SB Right	0	0			

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Critical Movement Analysis: Results Summary

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			<u>AM PEAK</u>	<u>PM PEAK</u>
EB Left	1	1		
EB Left-Thru	0	0		
EB Thru	1	1		
EB Right-Thru	0	0		
EB Right	1	1		
WB Left	0	0		
WB Left-Thru	1	1		
WB Thru	0	0		
WB Right-Thru	0	0		
WB Right	0	0		
		East/West Critical Volumes	138	335
		North/South Critical Volumes	775	897
		Sum of Critical Volumes	913	1,232
		Capacity	1,425	1,425
		Intersection CMA Value	0.640	0.864
		CMA Value	0.640	0.864
		Intersection Level of Service	B	D
		PROJECT IMPACT VALUE	0.007	-0.057

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Future Conditions (2010), With Project Mitigation

INTERSECTION CMA WORKSHEET
Project: La Brea Gateway

Intersection: 7 Willoughby Avenue and Poinsettia Place
Scenario: Existing Conditions

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>			<u>PM Peak Hour Traffic Volumes</u>		
	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>
NB Left	11	N/A		23	N/A	*
NB Thru	34	64	*	67	103	
NB Right	19	N/A		13	N/A	
SB Left	10	N/A	*	61	N/A	
SB Thru	23	39		72	175	*
SB Right	6	N/A		42	N/A	
EB Left	20	N/A	*	34	N/A	*
EB Thru	172	205		346	402	
EB Right	13	N/A		22	N/A	
WB Left	12	N/A		16	N/A	
WB Thru	331	384	*	319	445	*
WB Right	41	N/A		110	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u> <u>Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	0	0	NorthBound	0	0
NB Left-Thru	1	1	SouthBound	0	0
NB Thru	0	0	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	0	0			
SB Left	0	0	Number of Phases	2	2
SB Left-Thru	1	1	Phasing		
SB Thru	0	0			
SB Right-Thru	0	0	Capacity	1500	1500
SB Right	0	0			
EB Left	0	0			
EB Left-Thru	1	1			
EB Thru	0	0			
EB Right-Thru	0	0			
EB Right	0	0			
WB Left	0	0			
WB Left-Thru	1	1			
WB Thru	0	0			
WB Right-Thru	0	0			
WB Right	0	0			

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Critical Movement Analysis: Results Summary
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	<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes	404	479
North/South Critical Volumes	74	198
Sum of Critical Volumes	478	677
Capacity	1,500	1,500
Intersection CMA Value	0.319	0.451
CMA Value	0.319	0.451
Intersection Level of Service	A	A

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Existing Conditions



INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 7 Willoughby Avenue and Poinsettia Place
Scenario: Future Conditions (2010), Without Project

<u>Movement</u>	<u>Related</u>	<u>AM Peak Hour Traffic Volumes</u>				<u>Critical</u>	<u>Related</u>	<u>PM Peak Hour Traffic Volumes</u>				<u>Critical</u>
		<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>				<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>		
NB Left	0	0	11	N/A		0	1	24	N/A	*		
NB Thru	0	1	35	66	*	0	2	69	106			
NB Right	0	1	20	N/A		0	0	13	N/A			
SB Left	0	0	10	N/A	*	0	2	63	N/A			
SB Thru	0	1	24	40		0	2	74	180	*		
SB Right	0	0	6	N/A		0	1	43	N/A			
EB Left	0	1	21	N/A	*	0	1	35	N/A	*		
EB Thru	2	5	179	213		2	10	358	416			
EB Right	0	0	13	N/A		0	1	23	N/A			
WB Left	0	0	12	N/A		0	0	16	N/A			
WB Thru	1	10	342	397	*	3	10	332	461	*		
WB Right	0	1	42	N/A		0	3	113	N/A			

<u>Movement</u>	<u>AM PEAK PM PEAK</u>		<u>Approach Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	0	0	NorthBound	0	0
NB Left-Thru	1	1	SouthBound	0	0
NB Thru	0	0	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	0	0			
SB Left	0	0	Number of Phases	2	2
SB Left-Thru	1	1	Phasing		
SB Thru	0	0	Capacity	1500	1500
SB Right-Thru	0	0			
SB Right	0	0			

<u>Critical Movement Analysis: Results Summary</u>			<u>AM PEAK PM PEAK</u>	
EB Left	0	0		
EB Left-Thru	1	1		
EB Thru	0	0		
EB Right-Thru	0	0	East/West Critical Volumes	417 496
EB Right	0	0	North/South Critical Volumes	76 204
			Sum of Critical Volumes	493 700
			Capacity	1,500 1,500
WB Left	0	0	Intersection CMA Value	0.329 0.467
WB Left-Thru	1	1	CMA Value	0.329 0.467
WB Thru	0	0	Intersection Level of Service	A A
WB Right-Thru	0	0		
WB Right	0	0		

Future Conditions (2010), Without Project



INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 7 Willoughby Avenue and Poinsettia Place
Scenario: Future Conditions (2010), With Project

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>					<u>PM Peak Hour Traffic Volumes</u>				
	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>
NB Left	11	0	11	N/A		24	0	24	N/A	*
NB Thru	35	0	35	66	*	69	0	69	106	
NB Right	20	0	20	N/A		13	0	13	N/A	
SB Left	10	0	10	N/A	*	63	0	63	N/A	
SB Thru	24	0	24	40		74	0	74	180	*
SB Right	6	0	6	N/A		43	0	43	N/A	
EB Left	21	0	21	N/A	*	35	0	35	N/A	*
EB Thru	179	0	179	213		358	13	371	429	
EB Right	13	0	13	N/A		23	0	23	N/A	
WB Left	12	0	12	N/A		16	0	16	N/A	
WB Thru	342	12	354	409	*	332	9	341	470	*
WB Right	42	0	42	N/A		113	0	113	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	0	0	NorthBound	0	0
NB Left-Thru	1	1	SouthBound	0	0
NB Thru	0	0	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	0	0			
SB Left	0	0	Number of Phases	2	2
SB Left-Thru	1	1	Phasing		
SB Thru	0	0	Capacity	1500	1500
SB Right-Thru	0	0			
SB Right	0	0			

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Critical Movement Analysis: Results Summary

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			<u>AM PEAK</u>	<u>PM PEAK</u>
EB Left	0	0		
EB Left-Thru	1	1		
EB Thru	0	0		
EB Right-Thru	0	0	East/West Critical Volumes	429
EB Right	0	0	North/South Critical Volumes	76
			Sum of Critical Volumes	505
			Capacity	1,500
WB Left	0	0		
WB Left-Thru	1	1		
WB Thru	0	0	Intersection CMA Value	0.337
WB Right-Thru	0	0	CMA Value	0.337
WB Right	0	0	Intersection Level of Service	A
			PROJECT IMPACT VALUE	0.008

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Future Conditions (2010), With Project



INTERSECTION CMA WORKSHEET
Project: La Brea Gateway

Intersection: 8 Willoughby Avenue and Formosa Avenue
Scenario: Existing Conditions

