APPENDIX IV.I

Traffic Impact Study

DRAFT

TRAFFIC IMPACT STUDY FOR THE PROPOSED MUSEUM SQUARE OFFICE BUILDING AT 5757 WILSHIRE BOULEVARD, CITY OF LOS ANGELES

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INTRODUCTION

Crain & Associates has prepared this traffic impact study to assess the potential traffic impacts of the Museum Square Office Building, a proposed 253,962 square-foot office building to be located in the Wilshire Community Plan Area of the City of Los Angeles. The project is located at 5757 Wilshire Boulevard, on the same site as an existing, larger office building. The site is bounded by Curson Avenue to the west, Wilshire Boulevard to the south, Masselin Avenue to the east, and two multi-family residential developments to the north. Project parking would be provided via a surface parking lot and a multi-level parking structure on the project site. The location of the project site is shown in Figure 1, Project Site Vicinity Map.

This analysis was prepared in accordance with the assumptions, methodologies, and procedures outlined in the City of Los Angeles Department of Transportation (LADOT) *Traffic Study Policies and Procedures* (May 2012). The analysis is also consistent with the guidelines in the Los Angeles County Congestion Management Program (CMP). This report presents the results of a detailed analysis of existing (2013) and future (2016) traffic conditions during both the AM and PM peak hours at the following 23 signalized study intersections and two residential street segment locations:

Study Intersections

1. Crescent Heights Blvd./3rd St.
2. Crescent Heights Blvd./6th St.
3. Fairfax Ave./Beverly Blvd.
4. Fairfax Ave./3rd St.
5. Fairfax Ave./6th St.
6. Fairfax Ave./Wilshire Blvd.
7. Fairfax Ave./Olympic Blvd.
8. Curson Ave./6th St.

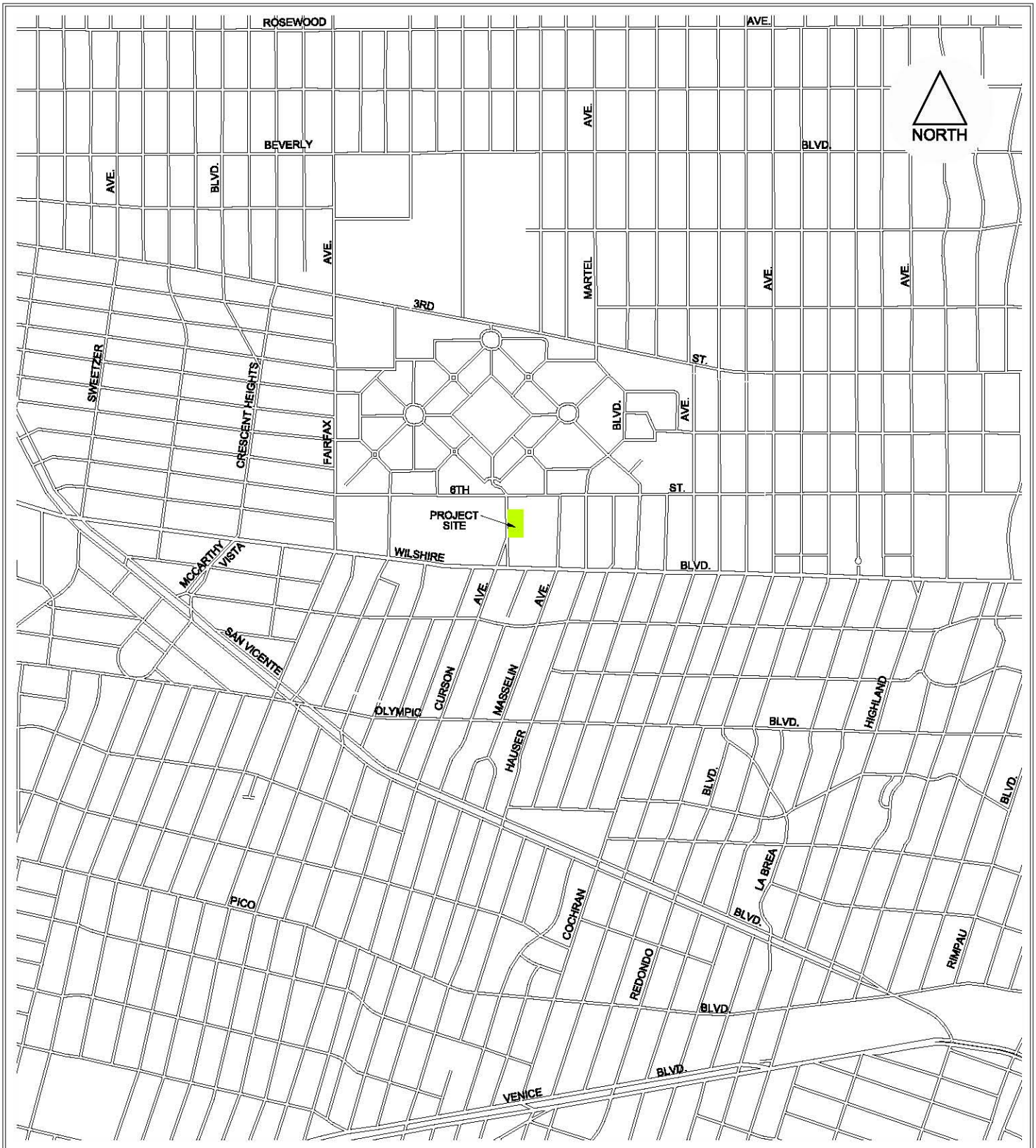

FIGURE 1

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FN: MUSEUM SQUARE OFFICE\SITEVICN

PROJECT SITE VICINITY MAP

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9. Curson Ave./Wilshire Blvd.
10. Curson Ave./Olympic Blvd.
11. Masselin Ave./Wilshire Blvd.
12. Hauser Blvd./6th St.
13. Hauser Blvd./Wilshire Blvd.
14. Hauser Blvd./Olympic Blvd.
15. Hauser Blvd./San Vicente Blvd.
16. La Brea Ave./Beverly Blvd.
17. La Brea Ave./3rd St.
18. La Brea Ave./6th St.
19. La Brea Ave./Wilshire Blvd.
20. La Brea Ave./Olympic Blvd.
21. La Brea Ave./San Vicente Blvd.
22. Highland Ave./3rd St.
23. Highland Ave./Wilshire Blvd.

Residential Street Segments

1. Curson Ave., south of 8th St.
2. Masselin Ave., south of 8th St.

The locations of these study intersections and residential street segments are shown in Figure 2, Study Intersections and Street Segments. The following traffic conditions have been analyzed: Existing (2013) traffic volumes, Existing (2013) Plus Project traffic volumes, Future (2016) Without Project traffic volumes, and Future (2016) With Project traffic volumes. The future analyses included cumulative traffic attributable to ambient growth and related projects within the project study area.

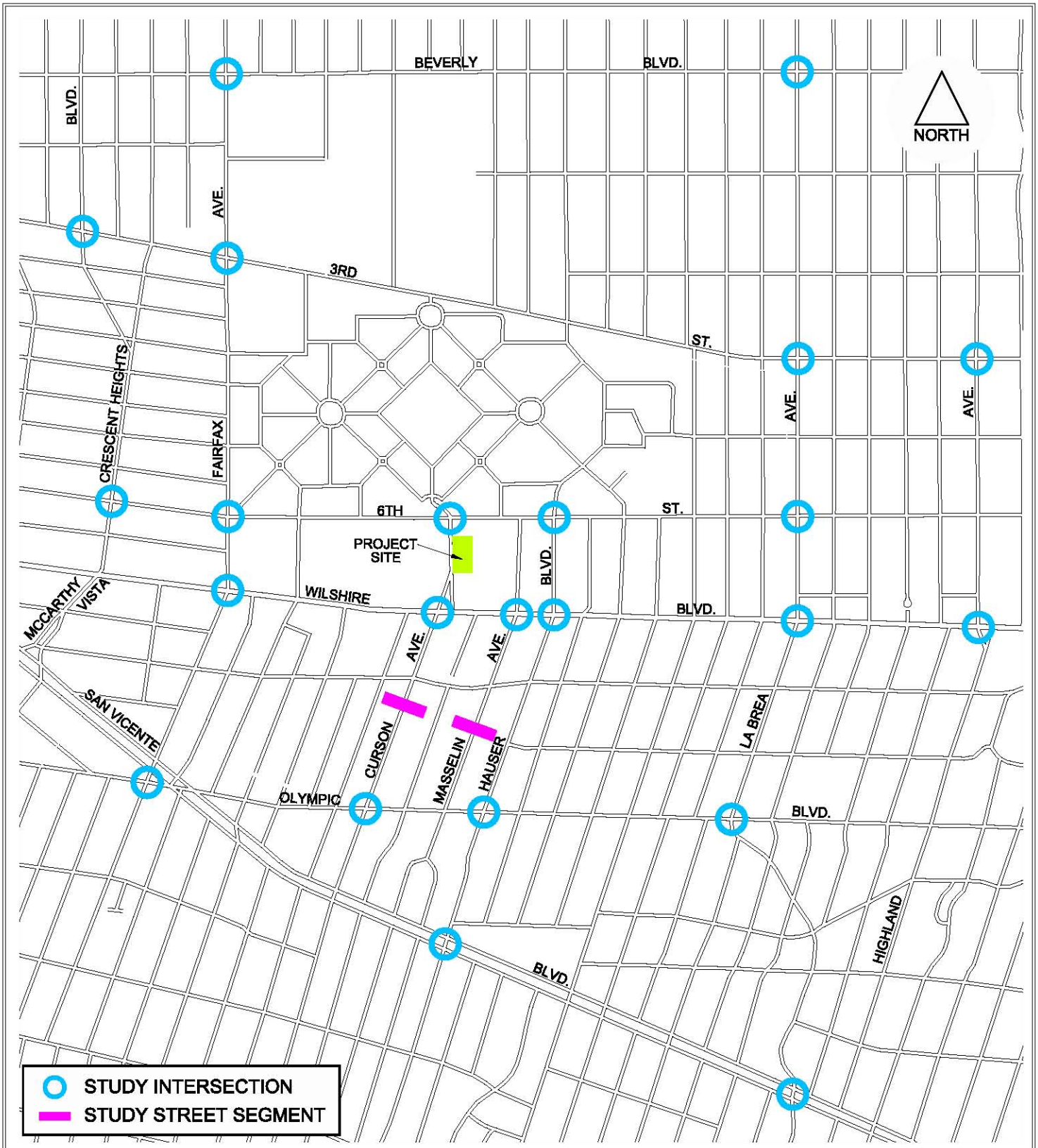

FIGURE 2

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FN: MUSEUM SQUARE OFFICE\STUDY-INT

STUDY INTERSECTIONS AND STREET SEGMENTS

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PROJECT DESCRIPTION

The project under consideration is the proposed Museum Square Office Building to be located at 5757 Wilshire Boulevard in the Wilshire Community Plan Area of the City of Los Angeles. The proposed 253,962 square-foot office building would be added to the same site as an existing, larger office building. The site is bounded by Curson Avenue to the west, Wilshire Boulevard to the south, Masselin Avenue to the east, and two multi-family residential developments to the north. The proposed office building would be situated along the west boundary of the project site, abutting Curson Avenue and centered between 6th Street and Wilshire Boulevard.

The project would provide on-site parking via a surface lot and a multi-level parking structure. Under existing conditions, the surface parking lot provides 117 spaces and the parking structure provides 1,373 spaces, for a total of 1,490 spaces. With construction of the proposed project, the existing surface lot would be reduced in size (by 65 spaces) and the parking structure would be increased in size (by 615 spaces) through the addition of two new levels, totaling 2,040 parking spaces on-site.

Vehicular access to the project site parking would remain generally unchanged with construction of the proposed office building. The two full-access driveways intersecting the east side of Curson Avenue, providing access to both the surface lot and parking structure, would continue to be provided. The northerly Curson Avenue driveway would be modified from its existing configuration of dual entry lanes and a single exit lane to provide a single entry lane and dual exit lanes. The full-access driveway and exit-only driveway intersecting the west side of Masselin Avenue, providing access to the parking structure, would continue to be provided. The full-access service/drop-off driveway for the existing office building, also intersecting the west side of Masselin Avenue, would continue to be provided. Another minor change in project access would be the addition

of a drop-off area for the proposed office building along the east side of Curson Avenue, approximately 350 feet north of Wilshire Boulevard. The conceptual project site plan for the project is shown in Figure 3, Conceptual Project Site Plan.

FIGURE 3

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File: MUSEUM SQUARE OFFICESITEPLAN

CONCEPTUAL PROJECT SITE PLAN

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ENVIRONMENTAL SETTING

The proposed project site is located along the north side of Wilshire Boulevard, at 5757 Wilshire Boulevard, between Curson Avenue and Masselin Avenue. Located along the Miracle Mile within the Wilshire Community Plan Area, surrounding the project site is a diverse urban area composed of residential, commercial retail and office, and institutional uses, as well as recreational uses and public space.

The Los Angeles County Museum of Art (LACMA) is located approximately one-quarter mile west of the project site. The LACMA campus consists of a series of buildings including the Pavilion for Japanese Art, Bing Center, Art of the Americas Building, Hammer Building, Ahmanson Building, BP Grand Entrance, Broad Contemporary Art Museum, Resnick Pavilion, and LACMA West. Hancock Park, the La Brea Tar Pits, and the Page Museum are all located on the same block containing the LACMA (generally bounded by Fairfax Avenue, Curson Avenue, 6th Street, and Wilshire Boulevard).

Low-to-medium density residential uses are interspersed with areas of higher density residential uses throughout the Wilshire Community Plan Area. Park La Brea, a multi-family residential community, is located approximately one-quarter mile north of the project site. Commercial uses are concentrated along major boulevards in the project area, including Beverly Boulevard, 3rd Street, Wilshire Boulevard, and Olympic Boulevard. Fairfax Avenue and La Brea Avenue, west and east of the project site, respectively, also serve as primary commercial corridors. The Grove at Farmer's Market, a prime commercial destination in the project area, is located approximately three-quarters of a mile northwest of the project site, at the northeast corner of Fairfax Avenue and 3rd Street. Pan Pacific Park is located immediately east of The Grove at Farmer's Market.

The project site and surrounding uses are well-served by Major and Secondary Highways, including Beverly Boulevard, 3rd Street, 6th Street, Wilshire Boulevard, Olympic Boulevard, San Vicente Boulevard, Crescent Heights Boulevard, Fairfax Avenue, La Brea Avenue, and Highland Avenue. In addition to the local surface street system, the Santa Monica Freeway (Interstate 10) is located approximately two miles south of the project site and provides access to the regional freeway network. These transportation facilities, depicted previously in Figure 1, are described in more detail below.

Existing Freeways, Highways, and Streets

The Santa Monica Freeway (Interstate 10) is a primary east-west arterial in the County of Los Angeles. This facility, located approximately two miles south of the project site, provides a continuous route from the City of Santa Monica through Downtown Los Angeles and continues eastward through the Counties of San Bernardino and Riverside. South of the project site, the Santa Monica Freeway provides four mainline travel lanes in each direction, with auxiliary lanes between some ramp locations. Interchanges are provided at La Cienega Boulevard, Fairfax Avenue, La Brea Avenue, and Crenshaw Boulevard. According to the most current (2011) data available through the California Department of Transportation ("Caltrans") website, annual average daily traffic (AADT) volumes on the Santa Monica Freeway, between La Brea Avenue and Crenshaw Boulevard, are approximately 275,000 vehicles per day (VPD), with peak-hour volumes of approximately 19,000 vehicles per hour (VPH).

Beverly Boulevard is an east-west Major Highway Class II throughout the Wilshire Community Plan Area. This roadway serves as a major arterial in the greater Los Angeles area, extending from Santa Monica Boulevard in the City of Beverly Hills to the Westlake community of Los Angeles, where it becomes 1st Street. In the project study area, this roadway generally provides two through travel lanes per direction, with left-

and right-turn channelization provided at major intersections. Parking is provided intermittently on both sides of Beverly Boulevard within the project study area.

3rd Street is an east-west Secondary Highway within the Wilshire Community Plan Area. The roadway runs from its westerly terminus at Civic Center Drive in the City of Beverly Hills, discontinuously through the City of Los Angeles, to the unincorporated area of East Los Angeles in the County of Los Angeles, where it becomes Pomona Boulevard. In the project study area, this roadway generally provides two through travel lanes per direction, with left- and right-turn channelization provided at major intersections. Parking is provided intermittently along the north side of 3rd Street within the project study area. At its intersection with Crescent Heights Boulevard, eastbound and westbound left-turn movements from 3rd Street are not allowed during the weekday AM and PM peak periods.

6th Street is an east-west Secondary Highway, east of Fairfax Avenue, and a Collector Street, west of Fairfax Avenue, within the Wilshire Community Plan Area. The roadway runs from its westerly terminus at San Vicente Boulevard to the Los Angeles River, where it becomes Whittier Boulevard. In the project study area, this roadway generally provides two through travel lanes per direction, with left-turn channelization provided at major intersections. Parking is provided along both sides of 6th Street within the project study area, with certain restrictions. At its intersections with Hauser Boulevard and La Brea Avenue, eastbound and westbound left turns from 6th Street are not permitted during the weekday AM and PM peak periods.

Wilshire Boulevard is an east-west Major Highway Class II within the Wilshire Community Plan Area. This roadway serves as a major arterial in the greater Los Angeles area, extending from Ocean Avenue in the City of Santa Monica to Grand Avenue in Downtown Los Angeles. The project site is bounded by Wilshire Boulevard to the south. In the vicinity of the project site, this roadway generally provides three

through travel lanes per direction, with left-turn channelization provided at major intersections. Parking is provided on both sides of Wilshire Boulevard within the project study area; however, parking is prohibited during the weekday peak periods. A raised median exists along the roadway segment between Fairfax Avenue and La Brea Avenue.

Olympic Boulevard is an east-west Major Highway Class II within the Wilshire Community Plan Area. This roadway extends from 5th Street in the City of Santa Monica to 4th Street in the City of Montebello. In the vicinity of the project site, this roadway generally provides three through travel lanes per direction, separated by a two-way left-turn lane. Left-turn channelization is provided at major intersections. Parking is provided on both sides of Olympic Boulevard within the project study area; however, parking is prohibited during the weekday peak periods.

San Vicente Boulevard is a Major Highway Class II with a general southeast-northwest alignment within the Wilshire Community Plan Area. This roadway extends from Sunset Boulevard in the City of West Hollywood to Venice Boulevard in the Wilshire Community Plan Area. In the project study area, this roadway generally provides three through travel lanes per direction, with left and right-turn channelization provided at major intersections. Parking is provided on both sides of San Vicente Boulevard within the project study area. A raised median exists along the roadway segment throughout the project study area.