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>			<u>PM Peak Hour Traffic Volumes</u>		
	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>
NB Left	11	N/A	*	24	N/A	*
NB Thru	1	41		2	53	
NB Right	29	N/A		27	N/A	
SB Left	11	N/A		26	N/A	
SB Thru	37	83	*	66	168	*
SB Right	35	N/A		76	N/A	
EB Left	1	N/A	*	3	N/A	
EB Thru	196	204		404	422	*
EB Right	7	N/A		15	N/A	
WB Left	16	N/A		9	N/A	*
WB Thru	328	345	*	332	342	
WB Right	1	N/A		1	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u> <u>Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	0	0	NorthBound	0	0
NB Left-Right	1	1	SouthBound	0	0
NB Thru	0	0	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	0	0			
SB Left	0	0	Number of Phases	2	2
SB Left-Thru-Right	1	1	Phasing		
SB Thru	0	0			
SB Right-Thru	0	0	Capacity	1500	1500
SB Right	0	0			
EB Left	0	0			
EB Left-Thru	0	0			
EB Thru	0	0			
EB Right-Thru	1	1			
EB Right	0	0			
WB Left	0	0			
WB Left-Thru	1	1			
WB Thru	0	0			
WB Right-Thru	0	0			
WB Right	0	0			

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Critical Movement Analysis: Results Summary

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	<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes	346	431
North/South Critical Volumes	94	192
Sum of Critical Volumes	440	623
Capacity	1,500	1,500
Intersection CMA Value	0.293	0.415
CMA Value	0.293	0.415
Intersection Level of Service	A	A

=====

Existing Conditions



INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 8 Willoughby Avenue and Formosa Avenue
Scenario: Future Conditions (2010), Without Project

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>					<u>PM Peak Hour Traffic Volumes</u>				
	<u>Related</u>	<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>	<u>Critical</u>	<u>Related</u>	<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>	<u>Critical</u>
NB Left	0	0	11	N/A	*	0	1	25	N/A	*
NB Thru	0	0	1	42		0	0	2	55	
NB Right	0	1	30	N/A		0	1	28	N/A	
SB Left	0	0	11	N/A		0	1	27	N/A	
SB Thru	0	1	38	85	*	0	2	68	173	*
SB Right	0	1	36	N/A		0	2	78	N/A	
EB Left	0	0	1	N/A	*	0	0	3	N/A	
EB Thru	2	6	204	212		2	12	418	437	*
EB Right	0	0	7	N/A		0	0	15	N/A	
WB Left	0	0	16	N/A		0	0	9	N/A	*
WB Thru	1	10	339	356	*	3	10	345	355	
WB Right	0	0	1	N/A		0	0	1	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	0	0	NorthBound	0	0
NB Left-Right	1	1	SouthBound	0	0
NB Thru	0	0	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	0	0			
SB Left	0	0	Number of Phases	2	2
SB Left-Thru-Right	1	1	Phasing		
SB Thru	0	0	Capacity	1500	1500
SB Right-Thru	0	0			
SB Right	0	0			

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Critical Movement Analysis: Results Summary
 =====

			<u>AM PEAK</u>		<u>PM PEAK</u>	
EB Left	0	0				
EB Left-Thru	0	0				
EB Thru	0	0				
EB Right-Thru	1	1	East/West Critical Volumes	357	446	
EB Right	0	0	North/South Critical Volumes	97	198	
			Sum of Critical Volumes	454	644	
			Capacity	1,500	1,500	
WB Left	0	0				
WB Left-Thru	1	1				
WB Thru	0	0	Intersection CMA Value	0.303	0.429	
WB Right-Thru	0	0	CMA Value	0.303	0.429	
WB Right	0	0	Intersection Level of Service	A	A	

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 Future Conditions (2010), Without Project



INTERSECTION CMA WORKSHEET
Project: La Brea Gateway

Intersection: 8 Willoughby Avenue and Formosa Avenue
Scenario: Future Conditions (2010), With Project

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>					<u>PM Peak Hour Traffic Volumes</u>				
	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>
NB Left	11	0	11	N/A	*	25	0	25	N/A	*
NB Thru	1	0	1	42		2	0	2	55	
NB Right	30	0	30	N/A		28	0	28	N/A	
SB Left	11	0	11	N/A		27	0	27	N/A	
SB Thru	38	0	38	85	*	68	0	68	173	*
SB Right	36	0	36	N/A		78	0	78	N/A	
EB Left	1	0	1	N/A	*	3	0	3	N/A	
EB Thru	204	0	204	212		418	13	431	450	*
EB Right	7	0	7	N/A		15	0	15	N/A	
WB Left	16	0	16	N/A		9	0	9	N/A	*
WB Thru	339	12	351	368	*	345	9	354	364	
WB Right	1	0	1	N/A		1	0	1	N/A	

<u>Movement</u>	<u>AM PEAK PM PEAK</u>		<u>Approach Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	0	0	NorthBound	0	0
NB Left-Right	1	1	SouthBound	0	0
NB Thru	0	0	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	0	0			
SB Left	0	0	Number of Phases	2	2
SB Left-Thru-Right	1	1	Phasing		
SB Thru	0	0	Capacity	1500	1500
SB Right-Thru	0	0			
SB Right	0	0			

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Critical Movement Analysis: Results Summary
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			<u>AM PEAK</u>	<u>PM PEAK</u>
EB Left	0	0		
EB Left-Thru	0	0		
EB Thru	0	0		
EB Right-Thru	1	1	East/West Critical Volumes	369 459
EB Right	0	0	North/South Critical Volumes	97 198
			Sum of Critical Volumes	466 657
			Capacity	1,500 1,500
WB Left	0	0		
WB Left-Thru	1	1		
WB Thru	0	0	Intersection CMA Value	0.311 0.438
WB Right-Thru	0	0	CMA Value	0.311 0.438
WB Right	0	0	Intersection Level of Service	A A
			PROJECT IMPACT VALUE	0.008 0.009

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Future Conditions (2010), With Project

INTERSECTION CMA WORKSHEET
Project: La Brea Gateway

Intersection: 9 La Brea Avenue and Willoughby Avenue
Scenario: Existing Conditions

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>			<u>PM Peak Hour Traffic Volumes</u>		
	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>
NB Left	33	33	*	48	48	
NB Thru	927	352		1397	494	*
NB Right	128	N/A		84	N/A	
SB Left	35	35		57	57	*
SB Thru	1349	459	*	1295	438	
SB Right	28	N/A		18	N/A	
EB Left	33	N/A	*	173	N/A	
EB Thru	141	211		208	458	*
EB Right	37	N/A		77	N/A	
WB Left	114	N/A		69	N/A	*
WB Thru	199	367	*	244	350	
WB Right	54	N/A		37	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u> <u>Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	2	2
SB Left-Thru	0	0	Phasing		
SB Thru	2	2			
SB Right-Thru	1	1	Capacity	1500	1500
SB Right	0	0			
EB Left	0	0			
EB Left-Thru	1	1			
EB Thru	0	0			
EB Right-Thru	0	0			
EB Right	0	0			
WB Left	0	0			
WB Left-Thru	1	1			
WB Thru	0	0			
WB Right-Thru	0	0			
WB Right	0	0			

Critical Movement Analysis: Results Summary

	<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes	400	527
North/South Critical Volumes	492	551
Sum of Critical Volumes	892	1,078
Capacity	1,500	1,500
Intersection CMA Value	0.595	0.718
ATSAC CMA Value	0.495	0.618
Intersection Level of Service	A	B

Existing Conditions



INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 9 La Brea Avenue and Willoughby Avenue
Scenario: Future Conditions (2010), Without Project

<u>Movement</u>	<u>Related</u>	<u>AM Peak Hour Traffic Volumes</u>				<u>Critical</u>	<u>Related</u>	<u>PM Peak Hour Traffic Volumes</u>				<u>Critical</u>
		<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>	<u>Critical</u>			<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>	<u>Critical</u>	
NB Left	0	1	34	34	*	0	1	49	49			
NB Thru	360	28	1315	482		300	42	1739	608		*	
NB Right	0	4	132	N/A		0	3	87	N/A			
SB Left	0	1	36	36		0	2	59	59		*	
SB Thru	223	40	1612	547	*	427	39	1761	593			
SB Right	0	1	29	N/A		0	1	19	N/A			
EB Left	0	1	34	N/A	*	0	5	178	N/A			
EB Thru	0	4	145	217		0	6	214	472		*	
EB Right	0	1	38	N/A		0	2	79	N/A			
WB Left	0	3	117	N/A		0	2	71	N/A		*	
WB Thru	0	6	205	378	*	0	7	251	361			
WB Right	0	2	56	N/A		0	1	38	N/A			

<u>Movement</u>	<u>AM PEAK PM PEAK</u>		<u>Approach Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	2	2
SB Left-Thru	0	0	Phasing		
SB Thru	2	2	Capacity	1500	1500
SB Right-Thru	1	1			
SB Right	0	0			

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Critical Movement Analysis: Results Summary
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			<u>AM PEAK</u>	<u>PM PEAK</u>
EB Left	0	0		
EB Left-Thru	1	1		
EB Thru	0	0		
EB Right-Thru	0	0	East/West Critical Volumes	412 543
EB Right	0	0	North/South Critical Volumes	581 667
			Sum of Critical Volumes	993 1,210
			Capacity	1,500 1,500
WB Left	0	0	Intersection CMA Value	0.662 0.807
WB Left-Thru	1	1	ATSAC CMA Value	0.562 0.707
WB Thru	0	0	Intersection Level of Service	A C
WB Right-Thru	0	0		
WB Right	0	0		

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 Future Conditions (2010), Without Project



INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 9 La Brea Avenue and Willoughby Avenue
Scenario: Future Conditions (2010), With Project

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>					<u>PM Peak Hour Traffic Volumes</u>				
	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>
NB Left	34	15	49	49	*	49	112	161	161	*
NB Thru	1315	0	1315	482		1739	0	1739	608	
NB Right	132	0	132	N/A		87	0	87	N/A	
SB Left	36	0	36	36		59	0	59	59	
SB Thru	1612	10	1622	546	*	1761	13	1774	594	*
SB Right	29	-13	16	N/A		19	-9	10	N/A	
EB Left	34	17	51	N/A	*	178	19	197	N/A	
EB Thru	145	17	162	293		214	25	239	580	*
EB Right	38	42	80	N/A		79	64	143	N/A	
WB Left	117	0	117	N/A		71	0	71	N/A	*
WB Thru	205	4	209	382	*	251	37	288	398	
WB Right	56	0	56	N/A		38	0	38	N/A	

<u>Movement</u>	<u>AM PEAK PM PEAK</u>		<u>Approach Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	2	2
SB Left-Thru	0	0	Phasing		
SB Thru	2	2	Capacity	1500	1500
SB Right-Thru	1	1			
SB Right	0	0			

Critical Movement Analysis: Results Summary

			<u>AM PEAK</u>	<u>PM PEAK</u>
EB Left	0	0		
EB Left-Thru	1	1		
EB Thru	0	0		
EB Right-Thru	0	0		
EB Right	0	0		
WB Left	0	0		
WB Left-Thru	1	1		
WB Thru	0	0		
WB Right-Thru	0	0		
WB Right	0	0		
		East/West Critical Volumes	433	651
		North/South Critical Volumes	595	756
		Sum of Critical Volumes	1,028	1,407
		Capacity	1,500	1,500
		Intersection CMA Value	0.685	0.938
		ATSAC CMA Value	0.585	0.838
		Intersection Level of Service	A	D
		PROJECT IMPACT VALUE	0.022	0.131

Future Conditions (2010), With Project



INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 9 La Brea Avenue and Willoughby Avenue
Scenario: Future Conditions (2010), With Project Mitigation

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>					<u>PM Peak Hour Traffic Volumes</u>				
	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>
NB Left	34	15	49	49	*	49	112	161	161	*
NB Thru	1315	0	1315	482		1739	0	1739	608	
NB Right	132	0	132	N/A		87	0	87	N/A	
SB Left	36	0	36	36		59	0	59	59	
SB Thru	1612	10	1622	546	*	1761	13	1774	594	*
SB Right	29	-13	16	N/A		19	-9	10	N/A	
EB Left	34	17	51	N/A	*	178	19	197	N/A	
EB Thru	145	17	162	213		214	25	239	436	*
EB Right	38	42	80	80		79	64	143	143	
WB Left	117	0	117	N/A		71	0	71	N/A	*
WB Thru	205	4	209	382	*	251	37	288	398	
WB Right	56	0	56	N/A		38	0	38	N/A	

<u>Movement</u>	<u>AM PEAK PM PEAK</u>		<u>Approach Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	2	2
SB Left-Thru	0	0	Phasing		
SB Thru	2	2	Capacity	1500	1500
SB Right-Thru	1	1			
SB Right	0	0			

Critical Movement Analysis: Results Summary

			<u>AM PEAK</u>	<u>PM PEAK</u>
EB Left	0	0		
EB Left-Thru	1	1		
EB Thru	0	0		
EB Right-Thru	0	0		
EB Right	1	1		
WB Left	0	0		
WB Left-Thru	1	1		
WB Thru	0	0		
WB Right-Thru	0	0		
WB Right	0	0		
		East/West Critical Volumes	433	508
		North/South Critical Volumes	595	756
		Sum of Critical Volumes	1,028	1,263
		Capacity	1,500	1,500
		Intersection CMA Value	0.685	0.842
		ATSAC CMA Value	0.585	0.742
		Intersection Level of Service	A	C
		PROJECT IMPACT VALUE	0.023	0.035

Future Conditions (2010), With Project Mitigation

INTERSECTION CMA WORKSHEET
Project: La Brea Gateway

Intersection: 10 Highland Avenue and Willoughby Avenue
Scenario: Existing Conditions

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>			<u>PM Peak Hour Traffic Volumes</u>		
	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>
NB Left	40	40	*	38	38	*
NB Thru	1031	356		1036	358	
NB Right	37	N/A		39	N/A	
SB Left	23	23		41	41	
SB Thru	1507	513	*	1337	461	*
SB Right	33	N/A		45	N/A	
EB Left	38	N/A	*	87	N/A	
EB Thru	107	163		379	521	*
EB Right	18	N/A		55	N/A	
WB Left	97	N/A		76	N/A	*
WB Thru	222	356	*	221	328	
WB Right	37	N/A		31	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	2	2
SB Left-Thru	0	0	Phasing		
SB Thru	2	2			
SB Right-Thru	1	1	Capacity	1500	1500
SB Right	0	0			
EB Left	0	0			
EB Left-Thru	1	1			
EB Thru	0	0			
EB Right-Thru	0	0			
EB Right	0	0			
WB Left	0	0			
WB Left-Thru	1	1			
WB Thru	0	0			
WB Right-Thru	0	0			
WB Right	0	0			

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Critical Movement Analysis: Results Summary
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	<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes	394	597
North/South Critical Volumes	553	499
Sum of Critical Volumes	947	1,096
Capacity	1,500	1,500
Intersection CMA Value	0.632	0.730
ATSAC CMA Value	0.532	0.630
Intersection Level of Service	A	B

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Existing Conditions



INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 10 Highland Avenue and Willoughby Avenue
Scenario: Future Conditions (2010), Without Project