Crescent Heights Boulevard is a north-south Secondary Highway, north of San Vicente Boulevard, and a Collector Street, south of San Vicente Boulevard, within the Wilshire Community Plan Area. This roadway extends discontinuously from its southerly terminus near Guthrie Avenue to the Hollywood community, where it becomes Laurel Canyon Boulevard. In the project study area, this roadway generally provides two through travel lanes per direction. Parking is provided along both sides of Crescent

Heights Boulevard within the project study area; however, parking on the west side of the roadway is prohibited during the AM peak period and parking on the west side is prohibited during the PM peak period. During the weekday AM and PM peak periods, northbound and southbound left turns from Crescent Heights Boulevard are not allowed at its intersections with 3rd Street and 6th Street.

Fairfax Avenue is a north-south Secondary Highway within the Wilshire Community Plan Area. This roadway extends discontinuously from its southerly terminus at 64th Street to just north of Hollywood Boulevard. In the project study area, this roadway generally provides two through travel lanes per direction separated by a two-way left-turn lane, with left- and/or right-turn channelization provided at major intersections. Parking is provided intermittently along both sides of Fairfax Avenue within the project study area. At its intersection with Olympic Boulevard, left-turn movements from southbound Highland Avenue are prohibited.

Curson Avenue is a north-south Collector Street within the Wilshire Community Plan Area. The roadway runs discontinuously from just south of the Santa Monica Freeway to its northerly terminus within the Park La Brea residential community. The project site is bounded by Curson Avenue to the west. In the project study area, this roadway provides one through travel lane per direction, with left-turn channelization provided at major intersections. Speed humps are provided along Curson Avenue between 8th Street and Olympic Boulevard and to the south of Olympic Boulevard. Parking is provided intermittently along both sides of Curson Avenue within the project study area. Approximately 95 feet east of the intersection of Curson Avenue and Wilshire Boulevard, a northbound one-way leg is provided that connects Wilshire Boulevard to Curson Avenue. Given the presence of a raised median along Wilshire Boulevard, this northbound one-way leg serves only westbound motorists on Wilshire Boulevard by allowing right-turns onto northbound Curson Avenue in advance of the signalized

intersection. A triangular-shaped raised median separates Curson Avenue from the northbound one-way leg.

Masselin Avenue is a north-south Local Street within the Wilshire Community Plan Area. The roadway runs from Pico Boulevard to 6th Street and also serves as the easterly boundary of the project site. In the project study area, Masselin Avenue provides one through travel lane per direction, with parking provided along both sides of the roadway. Speed humps are provided along Masselin Avenue between Wilshire Boulevard and Olympic Boulevard.

Hauser Boulevard is a north-south Collector Street within the Wilshire Community Plan Area. The roadway runs discontinuously from just south of Rodeo Road to 3rd Street, where it becomes Martel Avenue. In the project study area, this roadway generally provides one through travel lane per direction, with left- and/or right-turn channelization provided at major intersections. Parking is provided intermittently along both sides of Hauser within the project study area.

La Brea Avenue is a north-south Major Highway Class II within the Wilshire Community Plan Area. This roadway extends from its southerly terminus in the unincorporated area of Lennox in the County of Los Angeles (where it becomes Hawthorne Boulevard) to just north of Franklin Avenue. In the project study area, this roadway generally provides three through travel lanes per direction, separated by a two-way left-turn lane. Left-turn channelization is provided at major intersections. Parking is provided on both sides of La Brea Avenue within the project study area; however, parking is prohibited during the weekday peak periods.

Highland Avenue is a north-south Secondary Highway, north of Edgewood Place, and a Local Street, south of Edgewood Place, within the Wilshire Community Plan Area. This roadway extends discontinuously from its southerly terminus near Santa Monica

Freeway to the Hollywood Freeway (US-101) in the Hollywood community. In the project study area, this roadway generally provides two through travel lanes per direction, with left- and/or right-turn channelization provided at major intersections. Parking is provided along both sides of Highland Avenue within the project study area. At its intersection with 3rd Street, northbound and southbound left-turn movements from Highland Avenue are not allowed during the weekday AM and PM peak periods.

Existing (2013) Traffic Volumes

Traffic volumes for existing conditions at the study locations were obtained from manual traffic counts conducted on Tuesday - April 19, 2011 (2 intersections), Tuesday - November 27, 2012 (13 intersections), and Wednesday - January 16, 2013. In accordance with the current

LADOT *Traffic Study Policies and Procedures* (May 2012), the intersection traffic counts for this study were completed on a typical weekday during the morning and afternoon peak commute periods, which range from 7:00 to 10:00 AM and 3:00 to 6:00 PM, respectively.

Peak-hour volumes were determined individually for each intersection based on the highest-volume four consecutive 15-minute periods for all vehicular movements. In order to represent existing conditions in 2013, the traffic counts conducted in 2011 and 2012 were factored upward using a 1.0 percent ambient growth factor, which is consistent with the growth factor approved by LADOT for use in this traffic impact analysis. The existing (2013) AM and PM peak-hour volumes at the study intersections are illustrated in Figures 4(a) and 4(b), respectively. The intersection count data sheets are provided in Appendix A.

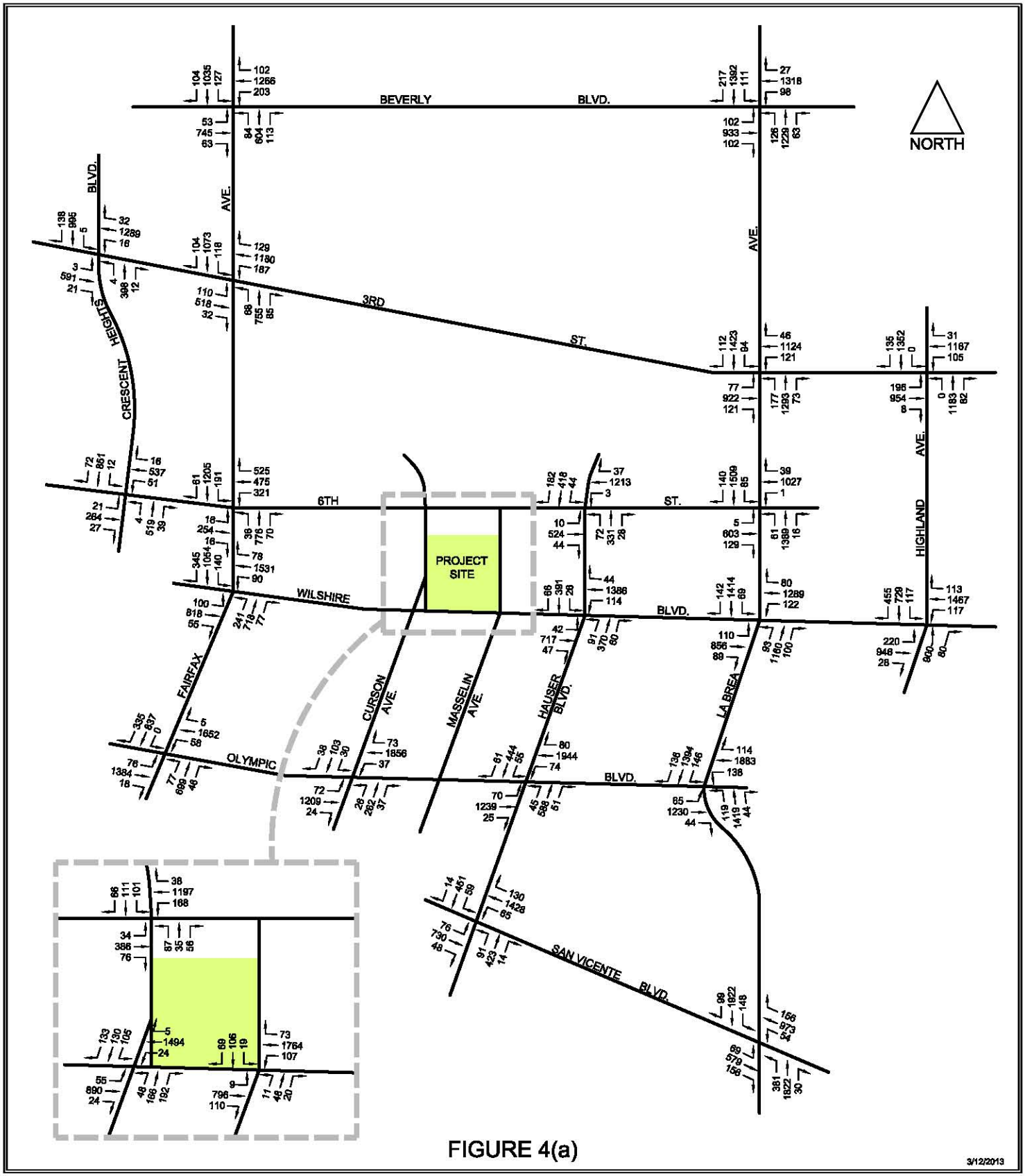

FIGURE 4(a)

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Museum Square Office\2013-02\AM2013

EXISTING (2013) TRAFFIC VOLUMES
AM PEAK HOUR

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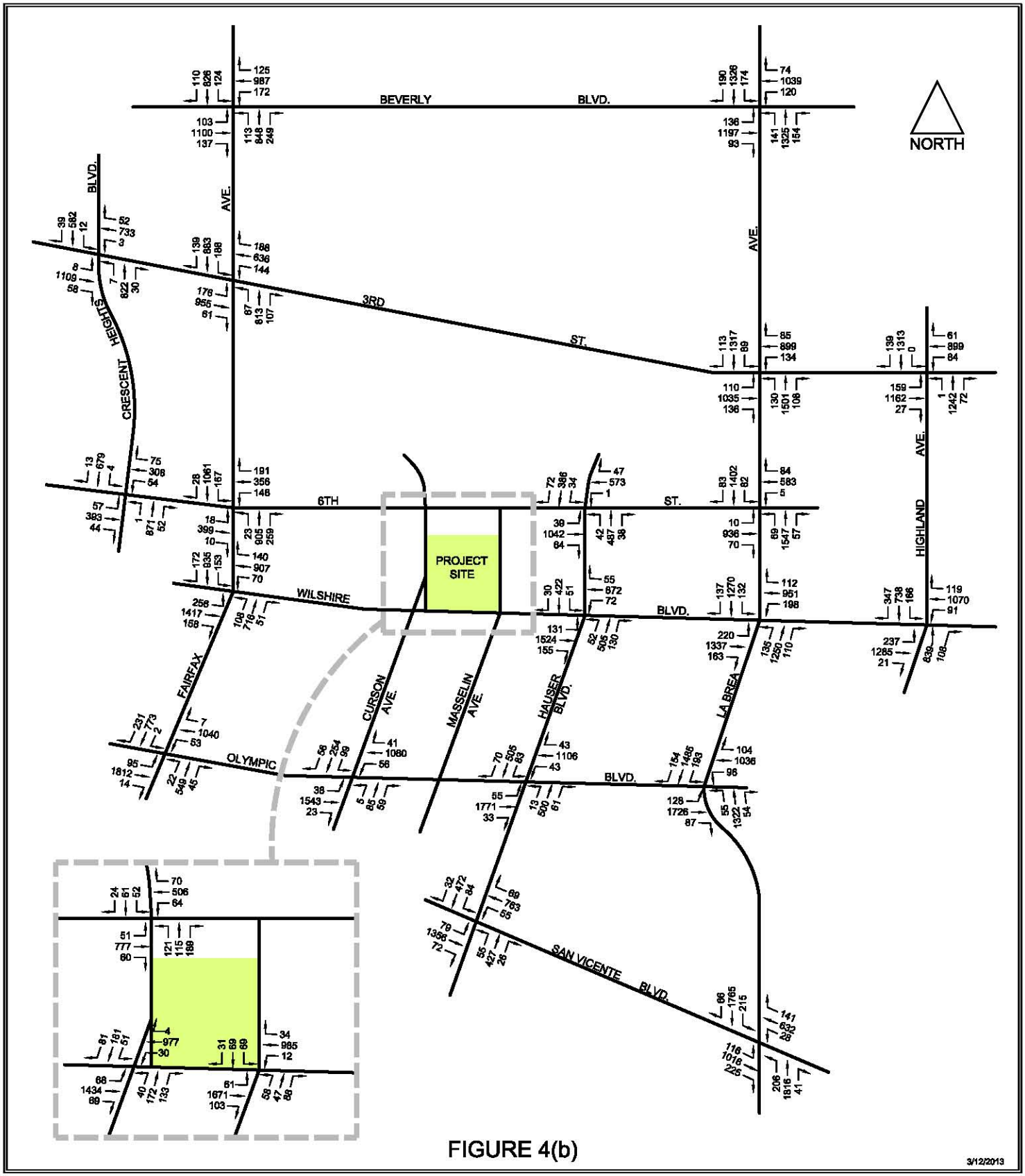

FIGURE 4(b)

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Museum Square Office\2013-02\PM2013

EXISTING (2013) TRAFFIC VOLUMES
PM PEAK HOUR

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Daily machine traffic counts were conducted on November 27, 2012 for the two residential street segments that were analyzed. These count volumes were also increased by 1.0 percent to provide existing daily volumes representative of the existing study year, 2013. The existing residential street volumes are provided in Table 11 on page 63. The daily traffic count data sheets are also contained in Appendix A.

Information pertaining to intersection characteristics, such as geometrics, traffic signal operations, and on-street parking restrictions were obtained from field checks and City engineering plans. The existing lane configurations and traffic control conditions for the study intersections are illustrated in Appendix B.

Existing Public Transportation

The Los Angeles County Metropolitan Transportation Authority ("Metro") and LADOT provide several bus lines in the project study area. A number of these bus routes are within a reasonable walking distance of the project site (approximately one-quarter mile), providing public transportation access for employees of the proposed project. These lines include Metro Local Lines 20, 212/312, and 217; Metro Rapid Lines 720 and 780; and LADOT DASH Fairfax. The bus routes in the project study area are shown in Figure 5. The public transit routes serving the immediate project vicinity are described in detail below.

Metro Bus Service

- Metro Local Line 20 provides east-west local service between the City of Santa Monica and Downtown Los Angeles. The route travels primarily along Wilshire Boulevard, with stops in Westwood, the City of Beverly Hills, the Wilshire Community Plan Area, Koreatown, and Westlake. Line 20 operates daily with headways of approximately 5 to 15 minutes during the weekday AM and PM peak hours. Saturday and Sunday service is provided with headways of

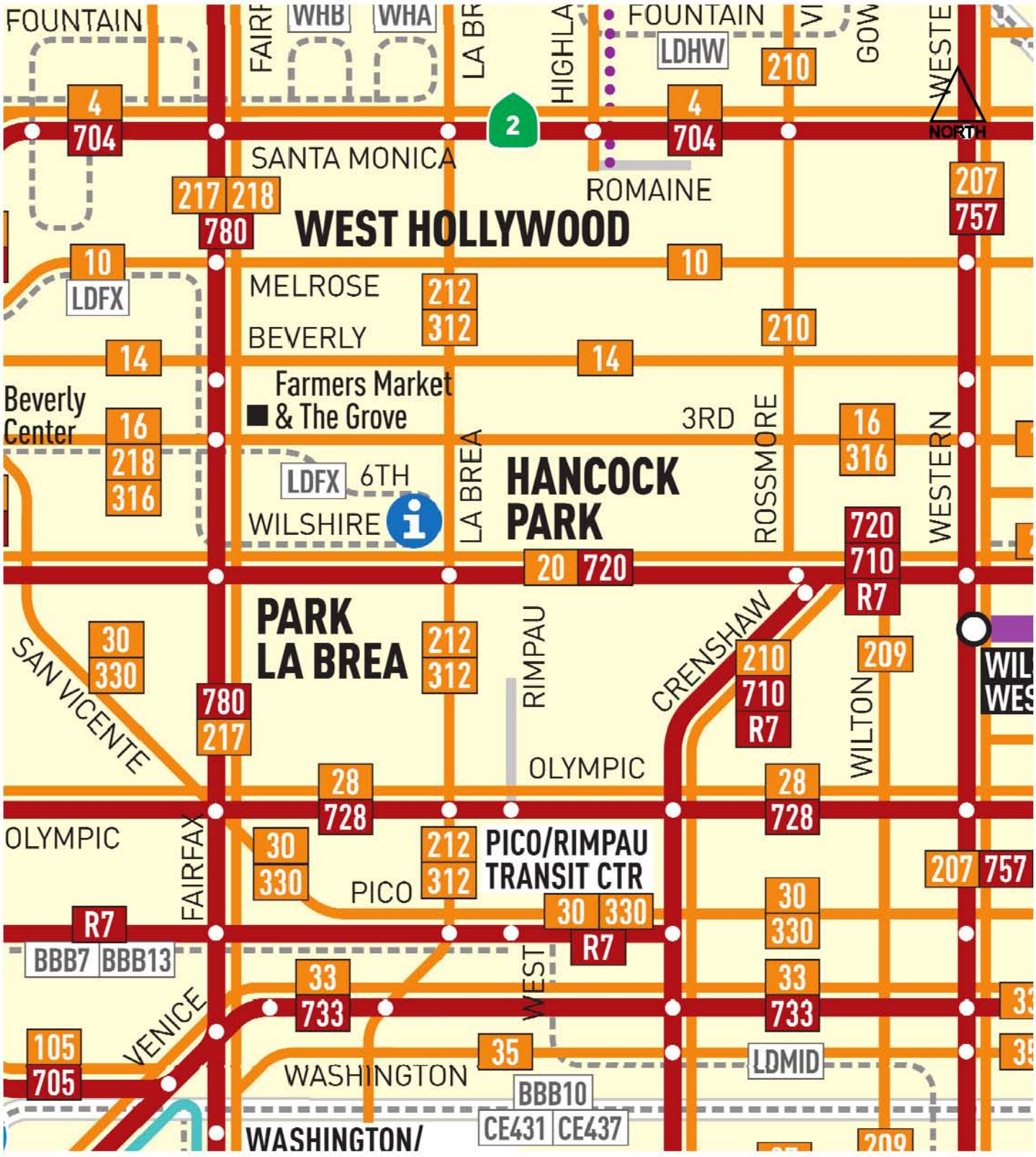

FIGURE 5

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FN: MUSEUM OFFICE\2013-02\BUS ROUTES

PROJECT AREA BUS ROUTES

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approximately 15 to 30 minutes. There is a Line 20 bus stop immediately adjacent to the project site on Wilshire Boulevard at Curson Avenue.