<u>Movement</u>	<u>Related</u>	<u>AM Peak Hour Traffic Volumes</u>				<u>Critical</u>	<u>Related</u>	<u>PM Peak Hour Traffic Volumes</u>			<u>Critical</u>
		<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>	<u>VPL</u>			<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>	
NB Left	0	2	42	42	*	0	2	40	40	*	
NB Thru	81	41	1153	397		137	41	1214	418		
NB Right	0	1	38	N/A		0	2	41	N/A		
SB Left	0	1	24	24		0	2	43	43		
SB Thru	111	60	1678	571	*	151	53	1541	529	*	
SB Right	0	1	34	N/A		0	2	47	N/A		
EB Left	0	2	40	N/A	*	0	3	90	N/A		
EB Thru	0	4	111	170		0	15	394	542	*	
EB Right	0	1	19	N/A		0	2	57	N/A		
WB Left	0	4	101	N/A		0	3	79	N/A	*	
WB Thru	0	9	231	370	*	0	9	230	341		
WB Right	0	1	38	N/A		0	1	32	N/A		

<u>Movement</u>	<u>AM PEAK PM PEAK</u>		<u>Approach Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	2	2
SB Left-Thru	0	0	Phasing		
SB Thru	2	2	Capacity	1500	1500
SB Right-Thru	1	1			
SB Right	0	0			

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Critical Movement Analysis: Results Summary
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			<u>AM PEAK</u>	<u>PM PEAK</u>
EB Left	0	0		
EB Left-Thru	1	1		
EB Thru	0	0		
EB Right-Thru	0	0	East/West Critical Volumes	410 621
EB Right	0	0	North/South Critical Volumes	612 569
			Sum of Critical Volumes	1,022 1,190
			Capacity	1,500 1,500
WB Left	0	0		
WB Left-Thru	1	1		
WB Thru	0	0	Intersection CMA Value	0.681 0.793
WB Right-Thru	0	0	ATSAC CMA Value	0.581 0.693
WB Right	0	0	Intersection Level of Service	A B

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 Future Conditions (2010), Without Project



INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 10 Highland Avenue and Willoughby Avenue
Scenario: Future Conditions (2010), With Project

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>					<u>PM Peak Hour Traffic Volumes</u>				
	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>
NB Left	42	1	43	43	*	40	6	46	46	*
NB Thru	1153	0	1153	397		1214	0	1214	418	
NB Right	38	0	38	N/A		41	0	41	N/A	
SB Left	24	0	24	24		43	0	43	43	
SB Thru	1678	0	1678	571	*	1541	0	1541	534	*
SB Right	34	0	34	N/A		47	14	61	N/A	
EB Left	40	7	47	N/A	*	90	7	97	N/A	
EB Thru	111	3	114	184		394	3	397	556	*
EB Right	19	4	23	N/A		57	4	61	N/A	
WB Left	101	0	101	N/A		79	0	79	N/A	*
WB Thru	231	0	231	370	*	230	6	236	347	
WB Right	38	0	38	N/A		32	0	32	N/A	

<u>Movement</u>	<u>AM PEAK PM PEAK</u>		<u>Approach Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	2	2
SB Left-Thru	0	0	Phasing		
SB Thru	2	2	Capacity	1500	1500
SB Right-Thru	1	1			
SB Right	0	0			

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Critical Movement Analysis: Results Summary

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			<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes			417	635
North/South Critical Volumes			613	580
Sum of Critical Volumes			1,030	1,214
Capacity			1,500	1,500
Intersection CMA Value			0.687	0.810
ATSAC CMA Value			0.587	0.710
Intersection Level of Service			B	C
PROJECT IMPACT VALUE			0.006	0.017

=====

Future Conditions (2010), With Project

INTERSECTION CMA WORKSHEET
Project: La Brea Gateway

Intersection: 11 LaBrea Avenue and Waring Avenue
Scenario: Existing Conditions

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>			<u>PM Peak Hour Traffic Volumes</u>		
	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>
NB Left	44	44	*	47	47	
NB Thru	1042	357		1506	518	*
NB Right	29	N/A		49	N/A	
SB Left	8	8		11	11	*
SB Thru	1567	531	*	1365	464	
SB Right	27	N/A		28	N/A	
EB Left	10	N/A		51	N/A	
EB Thru	32	87	*	98	244	*
EB Right	45	N/A		95	N/A	
WB Left	45	N/A	*	38	N/A	*
WB Thru	51	104		21	75	
WB Right	8	N/A		16	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u> <u>Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	2	2
SB Left-Thru	0	0	Phasing		
SB Thru	2	2			
SB Right-Thru	1	1	Capacity	1500	1500
SB Right	0	0			
EB Left	0	0			
EB Left-Thru	1	1			
EB Thru	0	0			
EB Right-Thru	0	0			
EB Right	0	0			
WB Left	0	0			
WB Left-Thru	1	1			
WB Thru	0	0			
WB Right-Thru	0	0			
WB Right	0	0			

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Critical Movement Analysis: Results Summary
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	<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes	132	282
North/South Critical Volumes	575	529
Sum of Critical Volumes	707	811
Capacity	1,500	1,500
Intersection CMA Value	0.472	0.541
ATSAC CMA Value	0.372	0.441
Intersection Level of Service	A	A

=====
Existing Conditions



INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 11 LaBrea Avenue and Waring Avenue
Scenario: Future Conditions (2010), Without Project

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>					<u>PM Peak Hour Traffic Volumes</u>				
	<u>Related</u>	<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>	<u>Critical</u>	<u>Related</u>	<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>	<u>Critical</u>
NB Left	0	1	45	45	*	0	1	48	48	*
NB Thru	360	31	1433	488		300	45	1851	634	
NB Right	0	1	30	N/A		0	1	50	N/A	
SB Left	0	0	8	8		0	0	11	11	
SB Thru	223	47	1837	622	*	427	41	1833	621	*
SB Right	0	1	28	N/A		0	1	29	N/A	
EB Left	0	0	10	N/A		0	2	53	N/A	
EB Thru	0	1	33	90	*	0	3	101	251	*
EB Right	0	1	46	N/A		0	3	98	N/A	
WB Left	0	1	46	N/A	*	0	1	39	N/A	*
WB Thru	0	2	53	107		0	1	22	77	
WB Right	0	0	8	N/A		0	0	16	N/A	

<u>Movement</u>	<u>AM PEAK PM PEAK</u>		<u>Approach Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	2	2
SB Left-Thru	0	0	Phasing		
SB Thru	2	2	Capacity	1500	1500
SB Right-Thru	1	1			
SB Right	0	0			

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Critical Movement Analysis: Results Summary

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			<u>AM PEAK</u>	<u>PM PEAK</u>
EB Left	0	0		
EB Left-Thru	1	1		
EB Thru	0	0		
EB Right-Thru	0	0	East/West Critical Volumes	136 290
EB Right	0	0	North/South Critical Volumes	667 669
			Sum of Critical Volumes	803 959
			Capacity	1,500 1,500
WB Left	0	0		
WB Left-Thru	1	1		
WB Thru	0	0	Intersection CMA Value	0.535 0.640
WB Right-Thru	0	0	ATSAC CMA Value	0.435 0.540
WB Right	0	0	Intersection Level of Service	A A

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Future Conditions (2010), Without Project



INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 11 LaBrea Avenue and Waring Avenue
Scenario: Future Conditions (2010), With Project

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>					<u>PM Peak Hour Traffic Volumes</u>				
	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>
NB Left	45	0	45	45	*	48	0	48	48	*
NB Thru	1433	3	1436	489		1851	80	1931	661	
NB Right	30	0	30	N/A		50	0	50	N/A	
SB Left	8	0	8	8		11	0	11	11	
SB Thru	1837	44	1881	636	*	1833	46	1879	636	*
SB Right	28	0	28	N/A		29	0	29	N/A	
EB Left	10	0	10	N/A		53	0	53	N/A	
EB Thru	33	0	33	90	*	101	0	101	251	*
EB Right	46	0	46	N/A		98	0	98	N/A	
WB Left	46	0	46	N/A	*	39	0	39	N/A	*
WB Thru	53	0	53	107		22	0	22	77	
WB Right	8	0	8	N/A		16	0	16	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	2	2
SB Left-Thru	0	0	Phasing		
SB Thru	2	2	Capacity	1500	1500
SB Right-Thru	1	1			
SB Right	0	0			

Critical Movement Analysis: Results Summary

			<u>AM PEAK</u>	<u>PM PEAK</u>
EB Left	0	0		
EB Left-Thru	1	1		
EB Thru	0	0		
EB Right-Thru	0	0	East/West Critical Volumes	136 290
EB Right	0	0	North/South Critical Volumes	682 684
			Sum of Critical Volumes	818 975
WB Left	0	0	Capacity	1,500 1,500
WB Left-Thru	1	1		
WB Thru	0	0	Intersection CMA Value	0.545 0.650
WB Right-Thru	0	0	ATSAC CMA Value	0.445 0.550
WB Right	0	0	Intersection Level of Service	A A
			PROJECT IMPACT VALUE	0.010 0.010

Future Conditions (2010), With Project



INTERSECTION CMA WORKSHEET
Project: La Brea Gateway

Intersection: 12 Melrose Avenue and Poinsettia Place
Scenario: Existing Conditions

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>			<u>PM Peak Hour Traffic Volumes</u>		
	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>
NB Left	22	N/A	*	44	N/A	
NB Thru	28	63		82	135	*
NB Right	13	N/A		9	N/A	
SB Left	14	N/A		26	N/A	*
SB Thru	31	60	*	59	114	
SB Right	15	N/A		29	N/A	
EB Left	12	N/A	*	9	N/A	
EB Thru	1004	513		1322	678	*
EB Right	9	N/A		24	N/A	
WB Left	13	N/A		4	N/A	*
WB Thru	1529	778	*	1077	556	
WB Right	13	N/A		31	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u> <u>Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	0	0	NorthBound	0	0
NB Left-Thru	1	1	SouthBound	0	0
NB Thru	0	0	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	0	0			
SB Left	0	0	Number of Phases	2	2
SB Left-Thru	1	1	Phasing		
SB Thru	0	0			
SB Right-Thru	0	0	Capacity	1500	1500
SB Right	0	0			
EB Left	0	0			
EB Left-Thru	1	1			
EB Thru	0	0			
EB Right-Thru	1	1			
EB Right	0	0			
WB Left	0	0			
WB Left-Thru	1	1			
WB Thru	0	0			
WB Right-Thru	1	1			
WB Right	0	0			

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Critical Movement Analysis: Results Summary

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	<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes	790	682
North/South Critical Volumes	82	161
Sum of Critical Volumes	872	843
Capacity	1,500	1,500
Intersection CMA Value	0.581	0.562
ATCS CMA Value	0.481	0.462
Intersection Level of Service	A	A

=====

Existing Conditions



INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 12 Melrose Avenue and Poinsettia Place
Scenario: Future Conditions (2010), Without Project

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>					<u>PM Peak Hour Traffic Volumes</u>				
	<u>Related</u>	<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>	<u>Critical</u>	<u>Related</u>	<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>	<u>Critical</u>
NB Left	0	1	23	N/A		0	1	45	N/A	
NB Thru	0	1	29	65	*	0	2	84	139	*
NB Right	0	0	13	N/A		0	0	9	N/A	
SB Left	0	0	14	N/A	*	0	1	27	N/A	*
SB Thru	0	1	32	62		0	2	61	117	
SB Right	0	0	15	N/A		0	1	30	N/A	
EB Left	0	0	12	N/A	*	0	0	9	N/A	
EB Thru	48	30	1082	552		38	40	1400	717	*
EB Right	0	0	9	N/A		0	1	25	N/A	
WB Left	0	0	13	N/A		0	0	4	N/A	*
WB Thru	16	46	1591	809	*	74	32	1183	610	
WB Right	0	0	13	N/A		0	1	32	N/A	

<u>Movement</u>	<u>AM PEAK PM PEAK</u>		<u>Approach Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	0	0	NorthBound	0	0
NB Left-Thru	1	1	SouthBound	0	0
NB Thru	0	0	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	0	0			
SB Left	0	0	Number of Phases	2	2
SB Left-Thru	1	1	Phasing		
SB Thru	0	0	Capacity	1500	1500
SB Right-Thru	0	0			
SB Right	0	0			

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Critical Movement Analysis: Results Summary
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			<u>AM PEAK</u>	<u>PM PEAK</u>
EB Left	0	0		
EB Left-Thru	1	1		
EB Thru	0	0		
EB Right-Thru	1	1	821	721
EB Right	0	0	84	166
		Sum of Critical Volumes	906	887
		Capacity	1,500	1,500
WB Left	0	0		
WB Left-Thru	1	1		
WB Thru	0	0	0.604	0.591
WB Right-Thru	1	1	0.504	0.491
WB Right	0	0	A	A

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 Future Conditions (2010), Without Project



INTERSECTION CMA WORKSHEET
Project: La Brea Gateway

Intersection: 12 Melrose Avenue and Poinsettia Place
Scenario: Future Conditions (2010), With Project

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>					<u>PM Peak Hour Traffic Volumes</u>				
	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>
NB Left	23	0	23	N/A	*	45	0	45	N/A	
NB Thru	29	0	29	65		84	0	84	139	*
NB Right	13	0	13	N/A		9	0	9	N/A	
SB Left	14	0	14	N/A		27	0	27	N/A	*
SB Thru	32	0	32	62	*	61	0	61	117	
SB Right	15	0	15	N/A		30	0	30	N/A	
EB Left	12	0	12	N/A	*	9	0	9	N/A	
EB Thru	1082	0	1082	552		1400	20	1420	727	*
EB Right	9	0	9	N/A		25	0	25	N/A	
WB Left	13	0	13	N/A		4	0	4	N/A	*
WB Thru	1591	11	1602	814	*	1183	11	1194	615	
WB Right	13	0	13	N/A		32	0	32	N/A	

<u>Movement</u>	<u>AM PEAK PM PEAK</u>		<u>Approach Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	0	0	NorthBound	0	0
NB Left-Thru	1	1	SouthBound	0	0
NB Thru	0	0	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	0	0			
SB Left	0	0	Number of Phases	2	2
SB Left-Thru	1	1	Phasing		
SB Thru	0	0	Capacity	1500	1500
SB Right-Thru	0	0			
SB Right	0	0			

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Critical Movement Analysis: Results Summary

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	<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes	827	731
North/South Critical Volumes	84	166
Sum of Critical Volumes	911	897
Capacity	1,500	1,500
Intersection CMA Value	0.607	0.598
ATCS CMA Value	0.507	0.498
Intersection Level of Service	A	A
PROJECT IMPACT VALUE	0.003	0.007

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Future Conditions (2010), With Project



INTERSECTION CMA WORKSHEET
Project: La Brea Gateway

Intersection: 13 Melrose Avenue and Formosa Avenue
Scenario: Existing Conditions

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>			<u>PM Peak Hour Traffic Volumes</u>		
	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>
NB Left	29	N/A	*	40	N/A	*
NB Thru	56	99		55	123	
NB Right	14	N/A		28	N/A	
SB Left	26	N/A		24	N/A	
SB Thru	42	103	*	70	126	*
SB Right	35	N/A		32	N/A	
EB Left	10	N/A	*	8	N/A	
EB Thru	1026	522		1231	630	*
EB Right	7	N/A		20	N/A	
WB Left	13	N/A		4	N/A	*
WB Thru	1511	787	*	952	495	
WB Right	49	N/A		34	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u> <u>Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	0	0	NorthBound	0	0
NB Left-Thru	1	1	SouthBound	0	0
NB Thru	0	0	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	0	0			
SB Left	0	0	Number of Phases	2	2
SB Left-Thru	1	1	Phasing		
SB Thru	0	0			
SB Right-Thru	0	0	Capacity	1500	1500
SB Right	0	0			
EB Left	0	0			
EB Left-Thru	1	1			
EB Thru	0	0			
EB Right-Thru	1	1			
EB Right	0	0			
WB Left	0	0			
WB Left-Thru	1	1			
WB Thru	0	0			
WB Right-Thru	1	1			
WB Right	0	0			