- Metro Local Line 212/312 provides north-south local service between the City of Hawthorne and the Hollywood community, with a route running through the City of Inglewood, Baldwin Hills, and the Wilshire Community Plan Area. Line 212/312 operates daily with headways of approximately 5 to 10 minutes during the weekday AM and PM peak hours. Saturday and Sunday service is provided with headways of approximately 15 to 40 minutes throughout most of the day. Line 212/312 has a bus stop on La Brea Avenue at Wilshire Boulevard.

- Metro Local Line 217 provides north-south local service between the communities of Westchester and Hollywood, with a route running through Baldwin Hills, the Wilshire Community Plan Area, the City of West Hollywood, Hollywood, and Los Feliz. Line 217 operates daily with headways of approximately 10 to 20 minutes during the weekday AM and PM peak hours. Saturday and Sunday service is provided with headways of approximately 10 to 30 minutes throughout most of the day. In the project vicinity, a bus stop for Line 217 is provided on Fairfax Avenue at Wilshire Boulevard.

- Metro Rapid Line 720 provides east-west rapid service between the Cities of Santa Monica and Commerce. The route travels primarily along Wilshire Boulevard, 5th/6th Streets, and Whittier Boulevard, with stops in Westwood, the Wilshire Community Plan Area, Westlake, Downtown Los Angeles, and East Los Angeles. Line 720 operates daily with headways of approximately 2 to 10 minutes during the weekday AM and PM peak hours. Saturday and Sunday service is provided with headways of approximately 5 to 15 minutes throughout most of the day. In the project vicinity, Line 720 has bus stops on Wilshire Boulevard at Fairfax Avenue and La Brea Avenue.

- Metro Rapid Line 780 provides east-west rapid service between the Mid-City community of Los Angeles and the City of Pasadena, with a route running through the Wilshire Community Plan Area, the City of West Hollywood, Hollywood, Los Feliz, the City of Glendale, and Eagle Rock. Line 780 operates daily with headways of approximately 10 to 20 minutes during the weekday AM and PM peak hours. No service is provided on Saturdays, Sundays, or holidays. A bus stop for this line is available on Fairfax Avenue at Wilshire Boulevard.

LADOT Bus Service

- LADOT DASH Fairfax is a shuttle service that provides east-west local access throughout the Wilshire Community Plan area (including the Miracle Mile, Park La Brea, and Fairfax Village communities), the City of West Hollywood, and the Cedars-Sinai Medical Center. Near the project site, DASH Fairfax operates in a clockwise loop on Hauser Boulevard, 6th Street, La Brea Avenue, Wilshire Boulevard, and Fairfax Avenue. DASH Fairfax operates every weekday, between 7:00 AM and 7:00 PM, with headways of approximately 30 minutes. Saturday service is also provided, between 9:00 AM and 7:00 PM, with headways of approximately 30 minutes. In the vicinity of the project site, bus stops are provided on Wilshire Boulevard at Curson Avenue and Masselin Avenue.

Given the proximity of the project site to these services and the availability of transfer opportunities, the project is well served by public transit. For this reason, it is expected that some of the person trips generated by the project will utilize public transportation as their primary travel mode, instead of using private vehicles.

Analysis of Existing (2013) Traffic Conditions

The 23 study intersections listed below were analyzed for existing traffic conditions. All of these intersections are signalized. They were selected in consultation with LADOT for the analysis of potential project traffic impacts. Per current LADOT policy, when determining which intersections should be included in the impact analysis for development projects, only signalized locations should be included. Unsignalized intersections should be evaluated solely to determine the need for the installation of a traffic signal or other traffic control devices, but will not be included in the impact analysis. The existing peak-hour traffic volumes for these intersections were discussed previously and presented in Figures 4(a) and 4(b). These volumes, along with information pertaining to intersection geometrics, traffic signal operations and on-street parking restrictions, were analyzed using established traffic engineering techniques.

1. Crescent Heights Blvd./3rd St.
2. Crescent Heights Blvd./6th St.
3. Fairfax Ave./Beverly Blvd.
4. Fairfax Ave./3rd St.
5. Fairfax Ave./6th St.
6. Fairfax Ave./Wilshire Blvd.
7. Fairfax Ave./Olympic Blvd.
8. Curson Ave./6th St.
9. Curson Ave./Wilshire Blvd.
10. Curson Ave./Olympic Blvd.
11. Masselin Ave./Wilshire Blvd.
12. Hauser Blvd./6th St.
13. Hauser Blvd./Wilshire Blvd.
14. Hauser Blvd./Olympic Blvd.
15. Hauser Blvd./San Vicente Blvd.
16. La Brea Ave./Beverly Blvd.

17. La Brea Ave./3rd St.
18. La Brea Ave./6th St.
19. La Brea Ave./Wilshire Blvd.
20. La Brea Ave./Olympic Blvd.
21. La Brea Ave./San Vicente Blvd.
22. Highland Ave./3rd St.
23. Highland Ave./Wilshire Blvd.

The two residential street segments below were also analyzed for potential traffic impacts. These locations were also selected in consultation with LADOT.

1. Curson Ave., south of 8th St.
2. Masselin Ave., south of 8th St.

The LADOT *Traffic Study Policies and Procedures* (May 2012) require the use of the Critical Movement Analysis (CMA) methodology to analyze signalized intersections. This methodology is based on procedures outlined in the Transportation Research Board Circular 212, Interim Materials on Highway Capacity. Using the CMA procedures, a determination can be made of the operating characteristics of an intersection in terms of the Level of Service for different levels of traffic volume and other variables, such as critical signal phases and the number and type of traffic lanes.

The term "Level of Service" (LOS) describes the quality of traffic flow. LOS A through C are indicative of excellent-to-good traffic flow conditions. LOS D corresponds with fair conditions that may experience substantial delay during portions of the peak hours, but without excessive backups. LOS E represents poor conditions, with volumes at or near the capacity of the intersection and long lines of vehicles that may have to wait through several signal cycles. LOS F is characteristic of failure (i.e., the intersection is overloaded, vehicular movements may be restricted or prevented, and delays and queue lengths become increasingly longer).

A determination of the LOS at an intersection can be obtained through a summation of the critical movement volumes, on a per lane basis, at that intersection. Critical movement volumes are the highest total conflicting traffic volumes for each signal phase. Once the sum of the critical movement volumes has been obtained, the values in Table 1 can be used to determine the applicable LOS.

Table 1
Critical Movement Volume Ranges*
For Determining Levels of Service (LOS)

	Maximum Sum of Critical Volumes (Vehicles/Hour)		
LOS	**Two Phases**	**Three Phases**	**Four or More Phases**
A	900	855	825
B	1,050	1,000	965
C	1,200	1,140	1,100
D	1,350	1,275	1,225
E	1,500	1,425	1,375
F	----------Not Applicable----------		

* For planning applications only.

Capacity is the total maximum hourly volume of vehicles in the intersection critical lanes that has a reasonable expectation of passing through the intersection under the prevailing roadway and traffic conditions. For planning purposes, the capacity for signalized intersections equates to the maximum critical movement value at LOS E, as indicated in Table 1.

The CMA values used in this study were calculated by dividing the sum of the critical movement volumes by the appropriate capacity value for the type of signal control present or proposed at the subject intersections. A description of the different LOS and their corresponding CMA values is shown in Table 2.

Table 2
Level of Service (LOS)
As a Function of CMA Values

LOS	Range of CMA Values
A	0.000 - 0.600
B	0.601 - 0.700
C	0.701 - 0.800
D	0.801 - 0.900
E	0.901 - 1.000
F	≥ 1.001

Applying this analysis procedure, the CMA value and corresponding LOS can be calculated for each study intersection for Existing (2013) traffic conditions. These standard CMA calculations are also adjusted to account for signal enhancements not considered in the CMA methodology, including the effects of intersections currently operating under the City's Automated Traffic Surveillance and Control (ATSAC) system or the upgraded Adaptive Traffic Control System (ATCS). ATSAC/ATCS is a highly sophisticated computerized system that continually monitors traffic demand at signalized intersections within the system and modifies signal timing in real time to maximize capacity and decrease overall delay. The ATSAC system has been recognized to increase intersection capacity by approximately seven percent. The upgrade to ATCS is able to increase capacity by an additional three percent, resulting in a total 10 percent increase in intersection capacity. Therefore, per LADOT policy, the standard CMA values were decreased by 0.070 where only the ATSAC system is in effect and by 0.100 where the combined ATSAC/ATCS is in effect.

Seventeen of the 23 study intersections are operating with full ATSAC/ATCS signal enhancements currently, while six of the study intersections have only the ATSAC system in effect. These six study intersections are scheduled to be upgraded with full ATSAC/ATCS signal enhancements by 2014.

The analyses of Existing (2013) AM and PM peak-hour conditions at the study intersections are summarized in Table 3. As shown in Table 3, 11 of the 23 study intersections currently operate at LOS C or better during both peak hours, six intersections currently operate at LOS D or better during both peak hours, and the remaining six intersections currently operate at LOS E during one or both peak hours. None of the study intersections currently operate at LOS F during either peak hour. All CMA/LOS calculations were performed using the standard LADOT LOS Worksheet. These CMA/LOS calculation worksheets are included in Appendix C.

Table 3
Critical Movement Analysis (CMA) &
Level of Service (LOS) Summary
Existing (2013) Traffic Conditions

No.	Intersection	Peak Hour	CMA	LOS
1	Crescent Heights Blvd./	AM	0.748	C
	3rd St.	PM	0.603	B
2	Crescent Heights Blvd./	AM	0.635	B
	6th St.	PM	0.577	A
3	Fairfax Ave./	AM	0.875	D
	Beverly Blvd.	PM	0.848	D
4	Fairfax Ave./	AM	0.887	D
	3rd St.	PM	0.845	D
5	Fairfax Ave./	AM	0.714	C
	6th St.	PM	0.679	B
6	Fairfax Ave./	AM	0.921	E
	Wilshire Blvd.	PM	0.759	C
7	Fairfax Ave./	AM	0.836	D
	Olympic Blvd.	PM	0.764	C
8	Curson Ave./	AM	0.511	A
	6th St.	PM	0.489	A
9	Curson Ave./	AM	0.611	B
	Wilshire Blvd.	PM	0.518	A
10	Curson Ave./	AM	0.643	B
	Olympic Blvd.	PM	0.591	A
11	Masselin Ave./	AM	0.451	A
	Wilshire Blvd.	PM	0.477	A
12	Hauser Blvd./	AM	0.652	B
	6th St.	PM	0.694	B
13	Hauser Blvd./	AM	0.611	B
	Wilshire Blvd.	PM	0.692	B
14	Hauser Blvd./	AM	0.889	D
	Olympic Blvd.	PM	0.789	C
15	Hauser Blvd./	AM	0.669	B
	San Vicente Blvd.	PM	0.657	B
16	La Brea Av./	AM	0.945	E
	Beverly Blvd.	PM	0.908	E

Table 3 (cont.)
Critical Movement Analysis (CMA) &
Level of Service (LOS) Summary
Existing (2013) Traffic Conditions

No.	Intersection	Peak Hour	CMA	LOS
17	La Brea Ave./	AM	0.848	D
	3rd St.	PM	0.796	C
18	La Brea Ave./	AM	0.667	B
	6th St.	PM	0.663	B
19	La Brea Ave./	AM	0.757	C
	Wilshire Blvd.	PM	0.847	D
20	La Brea Ave./	AM	0.923	E
	Olympic Blvd.	PM	0.913	E
21	La Brea Ave./	AM	0.983	E
	San Vicente Blvd.	PM	0.825	D
22	Highland Ave./	AM	0.980	E
	3rd St.	PM	0.887	D
23	Highland Ave./	AM	0.973	E
	Wilshire Blvd.	PM	0.897	D

PROJECT TRAFFIC

The following section describes the methodology and procedures used to determine the trip generation, distribution and assignment of traffic resulting from the proposed project. The project entails the construction of a proposed 253,962 square-foot office building on the Museum Square site. The site is developed with a larger office building, along with a parking structure, both of which will remain. Project vehicular access and parking are described at the end of this section.

Project Trip Generation

In order to develop the traffic characteristics of the proposed project, the latest version of the Institute of Transportation Engineers (ITE) Trip Generation (9th Edition, 2012) manual was used. The trip generation equations and rates in the ITE manual are nationally recognized and are used as the basis for most traffic studies conducted in the City of Los Angeles and surrounding region. Information was obtained from the Trip Generation manual for ITE Land Use Code (LUC) 710 – General Office Building. Table 4 presents the trip generation equations used to generate the daily and peak-hour traffic volumes for the proposed project.

Table 4
Project Trip Generation Rates[1]

General Office Building, ITE LUC 710 (trips per 1,000 square feet of gross floor area)	
Daily:	Ln (T) = 0.76 Ln (A) + 3.68
AM Peak Hour:	Ln (T) = 0.80 Ln (A) + 1.57; I/B = 88%, O/B = 12%
PM Peak Hour:	T = 1.12 (A) + 78.45; I/B = 17%, O/B = 83%

Notes
[1]Source: Institute of Transportation Engineers (ITE) Trip Generation (9th Edition, 2012).
T = Trip Ends; A = Gross Floor Area in Thousands of Square Feet; I/B = Inbound; O/B = Outbound.

Given that the proposed office building would be added to the Museum Square site that already contains an existing office building, with the two buildings sharing site access

and parking, the new trips attributable to the project have been analyzed in conjunction with the existing office building and its trips. It should be noted that the existing office building is approximately 530,000 gross square feet in size, of which approximately 502,175 gross square feet is for office uses and approximately 27,825 gross square feet is for restaurant uses. The restaurants include Starbucks, Baja Fresh, and Mixt Greens establishments, among others. Considering that the restaurant uses advertise to the outside, they were not considered to be ancillary uses to the existing office uses and, therefore, were not included in determining the site trip generation for the combined office uses.

Applying the trip equations in Table 4, two sets of trip generations were calculated; i.e., one set for the combined square footages of the existing office and proposed office uses, and one set for only the square footage of the existing office use. The difference between the two sets of trip generations provides the baseline daily, AM peak-hour and PM peak-hour trips attributable to the proposed project. It should be noted that these baseline calculations do not account for such trip-reducing factors as significant transit usage and/or walk trip potential. As these trip-reducing factors are an important consideration in determining the actual traffic-generating characteristics of a project, adjustments to the baseline trip generations should be included.

The use of public transportation is an important consideration in the evaluation of a project's trip-generating potential. As noted previously in the Existing Public Transportation section of this report, the project is well served by Metro and LADOT bus lines. These transit operators provide both local and regional routes that are readily accessible to project employees. Additionally, the forthcoming Wilshire Bus Rapid Transit (BRT) Project, which will convert the existing curb lane along Wilshire Boulevard to bus and right-turn-only operation during the weekday AM and PM peak periods throughout the project study area, will improve area transit service. Significant transit

use is not accounted for in the ITE Trip Generation trip equations. Therefore, the project trip generation should be adjusted to account for transit usage.

Additionally, "walk-in" trips to and from the project site are also expected. Given the mix of land uses existing and proposed within the Wilshire Community Plan Area, it is expected that people working, living, and shopping in the area will consider walking between adjacent and nearby developments. Well-situated along the Miracle Mile segment of Wilshire Boulevard and surrounded by residential, recreational, commercial retail, and institutional uses, the project site is expected to be attractive and conducive to pedestrian traffic. This walk-in patronage will reduce the number of vehicle trips generated by the project. Based on these vehicle trip-reducing factors, a combined transit/walk trip reduction of 15 percent has been applied to the project's baseline trips, as discussed with and approved by LADOT staff.

Based on the trip generation equations and aforementioned trip reduction, the estimated project trip generations were determined. Table 5 summarizes the project trip generation. As shown, it is estimated that the proposed project would generate 1,388 net trips per day, including 228 trips during the AM peak hour and 242 trips during the PM peak hour. These peak-hour trips were used to analyze project impacts at the study intersections.

Project Trip Distribution

Estimation of the geographic distribution of project trips was the next step in the analytical process. The primary factors affecting the trip distribution pattern are the nature of the use, existing traffic patterns, characteristics of the surrounding roadway system, geographic location of the project site and its proximity to freeways and major travel routes, and residential areas from which employees of the project would likely be

Table 5
Project Trip Generation

Proposed Use	Size (gsf)[1]	Daily	AM Peak Hour I/B	AM Peak Hour O/B	AM Peak Hour Total	PM Peak Hour I/B	PM Peak Hour O/B	PM Peak Hour Total
Proposed Office Building (253,962 sf) + Existing Office Building (502,175 sf), [A]	756,137	6,109	849	116	965	157	768	925
Existing Office Building, [B]	502,175	4,476	612	84	696	109	532	641
Proposed Office Bldg. Trips, [A] - [B]		1,633	237	32	269	48	236	284
Less Transit/Walk Credit	15%	(245)	(36)	(5)	(41)	(7)	(35)	(42)
Net Proposed Office Building Trips		**1,388**	**201**	**27**	**228**	**41**	**201**	**242**

Notes:
[1] gsf = Gross Square Feet.

attracted. Based on these factors, the overall project trip distributions were estimated in consultation with LADOT, and are summarized in Table 6.

Table 6
Project Trip Distribution Percentages

Direction	Project Percentage
North	20%
South	23%
East	27%
West	30%
Total	100%

Project Trip Assignment

The general distribution percentages shown in Table 6 were then disaggregated and assigned to specific routes and intersections that are expected to be used for project access. The estimated project trip assignment percentages at the study intersections were reviewed and approved by LADOT staff and are presented in Figure 5. Applying these inbound and outbound percentages to the project trip generation, the traffic volumes for the proposed project were determined for the study intersections. These

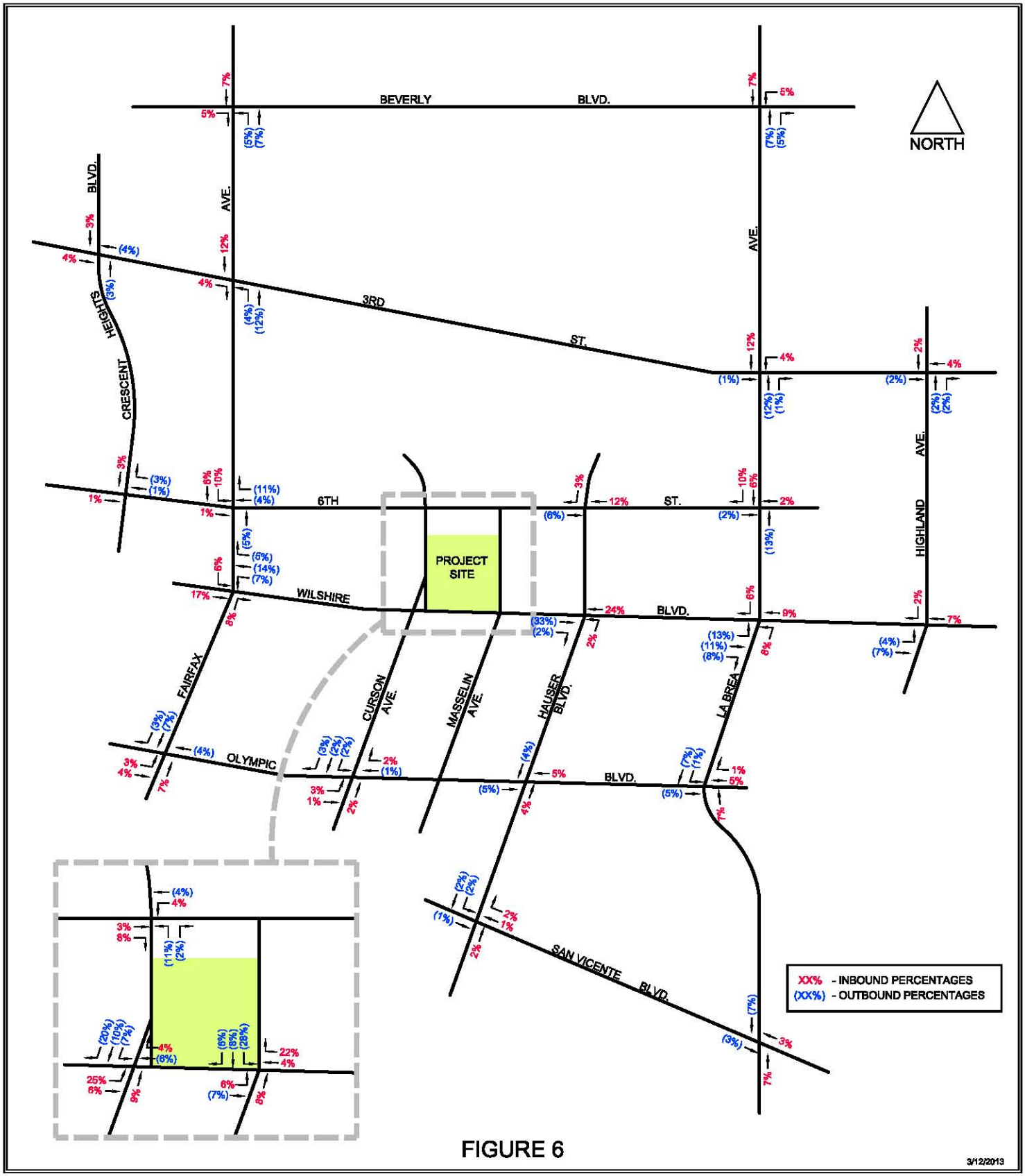

FIGURE 6

3/12/2013

Museum Square Office\2013-02\PRJ-DIST

PROJECT TRIP DISTRIBUTION PERCENTAGES

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project-only AM and PM peak-hour traffic volumes are depicted in Figures 6(a) and 6(b), respectively.

Project Parking and Access

Parking for the proposed project would be provided in accordance with the requirements of the City of Los Angeles Municipal Code (LAMC). The project would provide parking via a surface lot and a multi-level parking structure, both of which exist and would be modified in conjunction with construction of the project. Based on the project planning submittal package prepared by the project architect, the existing site parking requirement is 1,468 parking spaces. Under existing conditions, the surface parking lot provides 117 spaces and the parking structure provides 1,373 spaces, for a total of 1,490 spaces. Thus, the existing site parking requirement is satisfied. With the proposed project, the existing surface lot would be reduced in size (by 65 spaces) and the parking structure would be increased in size (by 615 spaces) through the addition of two new parking levels. After project completion, a total of 2,040 parking spaces would be provided on site, which would exceed the total code parking requirement of 1,857 spaces for existing and proposed uses based on the project planning submittal package. Therefore, no off-site parking impacts are anticipated as a result of this project.

Vehicular access to the project site parking would remain generally unchanged with construction of the proposed office building. The two full-access driveways intersecting the east side of Curson Avenue, providing access to both the surface lot and parking structure, would continue to be provided. The northerly Curson Avenue driveway would be modified from its existing configuration of dual entry lanes and a single exit lane to provide a single entry lane and dual exit lanes. The full-access driveway and exit-only driveway intersecting the west side of Masselin Avenue, providing access to the parking structure, would continue to be provided. The full-access service/drop-off driveway for

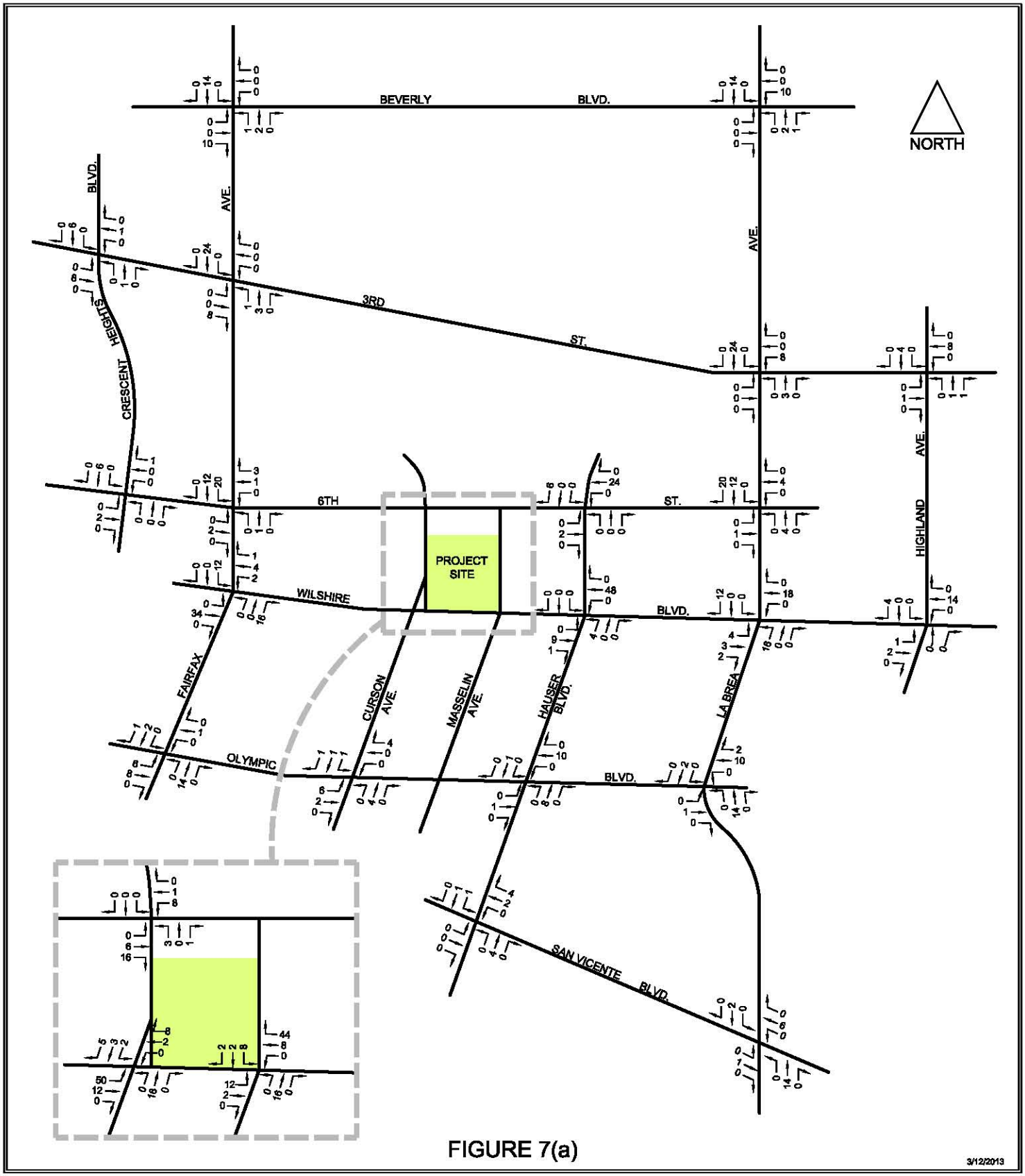

FIGURE 7(a)

3/12/2013

Museum Square Office\2013-02\AMPRJVOL

PROJECT ONLY TRAFFIC VOLUMES
AM PEAK HOUR

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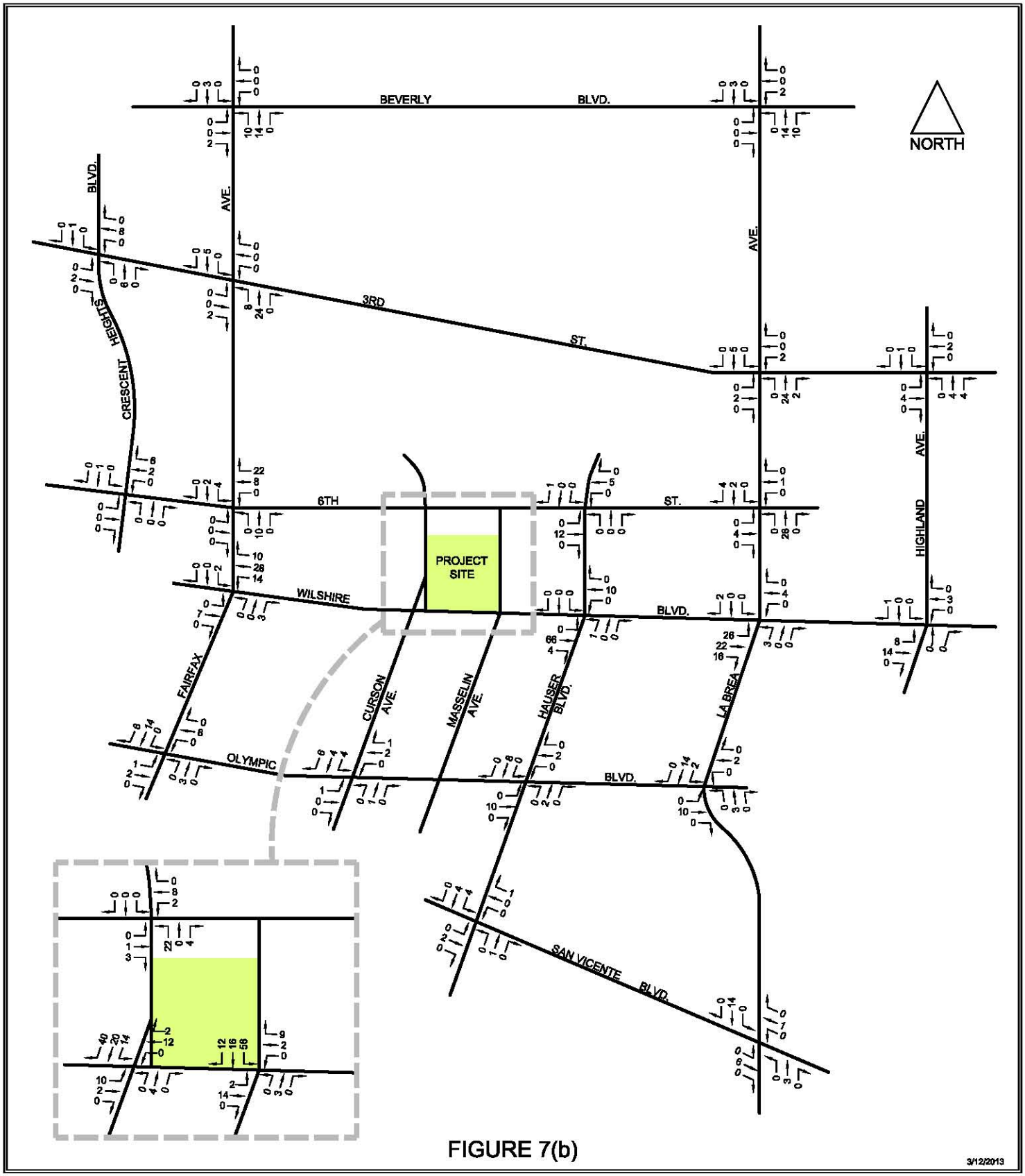

FIGURE 7(b)

3/12/2013

Museum Square Office\2013-02\PMPRJVOL

PROJECT ONLY TRAFFIC VOLUMES
PM PEAK HOUR

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the existing office building, also intersecting the west side of Masselin Avenue, would continue to be provided. Another minor change in project access would be the addition of a drop-off area for the proposed office building along the east side of Curson Avenue, approximately 350 feet north of Wilshire Boulevard. The conceptual project site plan for the project was shown in Figure 3.

EXISTING PLUS PROJECT TRAFFIC CONDITIONS

Based on the December 16, 2010 decision of the California Sixth District Court of Appeal in the *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council* case, an additional traffic impact analysis has been performed for the proposed project. In the *Sunnyvale* case, the Court of Appeal found, based on the facts of that case, the impacts of a project must be compared "against current, existing physical conditions." While the facts of the *Sunnyvale* case may be distinguishable from this case, in the interest of fullest disclosure an analysis of Existing (2013) Plus Project AM and PM peak-hour conditions was performed.

The Existing (2013) Plus Project traffic volumes were determined by superimposing the project-only traffic volumes onto the Existing (2013) traffic volumes. The Existing (2013) Plus Project traffic volumes at the study intersections are shown in Figures 7(a) and 7(b) for the AM and PM peak hours, respectively. The analysis of Existing (2013) Plus Project traffic conditions at the study intersections was performed using the analysis procedures described previously in this report. The results of the analysis of Existing (2013) Plus Project traffic conditions at the study intersections are summarized in Table 8 of the following section and are discussed therein.

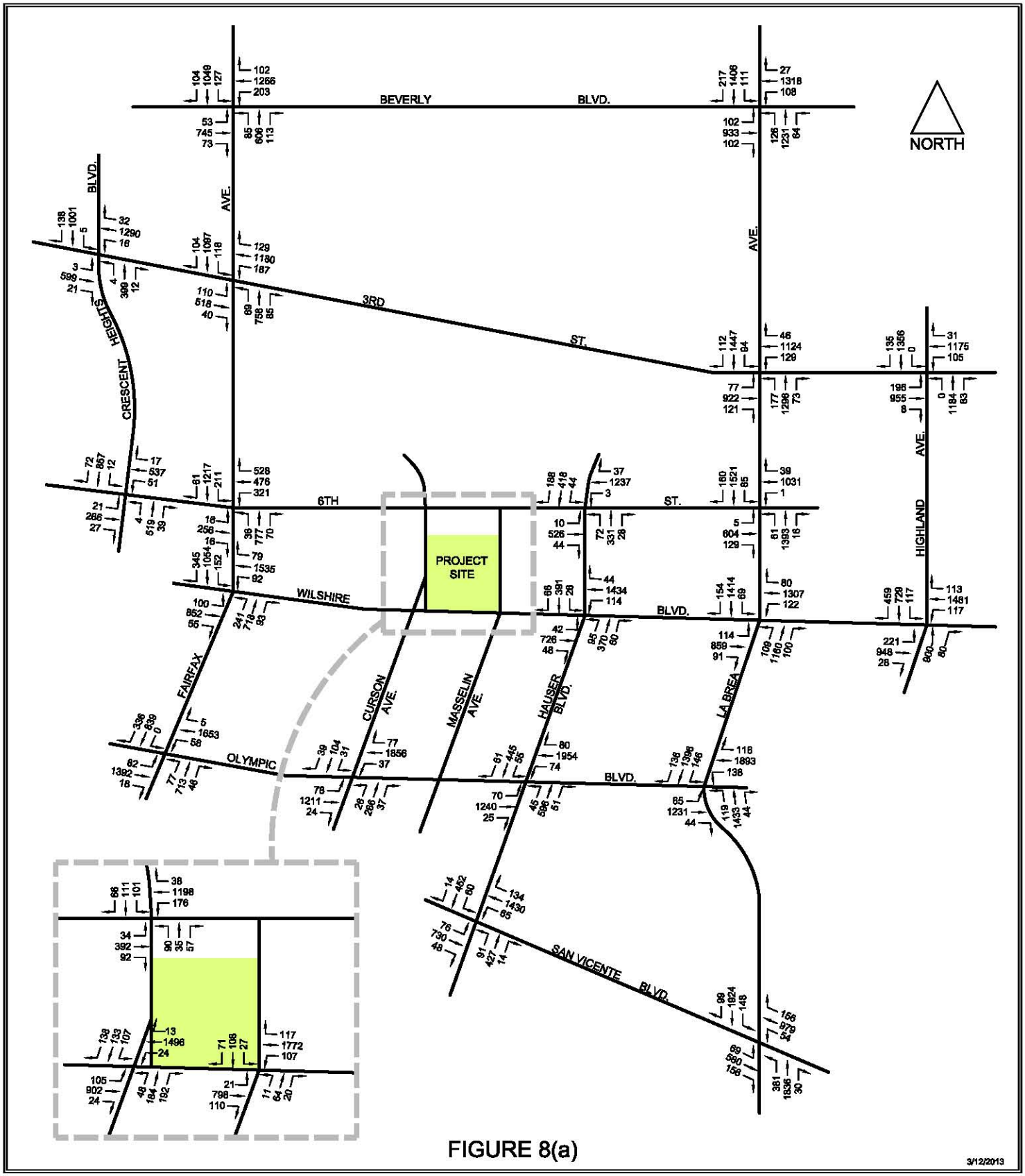

FIGURE 8(a)

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Museum Square Office\2013-02\AM2013PP