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Critical Movement Analysis: Results Summary

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	<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes	797	634
North/South Critical Volumes	132	166
Sum of Critical Volumes	929	800
Capacity	1,500	1,500
Intersection CMA Value	0.619	0.533
ATCS CMA Value	0.519	0.433
Intersection Level of Service	A	A

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Existing Conditions



INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 13 Melrose Avenue and Formosa Avenue
Scenario: Future Conditions (2010), Without Project

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>					<u>PM Peak Hour Traffic Volumes</u>				
	<u>Related</u>	<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>	<u>Critical</u>	<u>Related</u>	<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>	<u>Critical</u>
NB Left	0	1	30	N/A	*	0	1	41	N/A	*
NB Thru	0	2	58	102		0	2	57	127	
NB Right	0	0	14	N/A		0	1	29	N/A	
SB Left	0	1	27	N/A		0	1	25	N/A	
SB Thru	0	1	43	106	*	0	2	72	130	*
SB Right	0	1	36	N/A		0	1	33	N/A	
EB Left	0	0	10	N/A	*	0	0	8	N/A	
EB Thru	48	31	1105	561		38	37	1306	667	*
EB Right	0	0	7	N/A		0	1	21	N/A	
WB Left	0	0	13	N/A		0	0	4	N/A	*
WB Thru	16	45	1572	818	*	74	29	1055	547	
WB Right	0	1	50	N/A		0	1	35	N/A	

<u>Movement</u>	<u>AM PEAK PM PEAK</u>		<u>Approach Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	0	0	NorthBound	0	0
NB Left-Thru	1	1	SouthBound	0	0
NB Thru	0	0	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	0	0			
SB Left	0	0	Number of Phases	2	2
SB Left-Thru	1	1	Phasing		
SB Thru	0	0	Capacity	1500	1500
SB Right-Thru	0	0			
SB Right	0	0			
EB Left	0	0			
EB Left-Thru	1	1			
EB Thru	0	0			
EB Right-Thru	1	1			
EB Right	0	0			
WB Left	0	0			
WB Left-Thru	1	1			
WB Thru	0	0			
WB Right-Thru	1	1			
WB Right	0	0			

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Critical Movement Analysis: Results Summary

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	<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes	828	672
North/South Critical Volumes	136	171
Sum of Critical Volumes	964	842
Capacity	1,500	1,500
Intersection CMA Value	0.643	0.562
ATCS CMA Value	0.543	0.462
Intersection Level of Service	A	A

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Future Conditions (2010), Without Project



INTERSECTION CMA WORKSHEET
Project: La Brea Gateway

Intersection: 13 Melrose Avenue and Formosa Avenue
Scenario: Future Conditions (2010), With Project

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>					<u>PM Peak Hour Traffic Volumes</u>				
	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>
NB Left	30	0	30	N/A	*	41	0	41	N/A	*
NB Thru	58	0	58	102		57	0	57	127	
NB Right	14	0	14	N/A		29	0	29	N/A	
SB Left	27	0	27	N/A		25	0	25	N/A	
SB Thru	43	0	43	106	*	72	0	72	130	*
SB Right	36	0	36	N/A		33	0	33	N/A	
EB Left	10	0	10	N/A	*	8	0	8	N/A	
EB Thru	1105	0	1105	561		1306	20	1326	677	*
EB Right	7	0	7	N/A		21	0	21	N/A	
WB Left	13	0	13	N/A		4	0	4	N/A	*
WB Thru	1572	11	1583	824	*	1055	11	1066	552	
WB Right	50	0	50	N/A		35	0	35	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	0	0	NorthBound	0	0
NB Left-Thru	1	1	SouthBound	0	0
NB Thru	0	0	EastBound	0	0
NB Right-Thru	0	0	WestBound	0	0
NB Right	0	0			
SB Left	0	0	Number of Phases	2	2
SB Left-Thru	1	1	Phasing		
SB Thru	0	0	Capacity	1500	1500
SB Right-Thru	0	0			
SB Right	0	0			

<u>Critical Movement Analysis: Results Summary</u>			<u>AM PEAK</u>	<u>PM PEAK</u>
EB Left	0	0		
EB Left-Thru	1	1		
EB Thru	0	0		
EB Right-Thru	1	1	East/West Critical Volumes	834 682
EB Right	0	0	North/South Critical Volumes	136 171
			Sum of Critical Volumes	970 852
			Capacity	1,500 1,500
WB Left	0	0	Intersection CMA Value	0.647 0.568
WB Left-Thru	1	1	ATCS CMA Value	0.547 0.468
WB Thru	0	0	Intersection Level of Service	A A
WB Right-Thru	1	1	PROJECT IMPACT VALUE	0.004 0.006
WB Right	0	0		

Future Conditions (2010), With Project

INTERSECTION CMA WORKSHEET
Project: La Brea Gateway

Intersection: 14 La Brea Avenue and Melrose Avenue
Scenario: Existing Conditions

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>			<u>PM Peak Hour Traffic Volumes</u>		
	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>
NB Left	90	90	*	78	78	*
NB Thru	1007	383		1433	535	
NB Right	142	N/A		171	N/A	
SB Left	149	149		50	50	
SB Thru	1501	531	*	1462	527	*
SB Right	93	N/A		119	N/A	
EB Left	125	125	*	123	123	
EB Thru	795	425		1057	590	*
EB Right	54	N/A		122	N/A	
WB Left	146	146		220	220	*
WB Thru	1374	712	*	856	470	
WB Right	50	N/A		83	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u> <u>Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	3	3
SB Left-Thru	0	0	Phasing		
SB Thru	2	2			
SB Right-Thru	1	1	Capacity	1425	1425
SB Right	0	0			
EB Left	1	1			
EB Left-Thru	0	0			
EB Thru	1	1			
EB Right-Thru	1	1			
EB Right	0	0			
WB Left	1	1			
WB Left-Thru	0	0			
WB Thru	1	1			
WB Right-Thru	1	1			
WB Right	0	0			

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Critical Movement Analysis: Results Summary
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	<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes	837	810
North/South Critical Volumes	621	605
Sum of Critical Volumes	1,458	1,415
Capacity	1,425	1,425
Intersection CMA Value	1.023	0.993
ATSAC CMA Value	0.923	0.893
Intersection Level of Service	E	D

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Existing Conditions



INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 14 La Brea Avenue and Melrose Avenue
Scenario: Future Conditions (2010), Without Project

<u>Movement</u>	<u>Related</u>	<u>AM Peak Hour Traffic Volumes</u>				<u>Critical</u>	<u>PM Peak Hour Traffic Volumes</u>				<u>Critical</u>
		<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>	<u>Related</u>		<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>		
NB Left	18	3	111	111	*	10	2	90	90	*	
NB Thru	320	30	1357	503		300	43	1776	654		
NB Right	5	4	151	N/A		10	5	186	N/A		
SB Left	2	4	155	155		17	2	69	69		
SB Thru	219	45	1765	621	*	427	44	1933	691	*	
SB Right	2	3	98	N/A		17	4	140	N/A		
EB Left	20	4	149	149	*	6	4	133	133		
EB Thru	18	24	837	451		27	32	1116	623	*	
EB Right	10	2	66	N/A		5	4	131	N/A		
WB Left	10	4	160	160		5	7	232	232	*	
WB Thru	9	41	1424	748	*	47	26	929	510		
WB Right	20	2	72	N/A		6	2	91	N/A		