EXISTING (2013) PLUS PROJECT TRAFFIC VOLUMES
AM PEAK HOUR

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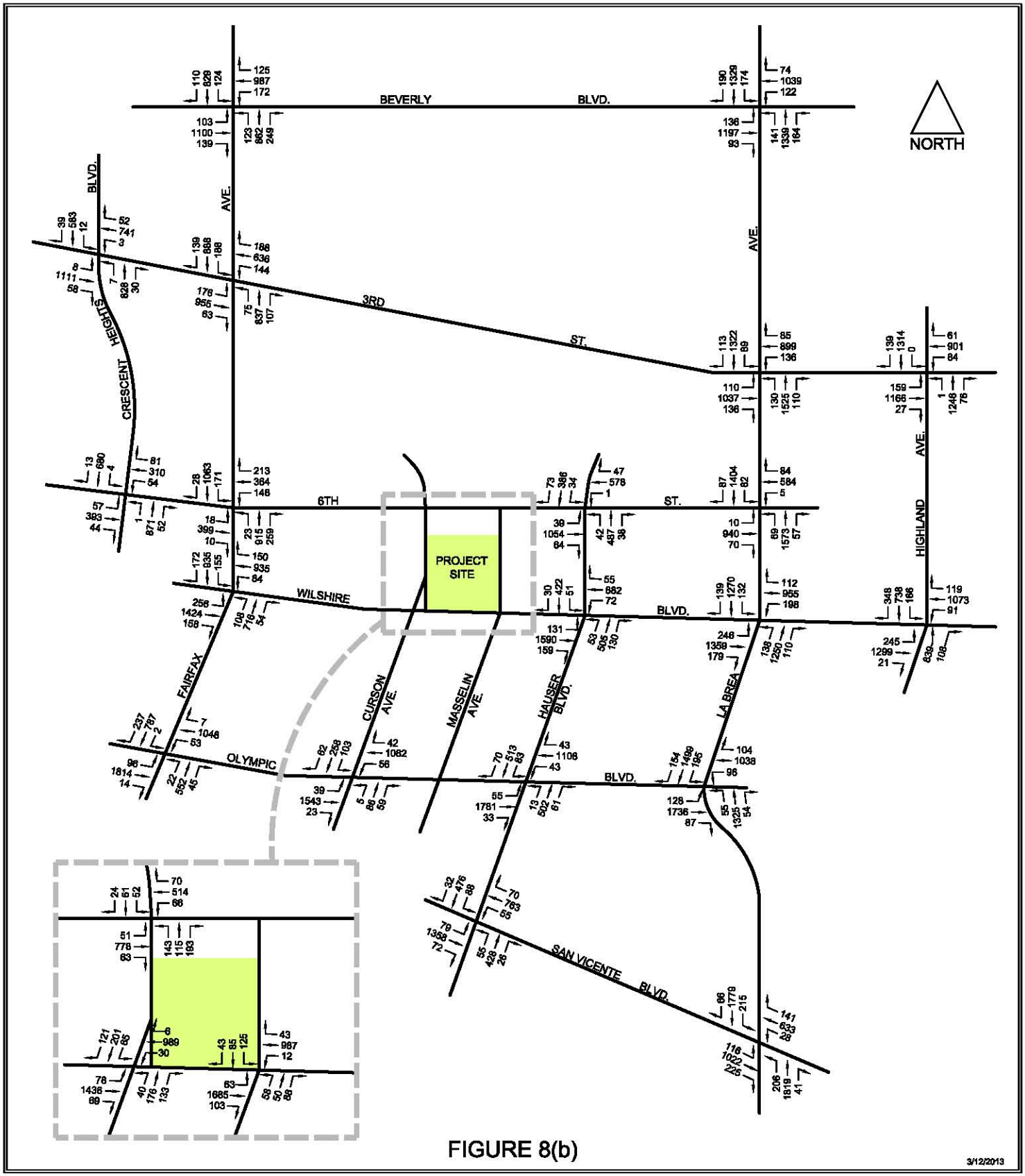

FIGURE 8(b)

3/12/2013

Museum Square Office\2013-02\PM2013PP

EXISTING (2013) PLUS PROJECT TRAFFIC VOLUMES
PM PEAK HOUR

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FUTURE TRAFFIC CONDITIONS

There are a number of other projects either under construction or planned for development in the surrounding area that may contribute future traffic to the study locations. For this reason, the analysis of future traffic conditions was expanded to include potential traffic volume increases expected to be generated by those other projects. In order to evaluate future traffic conditions in the project area, an analysis of Existing (2013) traffic volumes was first conducted, as described previously. For the analysis of future conditions, an ambient traffic growth factor of 1.0 percent per year was applied to these existing volumes at the 23 study intersections to develop future year (2016) baseline traffic volumes. As the proposed project is currently estimated to be completed in 2016, that year was selected as the future study year, as agreed upon with LADOT during the traffic study scoping process.

The inclusion of the annual growth factor generally accounts for area-wide traffic increases. To ensure a conservative estimate of cumulative traffic conditions, the traffic generated by "related projects" in the study area was also added to the future baseline traffic volumes. The total future volumes, including those due to related projects, formed the basis for the Future (2016) Without Project condition. Finally, the traffic expected to be generated by the project was analyzed as an incremental addition to the Future (2016) Without Project condition, resulting in the Future (2016) With Project condition.

Ambient Traffic Growth

Based on an analysis of the trends in traffic growth in the Wilshire Community Plan Area, LADOT recommended the application of an ambient traffic growth factor of 1.0 percent per year. This growth factor was used to account for increases in traffic due to potential development projects not yet proposed or outside the study area. The ambient

traffic growth factor was applied to the existing (2013) traffic volumes to develop the estimated baseline volumes for the future study year (2016).

Related Projects

In addition to the use of the ambient growth rate, listings of potential projects located in the surrounding area ("related projects") that might be developed or under construction within the study time frame were obtained from LADOT, City of Beverly Hills Planning Department, and City of West Hollywood Planning Department. Recently published traffic studies and environmental reports for development projects in the area were also reviewed. Related projects from these sources and within an approximate 2.0-mile radius of the project site were included. Refinement of the information resulted in a total of 46 related projects in the surrounding area that could add traffic to the study intersections. Of the 46 related projects, 26 are located in the City of Los Angeles, 6 are in the City of Beverly Hills, and 14 are in the City of West Hollywood.

The locations of the related projects are shown in Figure 8. The related project locations, descriptions, and trip generation estimates are listed in Table 7. This list of related projects accurately reflects the known related project proposals at the time the traffic study Memorandum of Understanding was scoped with and approved by LADOT. The number of trips expected to be generated by the related projects was obtained from information provided by public agencies, traffic studies and environmental reports, to the extent available. For related projects with incomplete peak-hour directional (inbound/outbound) distribution information, directional estimates were determined by applying the appropriate directional splits from the ITE Trip Generation (9th Edition, 2012) manual. This ITE Trip Generation information is provided in Appendix D.

FIGURE 9

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FN: MUSEUM SQUARE OFFICE\RELPRJ

RELATED PROJECTS LOCATION MAP

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Table 7
Related Project Locations, Descriptions, and Trip Generations

CITY OF LOS ANGELES

NO.	ADDRESS/LOCATION	SIZE	PROJECT DESCRIPTION	DAILY	AM PEAK HOUR IN	AM PEAK HOUR OUT	AM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL
1.	6911 W Santa Monica Boulevard		**Archstone Hollywood Mixed-Use Project**[1]	**2,135**	**(5)**	**110**	**105**	**132**	**49**	**181**
		7,276 sf	Specialty Retail							
		7,825 sf	Quality Restaurant							
		40,654 sf	Office							
		348 du	Apartment							
		(8) du	*Single-Family Detached Housing (to be removed)*							
		(4) du	*Apartment (to be removed)*							
		(30,000) sf	*Warehousing (to be removed)*							
		(6,000) sf	*Avon Studio Transportation (to be removed)*							
		(5,600) sf	*Premium Collision Center (to be removed)*							
		(4,400) sf	*Melrose Tow (to be removed)*							
		(5,600) sf	*Vacant Buildings (to be removed)*							
2.	6677 W Santa Monica Boulevard		**The Lexington Development**[2]	**1,938**	**127**	**182**	**309**	**172**	**121**	**293**
		786 du	Mid-Rise Apartment							
		4,000 sf	High-Turnover Restaurant							
		5,500 sf	Fast-Food Restaurant without Drive-Through Window							
		12,700 sf	Specialty Retail							
		(43,226) sf	*Nightclubs (to be removed)*							
		(17,596) sf	*Hardware/Paint Store (to be removed)*							
		(50,972) sf	*Mini-Warehouse (to be removed)*							
		(18,660) sf	*Vacant Banquet Hall (to be removed)*							
3.	936 N La Brea Avenue[3]	88,750 sf	Office	**1,130**	**85**	**12**	**97**	**18**	**87**	**105**
		12,000 sf	Retail							
4.	915 N La Brea Avenue		**La Brea Gateway Project**[4]	**2,615**	**6**	**85**	**91**	**157**	**91**	**248**
		179 du	Apartment							
		33,500 sf	Supermarket							
		(14,530) sf	*KCOP Admin. Office (to be removed)*							
		(42,136) sf	*KCOP Studio (to be removed)*							
5.	6601 W Romaine Street[3]	104,155 sf	Office	**808**	**81**	**11**	**92**	**9**	**42**	**51**
		19,700 sf	Storage							
6.	959 N Seward Street[5]	240,000 sf	Office	**2,337**	**297**	**39**	**336**	**58**	**252**	**310**
7.	956 N Seward Street[3]	130,000 sf	Office	**1,240**	**164**	**22**	**186**	**31**	**149**	**180**
8.	712 N Wilcox Avenue[6]	100 du	Apartment	**535**	**8**	**32**	**40**	**33**	**17**	**50**

Table 7 (continued)
Related Project Locations, Descriptions, and Trip Generations

CITY OF LOS ANGELES

NO.	ADDRESS/LOCATION	SIZE		PROJECT DESCRIPTION	DAILY	AM PEAK HOUR IN	AM PEAK HOUR OUT	AM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL
9.	7002 W Clinton Street			**Yeshivath Torath Emeth Academy Expansion**[7]	**0**	**20**	**18**	**38**	**11**	**12**	**23**
		120	stu	Pre-Kindergarten and Kindergarten							
		60	stu	Nursery School							
10.	7901 W Beverly Boulevard[6]	71	du	Apartment	**493**	**7**	**29**	**36**	**30**	**16**	**46**
		11,454	sf	Retail							
11.	111 S The Grove Drive[8]	171,225	sf	Self-Storage Facility	**409**	**14**	**12**	**26**	**22**	**21**	**43**
12.	101 S La Brea Avenue			**La Brea Mixed-Use Project**[9]	**1,503**	**11**	**52**	**63**	**62**	**30**	**92**
		26,400	sf	Retail							
		180	du	Condominium							
		3,000	sf	Restaurant							
13.	7929 W 3rd Street			**3rd & Fairfax Gilmore Project**[10]	**958**	**47**	**29**	**76**	**52**	**57**	**109**
		43,250	sf	Retail							
14.	6298 W 3rd Street[9]	300	du	Condominium	**(248)**	**17**	**85**	**102**	**(17)**	**(8)**	**(25)**
15.	5863 W 3rd Street			**Third Street Mixed-Use Project**[6]	**492**	**5**	**22**	**27**	**31**	**16**	**47**
		60	du	Apartment							
		5,350	sf	Retail							
16.	6535 Wilshire Boulevard[3]	57,000	sf	Office	**881**	**75**	**10**	**85**	**16**	**77**	**93**
		21	du	Apartment							
		6,000	sf	Retail							
17.	6411 W Wilshire Boulevard			**Wilshire Skyline Project**[6]	**1,730**	**27**	**109**	**136**	**89**	**48**	**137**
		130	du	Apartment							
		32,000	sf	Retail							
		(9,600)	*sf*	*Restaurant (to be removed)*							
18.	6245 W Wilshire Boulevard			**Wilshire & Crescent Heights Mixed-Use Project**[11]	**1,214**	**29**	**74**	**103**	**32**	**2**	**34**
		158	du	Apartment							
		4	du	Townhome							
		4,200	sf	Bank							
		1,570	sf	Coffee/Fast Food							
		1,080	sf	Ground Floor Retail							
		(7,117)	*sf*	*Wells Fargo Bank (to be removed)*							
19.	5900 W Wilshire Boulevard			**5900 Wilshire Commercial Project**[12]	**530**	**9**	**8**	**17**	**33**	**10**	**43**
		489,564	sf	Office							
		14,688	sf	Health Club							
		7,344	sf	Quality Restaurant							
		3,500	sf	High-Turnover Restaurant							
		(477,220)	*sf*	*Office (to be removed)*							
		(14,688)	*sf*	*Health Club (to be removed)*							
		(14,688)	*sf*	*Museum (to be removed)*							

Table 7 (continued)
Related Project Locations, Descriptions, and Trip Generations

CITY OF LOS ANGELES

NO.	ADDRESS/LOCATION	SIZE	PROJECT DESCRIPTION	DAILY	AM PEAK HOUR IN	AM PEAK HOUR OUT	AM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL
20.	725 S Curson Avenue[3]	28,800 sf	Office	**419**	**48**	**6**	**54**	**9**	**43**	**52**
		800 sf	Restaurant							
21.	5500 W Wilshire Boulevard		**Desmond's Tower Project**[13]	**842**	**12**	**49**	**61**	**52**	**28**	**80**
		175 du	Apartment							
22.	5410 W Wilshire Boulevard[14]	6,760 sf	Restaurant	**346**	**(3)**	**(1)**	**(4)**	**18**	**9**	**27**
		590 sf	Retail Expansion							
23.	5200 W Wilshire Boulevard		**Wilshire and La Brea Project**[15]	**2,188**	**41**	**91**	**132**	**122**	**80**	**202**
		562 du	Mid-Rise Apartment							
		37,000 sf	Retail							
		3,000 sf	High-Turnover Restaurant							
		5,000 sf	Quality Restaurant							
		(35,000) sf	*Church (to be removed)*							
		(30,000) sf	*Retail (to be removed)*							
24.	1417 Hi Pointe Street[6]	77 du	Apartment	**460**	**7**	**27**	**34**	**27**	**15**	**42**
25.	1430 S Fairfax Avenue		**Mid-City Vons Project**[16]	**1,838**	**46**	**28**	**74**	**20**	**19**	**39**
		55,920 sf	Supermarket							
			Existing Supermarket (to be removed)							
26.	4040 W Washington Boulevard		**Washington Square Redevelopment Project**[17]	**4,055**	**45**	**117**	**162**	**209**	**167**	**376**
		217 du	Condominium/Townhome							
		125 du	Apartment							
		230,000 sf	Shopping Center							
		(111,000) sf	*Shopping Center (to be removed)*							

CITY OF BEVERLY HILLS

NO.	ADDRESS/LOCATION	SIZE	PROJECT DESCRIPTION	DAILY	AM PEAK HOUR IN	AM PEAK HOUR OUT	AM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL
1.	9230 Wilshire Boulevard[18]	150,300 sf	Automobile Sales	**3,000**	**64**	**44**	**108**	**41**	**76**	**117**
2.	9200 Wilshire Boulevard[18]	53 du	Condominium	**2,172**	**28**	**36**	**64**	**106**	**86**	**192**
		8,400 sf	Retail							
		5,600 sf	Quality Restaurant							
3.	8767 Wilshire Boulevard[18]	60,856 sf	Office	**2,693**	**127**	**45**	**172**	**106**	**165**	**271**
		11,260 sf	Retail							
		3,000 sf	High-Turnover (Sit-Down) Restaurant							
4.	8600 Wilshire Boulevard[18]	21 du	Condominium	**960**	**14**	**17**	**31**	**43**	**43**	**86**
		4,800 sf	Retail							
		(2,500) sf	*Retail*							

Table 7 (continued)
Related Project Locations, Descriptions, and Trip Generations

CITY OF BEVERLY HILLS

NO.	ADDRESS/LOCATION	SIZE	PROJECT DESCRIPTION	DAILY	AM PEAK HOUR IN	AM PEAK HOUR OUT	AM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL
5.	121 San Vicente Boulevard[18]	35,000 sf	Medical-Dental Office Building	**1,265**	**68**	**18**	**86**	**35**	**95**	**130**
6.	401 S Robertson Boulevard[18]	2,496 sf	Convenience Market (Open 24 Hours)	**738**	**34**	**33**	**67**	**27**	**26**	**53**

CITY OF WEST HOLLYWOOD

NO.	ADDRESS/LOCATION	SIZE	PROJECT DESCRIPTION	DAILY	AM PEAK HOUR IN	AM PEAK HOUR OUT	AM PEAK HOUR TOTAL	PM PEAK HOUR IN	PM PEAK HOUR OUT	PM PEAK HOUR TOTAL
1.	8120 Santa Monica Boulevard		**Mixed-Use Project (Walgreens)**[19]	**1,018**	**8**	**7**	**15**	**61**	**57**	**118**
2.	1222 La Brea Avenue		**Monarch Fountain & La Brea Mixed-Use Project**[19]	**2,901**	**84**	**132**	**216**	**155**	**120**	**275**
		187 du	Apartment							
		5,664 sf	Convenience Store							
		7,089 sf	Restaurant							
		2,300 sf	Coffee Shop							
		4,506 sf	Bank							
3.	1201 La Brea Avenue[19]	4,575 sf	Restaurant	**412**	**2**	**2**	**4**	**21**	**4**	**25**
4.	7302 Santa Monica Boulevard		**Movietown Mixed-Use Project**[19]	**1,617**	**41**	**122**	**163**	**155**	**94**	**249**
5.	1041 Formosa Avenue		**The Lot Office/Media Support Project**[19]	**4,450**	**389**	**49**	**438**	**113**	**332**	**445**
6.	7144 Santa Monica Boulevard		**Faith Plating Mixed-Use Project**[19]	**1,630**	**24**	**72**	**96**	**88**	**52**	**140**
7.	7113 Santa Monica Boulevard		**Santa Monica & La Brea Mixed-Use Project**[19]	**2,368**	**56**	**108**	**164**	**128**	**94**	**222**
		184 du	Apartment							
		3,300 sf	Convenience Store							
		4,800 sf	Restaurant							
		3,250 sf	Pharmacy							
		2,000 sf	Bank							
8.	9040, 9060, 9080, 9098 Santa Monica Boulevard		**Melrose Triangle Project**[19]	**3,578**	**193**	**67**	**260**	**123**	**180**	**303**
9.	623 La Peer Drive		**La Peer Hotel Project**[19]	**876**	**28**	**24**	**52**	**36**	**32**	**68**
10.	8687 Melrose Avenue[19]	400,000 sf	Office	**4,404**	**546**	**74**	**620**	**93**	**455**	**548**
11.	8650 Melrose Avenue[19]	14,571 sf	Retail	**693**	**12**	**11**	**23**	**20**	**23**	**43**
12.	8612 Melrose Avenue[19]	9,998 sf	Restaurant	**899**	**4**	**4**	**8**	**50**	**25**	**75**
13.	8583 Melrose Avenue[19]	9,545 sf	Retail/Commercial	**561**	**16**	**12**	**28**	**22**	**22**	**44**
		7 du	Apartment							
14.	8564 Melrose Avenue[19]	28,474 sf	Retail/Commercial	**765**	**14**	**9**	**23**	**22**	**27**	**49**

Table 7 (continued)
Related Project Locations, Descriptions, and Trip Generations

Notes:

sf = Square Feet; du = Dwelling Units; stu = Students.

[1] Traffic Impact Analysis for a Mixed Use Project located at 6911Santa Monica Boulevard (Overland Traffic Consultants, Revised February 2008).

[2] Traffic Study for The Lexington Development (Fehr & Peers/Kaku Associates, June 2008).

[3] Net trip generation provided by the LADOT database. Peak-hour directional distribution of trips based on ITE Land Use Code 710 (Office).

[4] Net trip generation provided by the LADOT database. Peak-hour directional distribution of trips based on net project trip distribution in the Traffic Impact Analysis for a Proposed Mixed Use' Project located at the NWC of La Brea Avenue and Willoughby Avenue (Overland Traffic Consultants, August 2007).

[5] Traffic Impact Study Report for Proposed Office Project at 959 Seward Street (Crain & Associates, March 2007).

[6] Net trip generation provided by the LADOT database. Peak-hour directional distribution of trips based on ITE Land Use Code 220 (Apartment).

[7] Net trip generation provided by the LADOT database. Peak-hour directional distribution of trips based on ITE Land Use Code 565 (Day Care Center).

[8] Net trip generation provided by the LADOT database. Peak-hour directional distribution of trips based on ITE Land Use Code 151 (Mini-Warehouse).

[9] Net trip generation provided by the LADOT database. Peak-hour directional distribution of trips based on ITE Land Use Code 230 (Residential Condominium/Townhome).

[10] Net trip generation provided by the LADOT database. Peak-hour directional distribution of trips based on ITE Land Use Code 820 (Shopping Center).

[11] Traffic Impact Analysis Report for a Proposed 162-Unit Residential and 6,850 Square Foot Retail/Commercial Mixed-Use Development at 6245 Wilshire Boulevard (Hirsch/Green Transportation Consulting, July 2008).

[12] Traffic Impact Study for the Proposed Commercial Project at 5900 Wilshire Boulevard (Crain & Associates, July 2007).

[13] Traffic Impact Report for the Proposed Apartment Development at 5500 Wilshire Boulevard (Crain & Associates, August 2005).

[14] Net trip generation provided by the LADOT database. Peak-hour directional distribution of trips based on ITE Land Use Code 931 (Quality Restaurant).

[15] Net trip generation provided by the LADOT database. Peak-hour directional distribution of trips based on net project trip distributionf in the Wilshire and La Brea Project Draft EIR (Los Angeles Department of City Planning & Impact Sciences, August 2008).

[16] Net trip generation provided by the LADOT database. Peak-hour directional distribution of trips based on ITE Land Use Code 850 (Supermarket).

[17] Traffic Impact Analysis for a Proposed Residential and Retail Project [Washington Square Redevelopment] (Crain & Associates, April 2009).

[18] Net trip generation provided by the City of Beverly Hills cumulative projects list.

[19] Net trip generation provided by the City of West Hollywood cumulative project list.

For the analysis of Future (2016) Without Project traffic conditions, each related project's trip generation was distributed and assigned to the study area circulation system, using methodologies similar to those previously described for the proposed project trip distribution and assignment. Summing the individual related project traffic volume assignments, the total related project traffic volumes at the study intersections were calculated and are shown in Figures 9(a) and 9(b) for the AM and PM peak hours, respectively.

It should be noted that the inclusion of these related projects, as described, results in future (2016) traffic condition forecasts that are conservative for the purposes of impact analysis. As stated previously, the 1.0 percent ambient traffic growth factor, approved by LADOT, accounts for the general traffic growth expected throughout the study area. The overlay of traffic volumes resulting from the 46 identified related projects represents a conservative projection of future traffic volumes. There is the likelihood that some of the identified projects will not proceed or be constructed as described. It is also probable that some of these projects will be delayed in their construction beyond the future (buildout) study year of the proposed project. In addition, none of the mitigation measures proposed in the traffic analyses performed for these related projects have been assumed under future conditions. Therefore, the future condition of the study area roadway infrastructure has also been forecast conservatively.

Highway System Improvements

In order to better analyze future traffic conditions in the project area, an investigation regarding relevant future transportation improvements to the roadway system infrastructure in the study area was conducted. A number of traffic improvements were identified as scheduled for implementation in order to make more efficient and effective use of the existing street system.

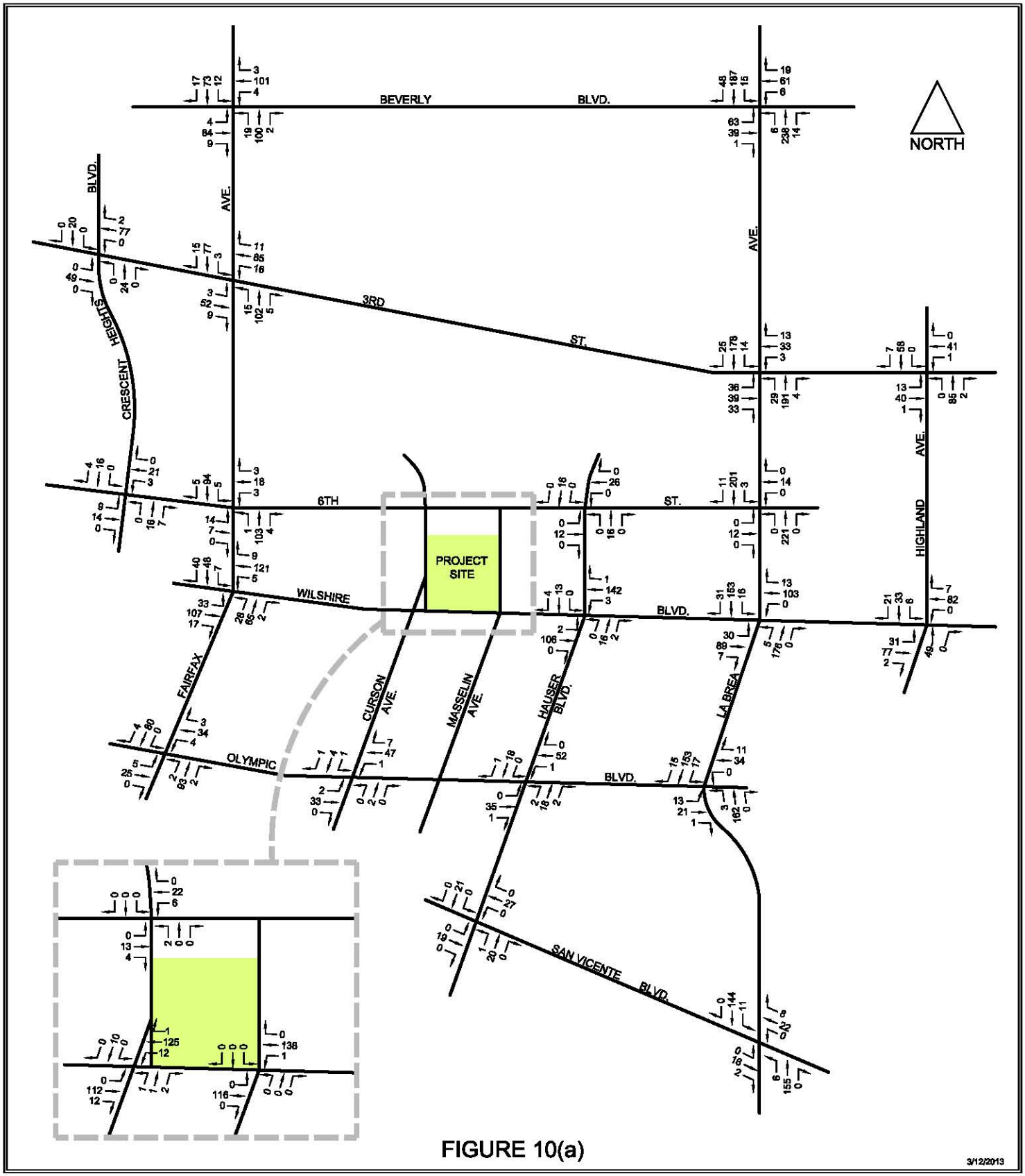

FIGURE 10(a)

3/12/2013

Museum Square Office\2013-02\AMRELPRJ

TOTAL RELATED PROJECT TRAFFIC VOLUMES
AM PEAK HOUR

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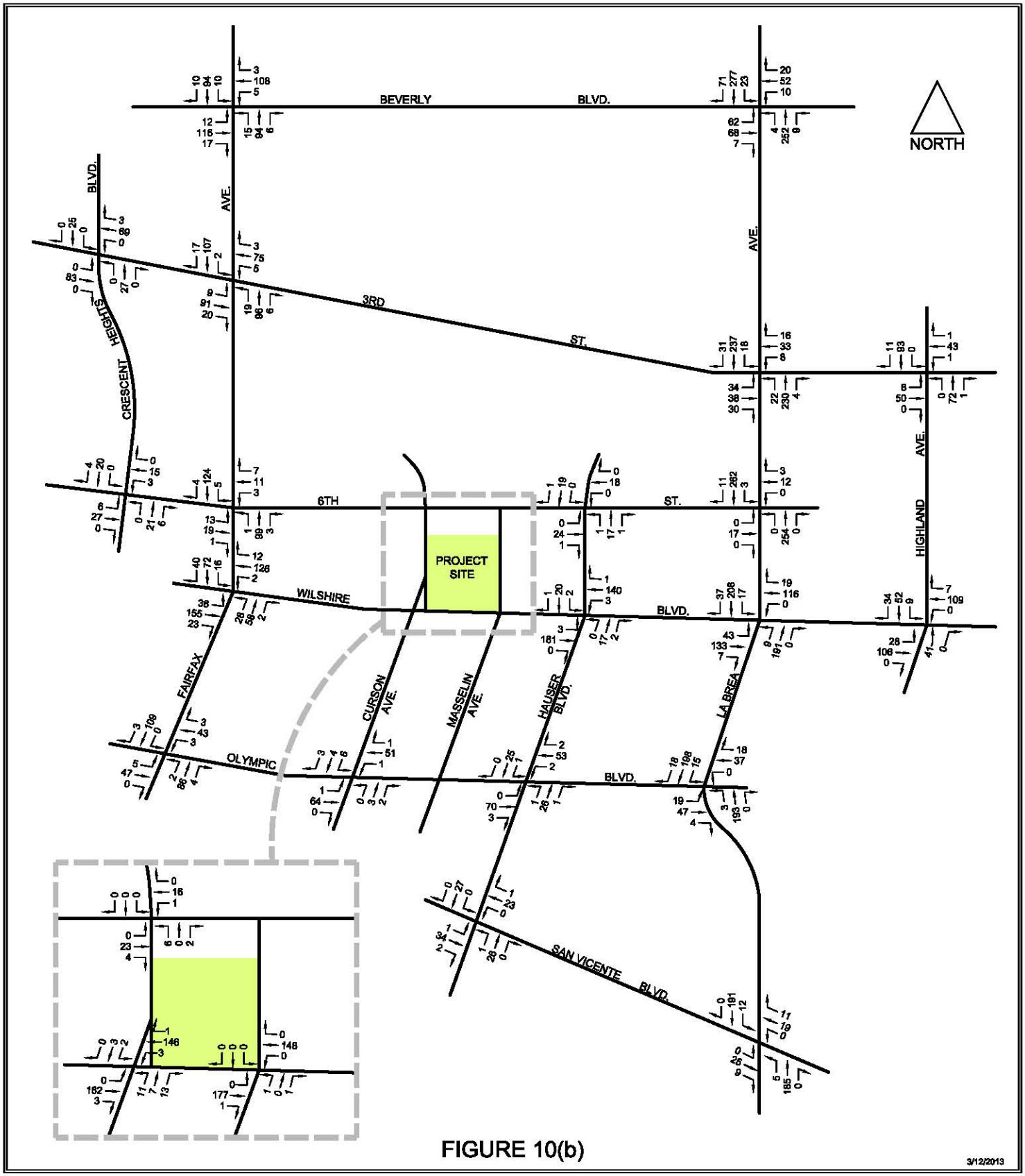

FIGURE 10(b)

3/12/2013

Museum Square Office\2013-02\PMRELPRJ

TOTAL RELATED PROJECT TRAFFIC VOLUMES
PM PEAK HOUR

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All of the study intersections currently operating on the City's ATSAC system only are scheduled to be upgraded with ATCS enhancements by 2014. As described in a previous section, the ATSAC/ATCS signal enhancements have been recognized to increase intersection capacities by approximately ten percent at locations where they have been installed. These intersection capacity improvements have been incorporated into the analysis of future (2016) traffic conditions.

In addition to these traffic signal enhancements, the Wilshire Bus Rapid Transit (BRT) Project has been formally approved and is scheduled to be constructed and operational by the end of 2015. As part of the Wilshire BRT Project, the existing curb lane along Wilshire Boulevard would be converted to bus and right-turn-only operation during the weekday AM (7:00 to 9:00 AM) and PM (4:00 to 7:00 PM) peak periods throughout the project study area. These geometric lane changes to the eastbound and westbound approaches to the six study intersections along Wilshire Boulevard have been included in the future (2016) traffic conditions analysis and are depicted in Appendix B.

A review of the current City of Los Angeles Capital Improvement Program (CIP) and Bureau of Engineering Street Improvement Master Schedule did not reveal any other improvement projects that would significantly affect operations at the study intersection locations.

Analysis of Future (2016) Traffic Conditions

The analysis of future traffic conditions at the study intersections was performed using the same analysis procedures described previously in this report. As described earlier, for the analysis of future project traffic impacts, the aforementioned highway system improvements were incorporated where appropriate. At study locations where no improvements to lane geometries were identified, existing roadway geometric characteristics were assumed to prevail.

As described earlier, future (2016) baseline traffic volumes for the Without Project condition were determined by superimposing area-wide ambient traffic growth and the total related projects traffic volumes onto the existing (2013) traffic volumes. The Future (2016) Without Project traffic volumes are depicted in Figures 10(a) and 10(b) for the AM and PM peak hours, respectively.

Project volumes [Figures 6(a) and 6(b)], as determined earlier, were then added to the Future (2016) Without Project traffic volumes to develop the Future (2016) With Project volumes. The Future (2016) With Project volumes were then used to determine traffic impacts directly attributable to the proposed project. The Future (2016) With Project AM and PM peak-hour traffic volumes are shown in Figures 11(a) and 11(b), respectively.

The results of the analysis of existing and future traffic conditions at the study intersections are summarized in Table 8. As shown in Table 8, the addition of project-related traffic to existing traffic conditions would deteriorate the LOS at four study intersection during the PM peak hour. No deterioration in LOS would occur during the AM peak hour. Under Existing (2013) Plus Project conditions, 11 of the 23 study intersections would operate at LOS C or better during both peak hours, six intersections would operate at LOS D or better during both peak hours, and the remaining six intersections would operate at LOS E during one or both peak hours. None of the study intersections would deteriorate to LOS F operations during either peak hour.

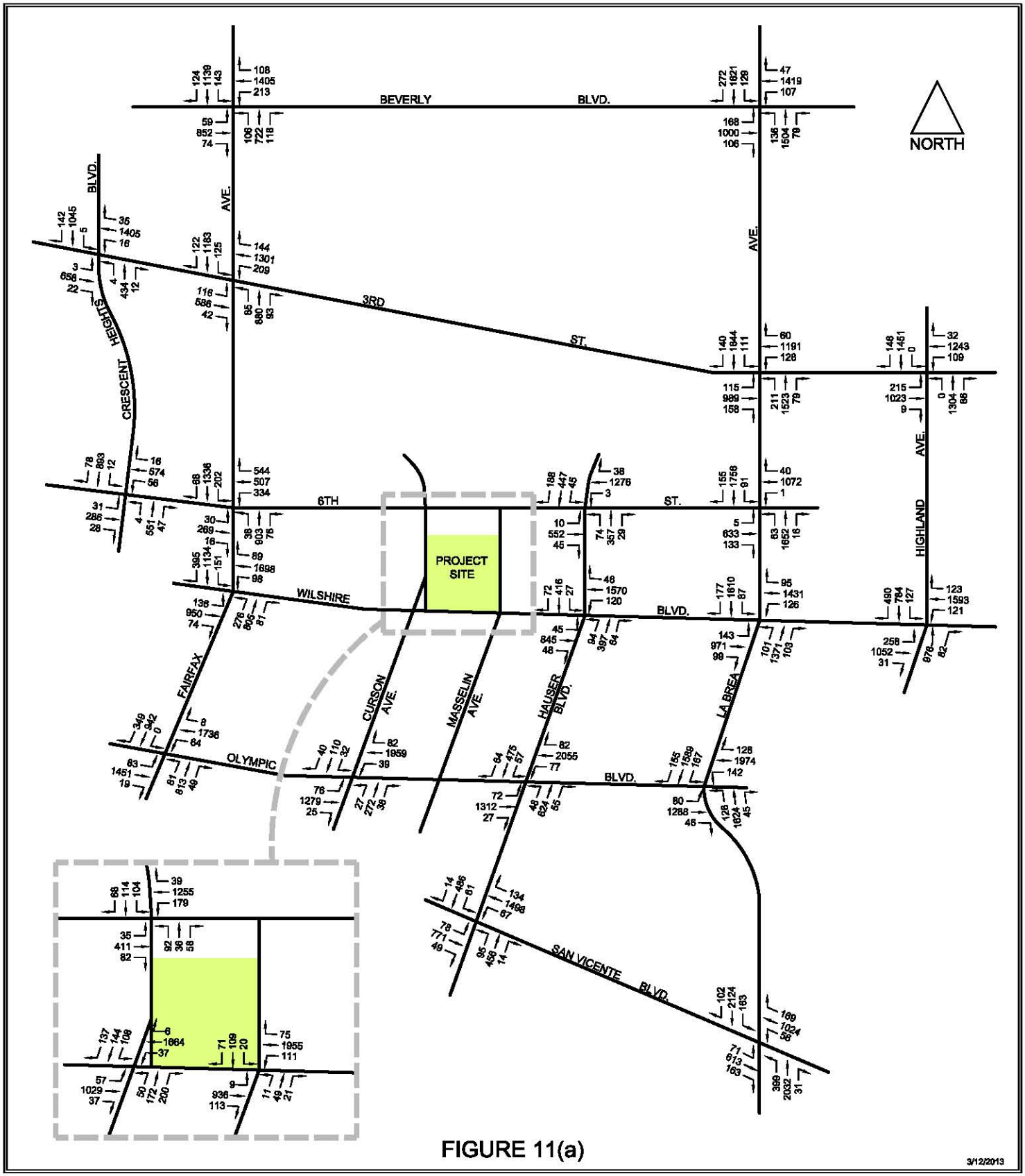

FIGURE 11(a)