<u>Movement</u>	<u>AM PEAK PM PEAK</u>		<u>Approach Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	3	3
SB Left-Thru	0	0	Phasing		
SB Thru	2	2	Capacity	1425	1425
SB Right-Thru	1	1			
SB Right	0	0			

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Critical Movement Analysis: Results Summary

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			<u>AM PEAK</u>	<u>PM PEAK</u>
EB Left	1	1		
EB Left-Thru	0	0		
EB Thru	1	1		
EB Right-Thru	1	1	East/West Critical Volumes	897 855
EB Right	0	0	North/South Critical Volumes	732 781
			Sum of Critical Volumes	1,628 1,636
			Capacity	1,425 1,425
WB Left	1	1	Intersection CMA Value	1.143 1.148
WB Left-Thru	0	0	ATSAC CMA Value	1.043 1.048
WB Thru	1	1	Intersection Level of Service	F F
WB Right-Thru	1	1		
WB Right	0	0		

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Future Conditions (2010), Without Project



INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 14 La Brea Avenue and Melrose Avenue
Scenario: Future Conditions (2010), With Project

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>					<u>PM Peak Hour Traffic Volumes</u>				
	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>
NB Left	111	0	111	111	*	90	0	90	90	*
NB Thru	1357	1	1358	453		1776	47	1823	670	
NB Right	151	0	151	N/A		186	0	186	N/A	
SB Left	155	8	163	163		69	8	77	77	
SB Thru	1765	26	1791	633	*	1933	27	1960	703	*
SB Right	98	11	109	N/A		140	11	151	N/A	
EB Left	149	0	149	149	*	133	20	153	153	
EB Thru	837	0	837	451		1116	0	1116	623	*
EB Right	66	0	66	N/A		131	0	131	N/A	
WB Left	160	0	160	160		232	0	232	232	*
WB Thru	1424	0	1424	748	*	929	0	929	517	
WB Right	72	1	73	N/A		91	14	105	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	3	3
SB Left-Thru	0	0	Phasing		
SB Thru	2	2	Capacity	1425	1425
SB Right-Thru	1	1			
SB Right	0	0			

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Critical Movement Analysis: Results Summary
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	<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes	897	855
North/South Critical Volumes	744	794
Sum of Critical Volumes	1,641	1,649
Capacity	1,425	1,425
Intersection CMA Value	1.152	1.157
ATSAC CMA Value	1.052	1.057
Intersection Level of Service	F	F
PROJECT IMPACT VALUE	0.009	0.009

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 Future Conditions (2010), With Project



INTERSECTION CMA WORKSHEET
Project: La Brea Gateway

Intersection: 15 Highland Avenue and Melrose Avenue
Scenario: Existing Conditions

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>			<u>PM Peak Hour Traffic Volumes</u>		
	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>
NB Left	0	N/A	*	0	N/A	
NB Thru	948	534		1150	652	*
NB Right	120	N/A		153	N/A	
SB Left	59	59		64	64	*
SB Thru	1190	595	*	1138	569	
SB Right	273	273		163	163	
EB Left	142	142	*	88	88	
EB Thru	874	454		1150	584	*
EB Right	33	N/A		17	N/A	
WB Left	277	277		284	284	*
WB Thru	1345	692	*	935	494	
WB Right	38	N/A		52	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u> <u>Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	0	0	NorthBound	0	0
NB Left-Thru	1	1	SouthBound	0	0
NB Thru	0	0	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	3	3
SB Left-Thru	0	0	Phasing		
SB Thru	2	2			
SB Right-Thru	0	0	Capacity	1425	1425
SB Right	1	1			
EB Left	1	1			
EB Left-Thru	0	0			
EB Thru	1	1			
EB Right-Thru	1	1			
EB Right	0	0			
WB Left	1	1			
WB Left-Thru	0	0			
WB Thru	1	1			
WB Right-Thru	1	1			
WB Right	0	0			

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Critical Movement Analysis: Results Summary
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	<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes	834	868
North/South Critical Volumes	595	716
Sum of Critical Volumes	1,429	1,583
Capacity	1,425	1,425
Intersection CMA Value	1.002	1.111
ATSAC CMA Value	0.902	1.011
Intersection Level of Service	E	F

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Existing Conditions



INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 15 Highland Avenue and Melrose Avenue
Scenario: Future Conditions (2010), Without Project

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>					<u>PM Peak Hour Traffic Volumes</u>				
	<u>Related</u>	<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>	<u>Critical</u>	<u>Related</u>	<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>	<u>Critical</u>
NB Left	0	0	0	N/A		0	0	0	N/A	
NB Thru	121	28	1097	611	*	293	35	1478	818	*
NB Right	0	4	124	N/A		0	5	158	N/A	
SB Left	0	2	61	61	*	0	2	66	66	*
SB Thru	109	36	1335	667		350	34	1522	761	
SB Right	0	8	281	281		0	5	168	168	
EB Left	0	4	146	146	*	0	3	91	91	
EB Thru	20	26	920	477		44	35	1229	623	*
EB Right	0	1	34	N/A		0	1	18	N/A	
WB Left	0	8	285	285		0	9	293	293	*
WB Thru	29	40	1414	727	*	53	28	1016	535	
WB Right	0	1	39	N/A		0	2	54	N/A	

<u>Movement</u>	<u>AM PEAK PM PEAK</u>		<u>Approach Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	0	0	NorthBound	0	0
NB Left-Thru	1	1	SouthBound	0	0
NB Thru	0	0	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	3	3
SB Left-Thru	0	0	Phasing		
SB Thru	2	2	Capacity	1425	1425
SB Right-Thru	0	0			
SB Right	1	1			

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Critical Movement Analysis: Results Summary

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			<u>AM PEAK</u>	<u>PM PEAK</u>
EB Left	1	1		
EB Left-Thru	0	0		
EB Thru	1	1		
EB Right-Thru	1	1	East/West Critical Volumes	873 916
EB Right	0	0	North/South Critical Volumes	671 883
			Sum of Critical Volumes	1,544 1,799
			Capacity	1,425 1,425
WB Left	1	1	Intersection CMA Value	1.084 1.262
WB Left-Thru	0	0	ATSAC CMA Value	0.984 1.162
WB Thru	1	1	Intersection Level of Service	E F
WB Right-Thru	1	1		
WB Right	0	0		

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Future Conditions (2010), Without Project



INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 15 Highland Avenue and Melrose Avenue
Scenario: Future Conditions (2010), With Project

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>					<u>PM Peak Hour Traffic Volumes</u>				
	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>
NB Left	0	0	0	N/A		0	0	0	N/A	
NB Thru	1097	1	1098	611	*	1478	7	1485	821	*
NB Right	124	0	124	N/A		158	0	158	N/A	
SB Left	61	0	61	61	*	66	0	66	66	*
SB Thru	1335	4	1339	669		1522	6	1528	764	
SB Right	281	0	281	281		168	0	168	168	
EB Left	146	0	146	146	*	91	0	91	91	
EB Thru	920	8	928	481		1229	9	1238	628	*
EB Right	34	0	34	N/A		18	0	18	N/A	
WB Left	285	0	285	285		293	0	293	293	*
WB Thru	1414	1	1415	727	*	1016	14	1030	542	
WB Right	39	0	39	N/A		54	0	54	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	0	0	NorthBound	0	0
NB Left-Thru	1	1	SouthBound	0	0
NB Thru	0	0	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	3	3
SB Left-Thru	0	0	Phasing		
SB Thru	2	2	Capacity	1425	1425
SB Right-Thru	0	0			
SB Right	1	1			