3/12/2013

Museum Square Office\2013-02\AM2016WO

FUTURE (2016) WITHOUT PROJECT TRAFFIC VOLUMES
AM PEAK HOUR

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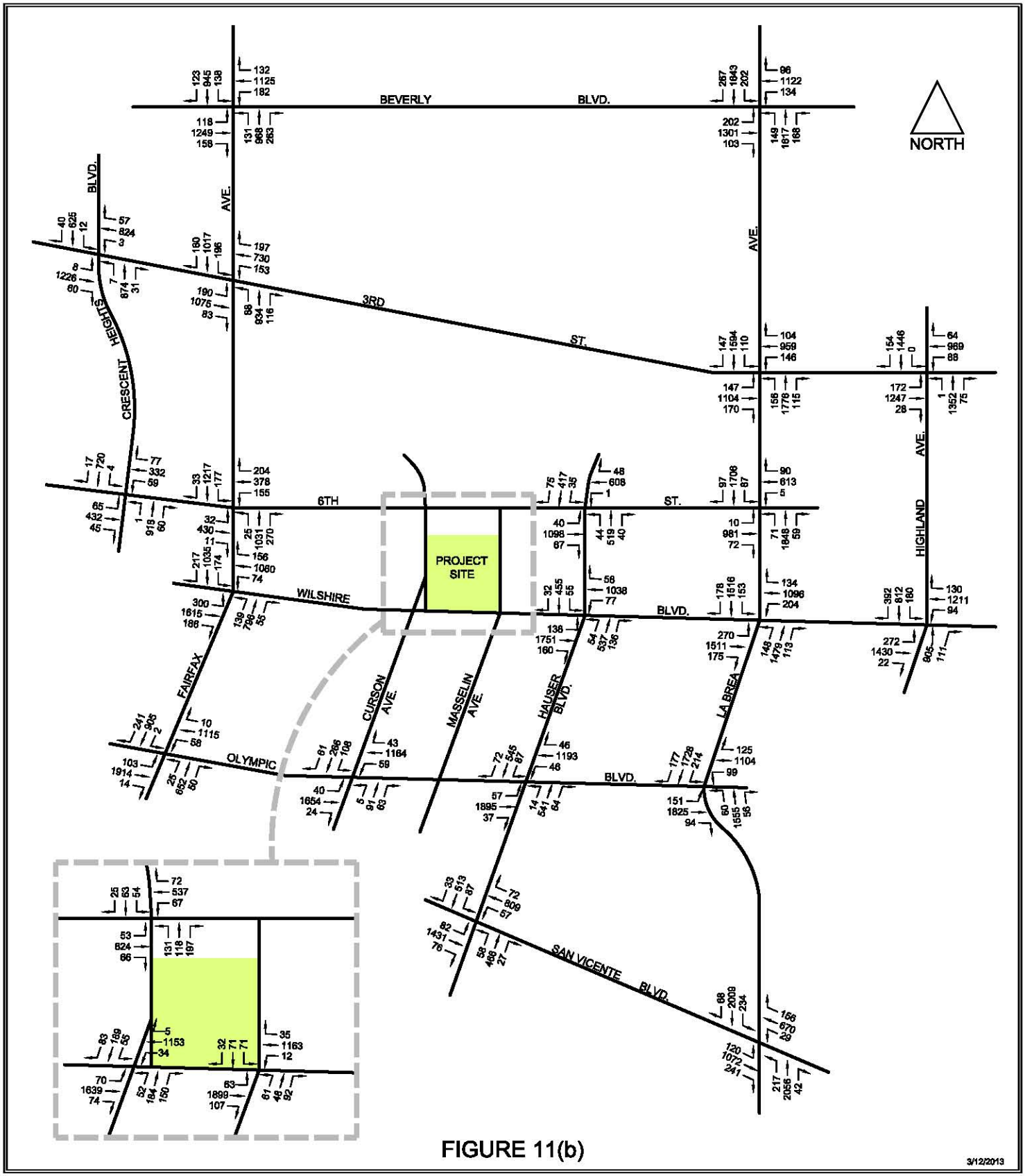

FIGURE 11(b)

3/12/2013

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FUTURE (2016) WITHOUT PROJECT TRAFFIC VOLUMES
PM PEAK HOUR

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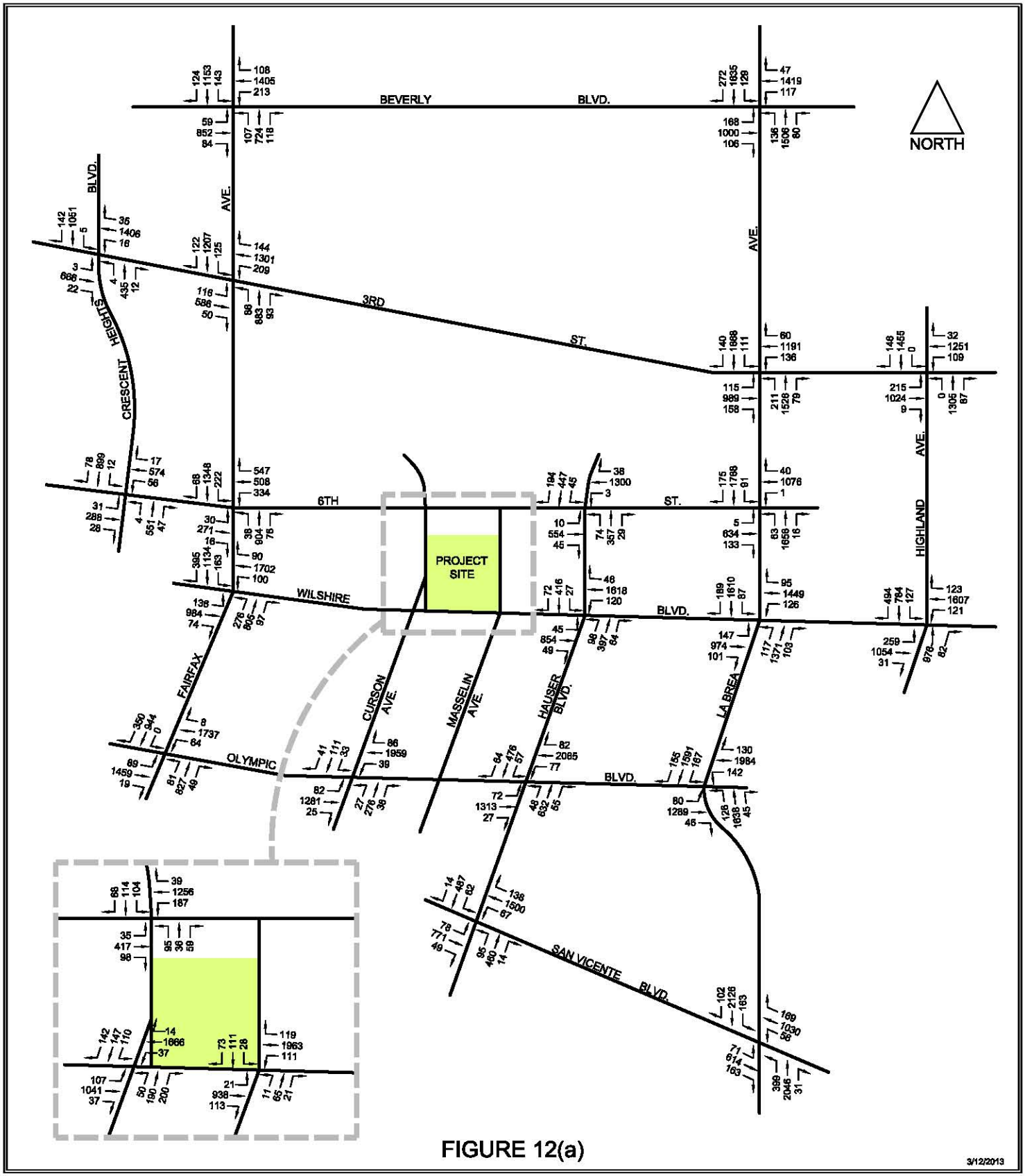

FIGURE 12(a)

3/12/2013

Museum Square Office\2013-02\AM2016WP

FUTURE (2016) WITH PROJECT TRAFFIC VOLUMES
AM PEAK HOUR

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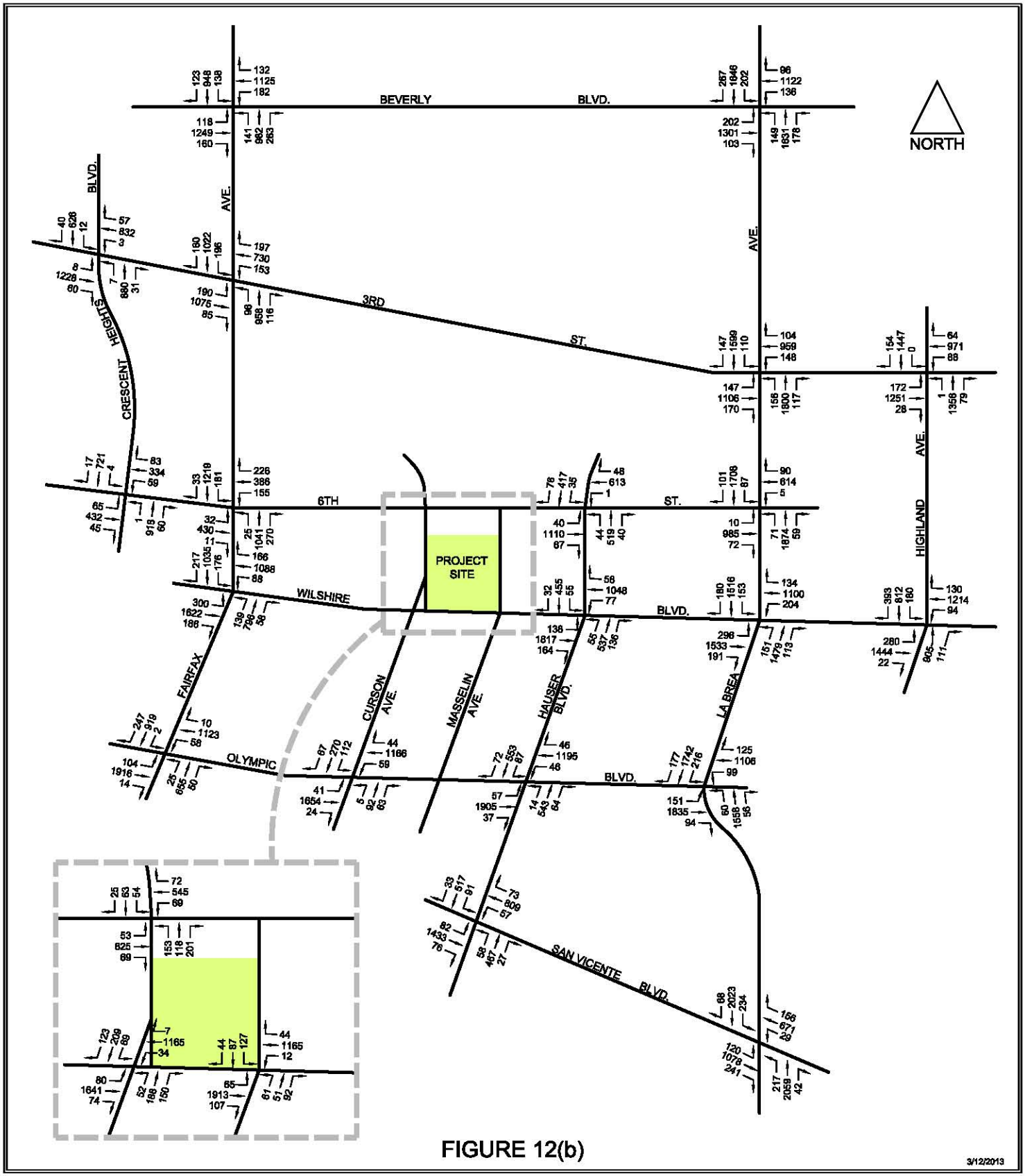

FIGURE 12(b)

3/12/2013

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FUTURE (2016) WITH PROJECT TRAFFIC VOLUMES
PM PEAK HOUR

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Table 8
Critical Movement Analysis (CMA) & Level of Service (LOS) Summary
Existing (2013) and Future (2016) Traffic Conditions

			Existing (2013) Conditions					Future (2016) Conditions					
		Peak	Existing		Plus Project			Without Project		With Project			
No.	Intersection	Hour	CMA	LOS	CMA	LOS	Impact	CMA	LOS	CMA	LOS	Impact	Sig.?
1	Crescent Heights Blvd./	AM	0.748	C	0.750	C	0.002	0.805	D	0.808	D	0.003	No
	3rd St.	PM	0.603	B	0.606	B	0.003	0.661	B	0.663	B	0.002	No
2	Crescent Heights Blvd./	AM	0.635	B	0.638	B	0.003	0.686	B	0.689	B	0.003	No
	6th St.	PM	0.577	A	0.577	A	0.000	0.631	B	0.631	B	0.000	No
3	Fairfax Ave./	AM	0.875	D	0.880	D	0.005	0.991	E	0.997	E	0.006	No
	Beverly Blvd.	PM	0.848	D	0.856	D	0.008	0.971	E	0.979	E	0.008	No
4	Fairfax Ave./	AM	0.887	D	0.896	D	0.009	0.995	E	1.004	F	0.009	No
	3rd St.	PM	0.845	D	0.855	D	0.010	0.957	E	0.966	E	0.009	No
5	Fairfax Ave./	AM	0.714	C	0.719	C	0.005	0.796	C	0.801	D	0.005	No
	6th St.	PM	0.679	B	0.685	B	0.006	0.755	C	0.762	C	0.007	No
6	Fairfax Ave./	AM	0.921	E	0.923	E	0.002	1.229	F	1.231	F	0.002	No
	Wilshire Blvd.	PM	0.759	C	0.768	C	0.009	1.019	F	1.032	F	0.013	Yes
7	Fairfax Ave./	AM	0.836	D	0.842	D	0.006	0.876	D	0.882	D	0.006	No
	Olympic Blvd.	PM	0.764	C	0.771	C	0.007	0.814	D	0.821	D	0.007	No
8	Curson Ave./	AM	0.511	A	0.513	A	0.002	0.537	A	0.540	A	0.003	No
	6th St.	PM	0.489	A	0.495	A	0.006	0.517	A	0.523	A	0.006	No
9	Curson Ave./	AM	0.611	B	0.659	B	0.048	0.846	D	0.893	D	0.047	Yes
	Wilshire Blvd.	PM	0.518	A	0.539	A	0.021	0.763	C	0.776	C	0.013	No
10	Curson Ave./	AM	0.643	B	0.651	B	0.008	0.650	B	0.659	B	0.009	No
	Olympic Blvd.	PM	0.591	A	0.601	B	0.010	0.605	B	0.615	B	0.010	No

Table 8 (continued)
Critical Movement Analysis (CMA) & Level of Service (LOS) Summary
Existing (2013) and Future (2016) Traffic Conditions

			Existing (2013) Conditions					Future (2016) Conditions					
		Peak	Existing		Plus Project			Without Project		With Project			
No.	Intersection	Hour	CMA	LOS	CMA	LOS	Impact	CMA	LOS	CMA	LOS	Impact	Sig.?
11	Masselin Ave./	AM	0.451	A	0.479	A	0.028	0.699	B	0.717	C	0.018	No
	Wilshire Blvd.	PM	0.477	A	0.519	A	0.042	0.723	C	0.767	C	0.044	Yes
12	Hauser Blvd./	AM	0.652	B	0.660	B	0.008	0.694	B	0.702	C	0.008	No
	6th St.	PM	0.694	B	0.698	B	0.004	0.739	C	0.743	C	0.004	No
13	Hauser Blvd./	AM	0.611	B	0.625	B	0.014	0.841	D	0.860	D	0.019	No
	Wilshire Blvd.	PM	0.692	B	0.707	C	0.015	0.930	E	0.952	E	0.022	Yes
14	Hauser Blvd./	AM	0.889	D	0.897	D	0.008	0.913	E	0.921	E	0.008	No
	Olympic Blvd.	PM	0.789	C	0.793	C	0.004	0.821	D	0.825	D	0.004	No
15	Hauser Blvd./	AM	0.669	B	0.670	B	0.001	0.681	B	0.683	B	0.002	No
	San Vicente Blvd.	PM	0.657	B	0.660	B	0.003	0.675	B	0.679	B	0.004	No
16	La Brea Av./	AM	0.945	E	0.949	E	0.004	1.113	F	1.117	F	0.004	No
	Beverly Blvd.	PM	0.908	E	0.915	E	0.007	1.069	F	1.075	F	0.006	No
17	La Brea Ave./	AM	0.848	D	0.854	D	0.006	0.986	E	0.991	E	0.005	No
	3rd St.	PM	0.796	C	0.805	D	0.009	0.909	E	0.918	E	0.009	No
18	La Brea Ave./	AM	0.667	B	0.675	B	0.008	0.742	C	0.751	C	0.009	No
	6th St.	PM	0.663	B	0.670	B	0.007	0.750	C	0.757	C	0.007	No
19	La Brea Ave./	AM	0.757	C	0.779	C	0.022	1.032	F	1.056	F	0.024	Yes
	Wilshire Blvd.	PM	0.847	D	0.859	D	0.012	1.117	F	1.127	F	0.010	Yes
20	La Brea Ave./	AM	0.923	E	0.929	E	0.006	0.994	E	1.000	F	0.006	No
	Olympic Blvd.	PM	0.913	E	0.918	E	0.005	0.984	E	0.988	E	0.004	No

Table 8 (continued)
Critical Movement Analysis (CMA) & Level of Service (LOS) Summary
Existing (2013) and Future (2016) Traffic Conditions

			Existing (2013) Conditions					Future (2016) Conditions					
		Peak	Existing		Plus Project			Without Project		With Project			
No.	Intersection	Hour	CMA	LOS	CMA	LOS	Impact	CMA	LOS	CMA	LOS	Impact	Sig.?
21	La Brea Ave./	AM	0.983	E	0.984	E	0.001	1.030	F	1.032	F	0.002	No
	San Vicente Blvd.	PM	0.825	D	0.828	D	0.003	0.882	D	0.885	D	0.003	No
22	Highland Ave./	AM	0.980	E	0.984	E	0.004	1.059	F	1.064	F	0.005	No
	3rd St.	PM	0.887	D	0.889	D	0.002	0.972	E	0.974	E	0.002	No
23	Highland Ave./	AM	0.973	E	0.977	E	0.004	1.237	F	1.243	F	0.006	No
	Wilshire Blvd.	PM	0.897	D	0.904	E	0.007	1.129	F	1.136	F	0.007	No

As shown, under Future (2016) Without Project and Future (2016) With Project conditions, traffic operations at all Wilshire Boulevard intersections are expected to deteriorate when compared with existing conditions following the implementation of the Wilshire BRT Project, which reduces the number of eastbound and westbound through travel lanes during the AM and PM peak periods. Under Future (2016) Without Project conditions, eight of the 23 study intersections would operate at LOS C or better during both peak hours, three intersections would operate at LOS D or better during both peak hours, and 12 intersections would operate at LOS E or F during one or both peak hours.