Critical Movement Analysis: Results Summary

	<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes	874	920
North/South Critical Volumes	672	887
Sum of Critical Volumes	1,545	1,807
Capacity	1,425	1,425
Intersection CMA Value	1.084	1.268
ATSAC CMA Value	0.984	1.168
Intersection Level of Service	E	F
PROJECT IMPACT VALUE	0.000	0.006

Future Conditions (2010), With Project



INTERSECTION CMA WORKSHEET
Project: La Brea Gateway

Intersection: 16 La Brea Avenue and Beverly Boulevard
Scenario: Existing Conditions

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>			<u>PM Peak Hour Traffic Volumes</u>		
	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>	<u>Counts</u>	<u>VPL</u>	<u>Critical</u>
NB Left	34	34	*	77	77	*
NB Thru	952	330		1312	473	
NB Right	39	N/A		107	N/A	
SB Left	72	72		104	104	
SB Thru	1352	488	*	1402	543	*
SB Right	112	N/A		228	N/A	
EB Left	65	65	*	144	144	*
EB Thru	654	327		1077	539	
EB Right	75	75		96	96	
WB Left	88	88		94	94	
WB Thru	787	404	*	1023	545	*
WB Right	21	N/A		67	N/A	

<u>Movement</u>	<u>AM PEAK</u>	<u>PM PEAK</u>	<u>Approach</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	<u>Direction</u> NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	2	2
SB Left-Thru	0	0	Phasing		
SB Thru	2	2			
SB Right-Thru	1	1	Capacity	1500	1500
SB Right	0	0			
EB Left	1	1			
EB Left-Thru	0	0			
EB Thru	2	2			
EB Right-Thru	0	0			
EB Right	1	1			
WB Left	1	1			
WB Left-Thru	0	0			
WB Thru	1	1			
WB Right-Thru	1	1			
WB Right	0	0			

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Critical Movement Analysis: Results Summary
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	<u>AM PEAK</u>	<u>PM PEAK</u>
East/West Critical Volumes	469	689
North/South Critical Volumes	522	620
Sum of Critical Volumes	991	1,309
Capacity	1,500	1,500
Intersection CMA Value	0.661	0.873
ATSAC CMA Value	0.591	0.803
Intersection Level of Service	A	D

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Existing Conditions



INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 16 La Brea Avenue and Beverly Boulevard
Scenario: Future Conditions (2010), Without Project

<u>Movement</u>	<u>Related</u>	<u>AM Peak Hour Traffic Volumes</u>				<u>Critical</u>	<u>Related</u>	<u>PM Peak Hour Traffic Volumes</u>			<u>Critical</u>
		<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>	<u>VPL</u>			<u>Growth</u>	<u>W/O Project</u>	<u>VPL</u>	
NB Left	0	1	35	35	*	0	2	79	79	*	
NB Thru	328	29	1309	450		325	39	1676	596		
NB Right	0	1	40	N/A		0	3	110	N/A		
SB Left	0	2	74	74		0	3	107	107		
SB Thru	249	41	1642	586	*	313	42	1757	664	*	
SB Right	0	3	115	N/A		0	7	235	N/A		
EB Left	0	2	67	67	*	0	4	148	148	*	
EB Thru	11	20	685	342		20	32	1129	565		
EB Right	0	2	77	77		0	3	99	99		
WB Left	0	3	91	91		0	3	97	97		
WB Thru	5	24	816	419	*	10	31	1064	566	*	
WB Right	0	1	22	N/A		0	2	69	N/A		

<u>Movement</u>	<u>AM PEAK PM PEAK</u>		<u>Approach Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	2	2
SB Left-Thru	0	0	Phasing		
SB Thru	2	2	Capacity	1500	1500
SB Right-Thru	1	1			
SB Right	0	0			

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Critical Movement Analysis: Results Summary

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			<u>AM PEAK</u>	<u>PM PEAK</u>
EB Left	1	1		
EB Left-Thru	0	0		
EB Thru	2	2		
EB Right-Thru	0	0		
EB Right	1	1		
WB Left	1	1		
WB Left-Thru	0	0		
WB Thru	1	1		
WB Right-Thru	1	1		
WB Right	0	0		
		East/West Critical Volumes	486	715
		North/South Critical Volumes	621	743
		Sum of Critical Volumes	1,106	1,458
		Capacity	1,500	1,500
		Intersection CMA Value	0.737	0.972
		ATSAC CMA Value	0.637	0.872
		Intersection Level of Service	B	D

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Future Conditions (2010), Without Project



INTERSECTION CMA WORKSHEET

Project: La Brea Gateway

Intersection: 16 La Brea Avenue and Beverly Boulevard
Scenario: Future Conditions (2010), With Project

<u>Movement</u>	<u>AM Peak Hour Traffic Volumes</u>					<u>PM Peak Hour Traffic Volumes</u>				
	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>	<u>W/O Proj.</u>	<u>Project</u>	<u>W/ Project</u>	<u>VPL</u>	<u>Critical</u>
NB Left	35	0	35	35	*	79	0	79	79	*
NB Thru	1309	1	1310	450		1676	30	1706	606	
NB Right	40	0	40	N/A		110	0	110	N/A	
SB Left	74	4	78	78		107	4	111	111	
SB Thru	1642	17	1659	593	*	1757	17	1774	671	*
SB Right	115	5	120	N/A		235	5	240	N/A	
EB Left	67	0	67	67	*	148	8	156	156	*
EB Thru	685	0	685	342		1129	0	1129	565	
EB Right	77	0	77	77		99	0	99	99	
WB Left	91	0	91	91		97	0	97	97	
WB Thru	816	0	816	419	*	1064	0	1064	570	*
WB Right	22	1	23	N/A		69	8	77	N/A	

<u>Movement</u>	<u>AM PEAK PM PEAK</u>		<u>Approach Direction</u>	<u>RTOR Reductions</u>	
	<u>Lanes</u>	<u>Lanes</u>		<u>AM PEAK</u>	<u>PM PEAK</u>
NB Left	1	1	NorthBound	0	0
NB Left-Thru	0	0	SouthBound	0	0
NB Thru	2	2	EastBound	0	0
NB Right-Thru	1	1	WestBound	0	0
NB Right	0	0			
SB Left	1	1	Number of Phases	2	2
SB Left-Thru	0	0	Phasing		
SB Thru	2	2	Capacity	1500	1500
SB Right-Thru	1	1			
SB Right	0	0			

Critical Movement Analysis: Results Summary

			<u>AM PEAK</u>	<u>PM PEAK</u>
EB Left	1	1		
EB Left-Thru	0	0		
EB Thru	2	2		
EB Right-Thru	0	0		
EB Right	1	1		
WB Left	1	1		
WB Left-Thru	0	0		
WB Thru	1	1		
WB Right-Thru	1	1		
WB Right	0	0		
		East/West Critical Volumes	486	727
		North/South Critical Volumes	628	751
		Sum of Critical Volumes	1,114	1,477
		Capacity	1,500	1,500
		Intersection CMA Value	0.743	0.985
		ATSAC CMA Value	0.643	0.885
		Intersection Level of Service	B	D
		PROJECT IMPACT VALUE	0.006	0.013

Future Conditions (2010), With Project

APPENDIX H

CONCEPT MITIGATION DRAWINGS