Under Future (2016) With Project conditions, seven of the 23 study intersections would continue to operate at LOS C or better during both peak hours, four intersections would operate at LOS D or better during both peak hours, and 12 intersections would operate at LOS E or F during one or both peak hours. Following the addition of project-related traffic, five study intersections would experience deteriorations in LOS during the AM peak hour only (no change in LOS during the PM peak hour). The CMA/LOS calculation worksheets for existing and future conditions are included in Appendix C.

Significant Traffic Impact Criteria

LADOT defines a significant intersection traffic impact attributable to a project based on a “stepped scale”, with intersections experiencing high CMA values being more sensitive to additional traffic than those operating with more available capacity. According to LADOT policy, a significant impact is identified as an increase in the CMA value, due to project-related traffic under future buildout conditions, of 0.010 or more when the final (with project) LOS is E or F, a CMA increase of 0.020 or more when the final LOS is D, or an increase of 0.040 or more when the final LOS is C. No significant impacts are deemed to occur at LOS A or B, as these operating conditions exhibit sufficient surplus capacities to accommodate large traffic increases with little effect on traffic delays. These criteria are summarized in Table 9.

Table 9
LADOT Criteria for Significant Intersection Traffic Impacts

LOS	Final CMA Value	Project-Related Increase in CMA Value
C	> 0.700 - 0.800	equal to or greater than 0.040
D	> 0.800 - 0.900	equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010

Based on these criteria, and as shown previously in Table 8, no significant intersection impact is expected to result due to the project under Existing conditions. The project is expected to result in significant impacts to the following five study intersections under Future conditions, prior to mitigation:

6. Fairfax Ave./Wilshire Blvd. (PM peak hour)
9. Curson Ave./Wilshire Blvd. (AM peak hour)
11. Masselin Ave./Wilshire Blvd. (PM peak hour)
13. Hauser Blvd./Wilshire Blvd. (PM peak hour)
19. La Brea Ave./Wilshire Blvd. (AM and PM peak hours)

Mitigation measures recommended to address these significant impacts are described in the Mitigation Measures section of this report.

Residential Street Impact Analysis

In order to address local residential neighborhood concerns, traffic impacts were analyzed on two study area residential streets segments in the surrounding area. Automatic 24-hour traffic counts were conducted in November 2012 on a typical weekday on the street segment locations listed below. These daily counts were growth-factored by one percent to represent existing (2013) volumes. The 24-hour automated traffic count data sheets are contained in Appendix A.

1. Curson Ave., south of 8th St.
2. Masselin Ave., south of 8th St.

These residential street segments are those most likely to be affected by project traffic. Per LADOT policy, the determination of significance for a residential street traffic impact is based on the average daily traffic (ADT) volumes traversing the study street segment. The incremental project-related increase in daily traffic on a residential street is considered by LADOT to be significant if it exceeds the criteria in Table 10.

Table 10
LADOT Criteria for Significant Local Street Impacts

Projected Future ADT (With Project)	Project-Related Increase in Final ADT
0 to 999	120 trips or more
1,000 to 1,999	12 percent or more
2,000 to 2,999	10 percent or more
3,000 or more	8 percent or more

Existing (2013) Plus Project daily traffic volumes were developed by adding project daily volumes to Existing (2013) baseline traffic volumes. In order to develop future traffic volumes on the study residential street segments, the same procedures and assumptions described previously for the development of future peak-hour intersection volumes were used. The Future (2016) Without Project daily traffic volume estimates were based on Existing (2013) daily traffic volumes, plus daily traffic volumes due to ambient traffic growth and related projects. The Future (2016) With Project daily traffic volumes include the addition of project daily traffic volumes. The results of the residential street impact analysis are summarized in Table 11. As shown in Table 11, neither of the study street segments would experience an increase in project traffic volumes resulting in a significant impact under Existing or Future conditions.

Table 11
Residential Street Impact Analysis

Street Segment	Average Daily Traffic (ADT) Existing (2013)	Project Traffic	Existing (2013) Plus Project	% Project Traffic
1. Curson Ave., south of 8th St.	4,919	122	5,041	2.4%
2. Masselin Ave., south of 8th St.	1,163	70	1,233	5.7%

Street Segment	Average Daily Traffic (ADT) Existing (2013)	Future (2016) Without Project	Project Traffic	With Project	% Project Traffic
1. Curson Ave., south of 8th St.	4,919	5,330	122	5,452	2.2%
2. Masselin Ave., south of 8th St.	1,163	1,230	70	1,300	5.4%

Congestion Management Program (CMP) Impact Analysis

The traffic impact guidelines of the current 2010 Congestion Management Program (CMP) for Los Angeles County require analysis of all CMP arterial monitoring locations where a project could add a total of 50 or more trips during either peak hour. Additionally, all freeway monitoring locations where a project could add 150 or more trips in either direction during the peak hours are to be analyzed.

The nearest CMP arterial monitoring locations are the following intersections:

- La Brea Ave./Wilshire Blvd. (approx. 0.5 miles east of the project site)
- La Cienega Blvd./Wilshire Blvd. (approx.. 1.25 miles west)
- Highland Ave./Santa Monica Blvd. (approx. 2.0 miles northeast)
- La Cienega Blvd./Santa Monica Blvd. (approx.. 2.25 miles northwest)

A review of the project trip generation (shown in Table 5) and project only traffic volumes (shown in Figure 6) shows that the proposed project would be expected to contribute 50 or more peak-hour trips to only one CMP monitoring intersection: La Brea

Avenue/Wilshire Boulevard. As shown in the detailed CMA analysis herein, these project trips would result in a significant project impact under future traffic conditions during both peak hours. The impact criteria applied in the preceding analysis for this intersection is also more stringent that those described in the CMP. Potential mitigation measures recommended for this location are discussed in the following Mitigation Measures section of the report.

The nearest CMP freeway monitoring segments are as follows:

- Santa Monica Freeway, east of La Brea Avenue (approx. 2.0 miles south of the project site)
- Hollywood Freeway, south of Santa Monica Boulevard (approx. 3.25 miles northeast)

It is estimated that the proposed project would contribute no more than 23 directional trips to any freeway segment during either peak hour. As this project contribution is well below the 150 directional-trip threshold, no significant project impacts to CMP freeway monitoring locations are forecast and no additional freeway analysis is necessary.

Transit Impact Analysis

The proposed project is estimated to generate 1,388 net vehicle trips per day, including 228 trips during the AM peak hour and 242 trips during the PM peak hour. This trip generation reflects a vehicle trip reduction of up to 15 percent due to transit usage, which amounts to 245 daily, 41 AM peak-hour and 42 PM peak-hour trips. No pass-by or existing use trip reductions have been included. Per the 2010 CMP guidelines, person trips can be estimated by multiplying the transit vehicle trip reductions by a conversion factor of 1.4. Therefore, the number of proposed project person trips anticipated to be added to transit is shown below.

Table 12
Project Transit Person Trips

	Project Vehicle Trip Reductions Due to Transit	Conversion Factor	Project Transit Person Trips
Daily	245	1.4	343
AM Peak Hour	41	1.4	57
PM Peak Hour	42	1.4	59

The most convenient and direct transit route for the proposed project is along Wilshire Boulevard, which is immediately adjacent to the project site. Except for the LADOT DASH Fairfax line, no regular transit service is provided along 6th Street, the next closest arterial to the site. For purposes of a conservative analysis, this transit analysis assumed that all project transit person trips would be concentrated on Metro bus lines traveling along Wilshire Boulevard between Fairfax Avenue and La Brea Avenue. There are two Metro lines on Wilshire Boulevard in this vicinity, Line 20, a local line, and Line 720, a Metro Rapid line. As Line 20 has stops adjacent to the site and Line 720 does not, the analysis focused solely on Line 20. This further enhanced the conservative analysis, as no bus capacity from Line 720 was included.

Information regarding the existing transit usage for Line 20 was obtained from Metro. This information included daily and peak-period bus boardings and alightings. During the weekday peak period of 6:00 to 9:00 AM, Line 20 has 37 buses arriving at Curson Avenue with 685 passengers onboard. During the weekday peak period of 3:00 to 7:00 PM, this line has 46 buses arriving at Curson Avenue with 1,160 passengers onboard. Thus, there are an average of 18.5 passengers per bus during the AM peak period and 25.2 passengers per bus during the PM peak period.

It is estimated that, at Curson Avenue, the Project would add an average of 4.6 passengers during the AM peak hour and 5.1 passengers during the PM peak hour to

Line 20. Together with the current passenger loads, the combined passenger loads would average 23.1 and 30.3 passengers per bus during the respective AM and PM peak hours. Based on a typical bus seating capacity of 40 persons, there would still remain a seating capacity of 24 to 42 percent. Therefore, the addition of Project transit trips is not expected to result in a significant impact to transit.

MITIGATION MEASURES

As indicated in the preceding traffic analysis, the proposed Museum Square Office Building project is expected to significantly impact the following study intersections under future traffic conditions, prior to mitigation:

6. Fairfax Ave./Wilshire Blvd. (PM peak hour)
9. Curson Ave./Wilshire Blvd. (AM peak hour)
11. Masselin Ave./Wilshire Blvd. (PM peak hour)
13. Hauser Blvd./Wilshire Blvd. (PM peak hour)
19. La Brea Ave./Wilshire Blvd. (AM and PM peak hours)

A series of mitigation measures were investigated to address these significant impacts. As a first step, mitigation in the form of Transportation Demand Management (TDM) and Trip Reduction Measures was analyzed. The project will comply with the requirements of the City of Los Angeles TDM Ordinance (No. 167,700) as a non-residential development in excess of 100,000 gross square feet in size. In order to determine the effect of TDM program implementation for the proposed project, it was conservatively estimated that such a program would result in a five percent decrease in project trips. With a five-percent reduction, the project trip generation with TDM would be reduced to 217 trips (191 inbound, 26 outbound) during the AM peak hour and 230 trips (39 inbound, 191 outbound) during the PM peak hour. Using these project volumes, a Future (2016) With Project With Mitigation condition was analyzed, and the results are shown in Table 13. As shown in the table and described further in this section, impacts at four of the five intersections would remain significant with a TDM program due to a lack of feasible physical mitigation. At the intersection of Masselin Avenue and Wilshire Boulevard, however, the implementation of a TDM program and physical mitigation measures (described below) would reduce the project impact to a less-than-significant level.

Table 13
Critical Movement Analysis (CMA) & Level of Service (LOS) Summary
Future (2016) With Mitigation Traffic Conditions

No.	Intersection	Peak Hour	Without Project		With Project			With Project + Mitigation		
			CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact
6	Fairfax Ave./	AM	1.229	F	1.231	F	0.002	1.231	F	0.002
	Wilshire Blvd.	PM	1.019	F	1.032	F	0.013 *	1.031	F	0.012 *
9	Curson Ave./	AM	0.846	D	0.893	D	0.047 *	0.891	D	0.045 *
	Wilshire Blvd.	PM	0.763	C	0.776	C	0.013	0.775	C	0.012
11	Masselin Ave./	AM	0.699	B	0.717	C	0.018	0.716	A	0.017
	Wilshire Blvd.	PM	0.723	C	0.767	C	0.044 *	0.755	C	0.032
13	Hauser Blvd./	AM	0.841	D	0.860	D	0.019	0.859	D	0.018
	Wilshire Blvd.	PM	0.930	E	0.952	E	0.022 *	0.951	E	0.021 *
19	La Brea Ave./	AM	1.032	F	1.056	F	0.024 *	1.053	F	0.021 *
	Wilshire Blvd.	PM	1.117	F	1.127	F	0.010 *	1.126	F	0.009

Note: * indicates a significant project traffic impact based on LADOT criteria.

Given that the implementation of the aforementioned TDM program and its trip reduction effectiveness alone would not be expected to mitigate the impacts at any of the five intersections to less-than-significant levels, potential physical mitigation measures were examined as a second step. With the planned improvements on Wilshire Boulevard as part of the Wilshire BRT project, improvements to the Wilshire Boulevard eastbound and westbound approaches at these locations were not considered practical. As described below, comprehensive reviews of the significantly impacted study locations revealed that, at four of the five intersections, physical mitigation measures would be infeasible due to potentially significant secondary impacts.

Fairfax Ave./Wilshire Blvd.: Widening and restriping along Fairfax Avenue to convert the southbound right-turn-only lane to a shared through/right-turn lane would mitigate the project impact to a less-than-significant level. In order to provide an additional (third) southbound lane for through movements, this through lane would have to extend from several blocks north of Wilshire Boulevard to several blocks south of Wilshire Boulevard, resulting in the reconstruction of numerous unsignalized and signalized intersections along Fairfax Avenue. Implementation of

this mitigation would also require substantial acquisition of private property and partial demolition of private buildings. On-street parking spaces would also have to be removed, with little opportunity for relocation within a convenient walking distance. Considering these factors, this mitigation measure is not considered feasible for this intersection.

Curson Ave./Wilshire Blvd.: Restriping the south leg of Curson Avenue to provide a northbound right-turn-only lane would mitigate the project impact to a less-than-significant level. Implementation of this mitigation would require the removal of four Loading Zone parking spaces located along the east side of Curson Avenue, immediately south of Wilshire Boulevard, that serve the Wilshire Courtyard development located at the southeast corner of this intersection. As development-adjacent Loading Zone parking spaces, their relocation within a convenient walking distance of the Wilshire Courtyard development would not be practicable. The provision of the northbound right-turn-only would also potentially require the removal of metered parking spaces located along the east side of the Curson Avenue, further south of Wilshire Boulevard. If the Curson Avenue south leg were widened to install the northbound right-turn-only lane while retaining the existing Loading Zone and metered parking spaces, this measure would require a reduction in sidewalk widths to less than the standard 10 feet for Collector Streets or the acquisition of private property and partial demolition of private buildings. Such a reduction in sidewalk widths would be contrary to the City's Walkability Checklist. Considering these factors, this mitigation measure is not considered feasible for this intersection.

Masselin Ave./Wilshire Blvd.: Restriping the south leg of Masselin Avenue to provide an exclusive left-turn lane for the northbound approach would mitigate the project impact to a less-than-significant level. The sidewalk and curb return at the northwest corner of the intersection would require minor reconstruction, and the traffic signal equipment would be modified as necessary. Implementation of this mitigation could be achieved without the removal of on-street parking spaces along Masselin Avenue, as shown in the conceptual mitigation plan provided in Appendix E. The results of Future (2016) With Project With Mitigation analysis at this location, assuming the aforementioned TDM program implementation and this physical improvement, are shown in Table 13.

Hauser Blvd./Wilshire Blvd.: Widening and restriping along Hauser Boulevard to provide two northbound through travel lanes along the portion of this roadway including the Wilshire Boulevard intersection would mitigate the project impact to a less-than-significant level. With this improvement, the Hauser Boulevard northbound approach at this intersection would consist of a left-turn lane, a through travel lane, and a shared through/right-turn lane. The two northbound travel lanes would continue north of the intersection until 6th Street, where the inside through lane would become a "trap" left-turn lane. In order to provide an additional northbound lane for through movements, a substantial amount of on-street parking on Hauser Boulevard, north and south of the intersection, would have to be removed. Given the quantity of parking spaces that would require removal, their relocation within a convenient walking distance would not be practicable. If Hauser Boulevard were widened to install the additional northbound through lane while retaining the existing on-street parking spaces, this measure would require a reduction in sidewalk widths to less than the standard 10 feet for Collector Streets or the acquisition of private property and partial demolition of private buildings. Such a reduction in sidewalk widths would be contrary to the City's Walkability Checklist. The intersections of Hauser Boulevard and 6th Street and Hauser Boulevard and 8th Street would also likely have to be reconstructed. Considering these factors, this mitigation measure is not considered feasible for this intersection.

La Brea Ave./Wilshire Blvd.: Widening and restriping the La Brea Avenue southbound approach to provide a right-turn-only lane would mitigate the project AM and PM peak-hour impacts to less-than-significant levels. With this improvement, the La Brea Avenue southbound approach at this intersection would consist of a left-turn lane, three through travel lanes, and a right-turn-only lane. Implementation of this mitigation would require the acquisition of private property at the northwest corner of the intersection and partial demolition of private buildings. Considering these factors, this mitigation measure is not considered feasible for this intersection.

Therefore, the project impacts at four of the five abovementioned study intersections would remain significant and unavoidable.

APPENDIX A

TRAFFIC COUNT DATA SHEETS

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Crescent Hts Blvd

East/West 3rd St

Day: WEDNESDAY Date: January 16, 2013 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	21	25	35	45
BIKES	7	3	18	19
BUSES	4	4	88	93

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	129	9.30	296	8.30	163	8.00	359	8.30
PM PK 15 MIN	224	17.30	181	15.30	310	16.00	244	15.30
AM PK HOUR	507	9.00	1140	7.45	615	8.00	1337	8.00
PM PK HOUR	859	17.00	678	16.30	1208	16.00	925	15.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	240	12	254
8-9	4	398	12	414
9-10	26	458	23	507
15-16	27	544	49	620
16-17	3	684	40	727
17-18	7	822	30	859
TOTAL	69	3146	166	3381

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	4	717	115	836
8-9	5	995	138	1138
9-10	29	713	92	834
15-16	40	557	72	669
16-17	7	589	57	653
17-18	12	582	39	633
TOTAL	97	4153	513	4763

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1090	15	0	17	0
1552	20	0	21	1
1341	26	0	14	0
1289	79	5	52	1
1380	59	3	34	2
1492	56	0	64	3
8144	255	8	202	7

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	4	405	19	428
8-9	3	591	21	615
9-10	29	525	30	584
15-16	51	940	67	1058
16-17	13	1127	68	1208
17-18	8	1109	58	1175
TOTAL	108	4697	263	5068

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	3	910	26	939
8-9	16	1289	32	1337
9-10	44	963	59	1066
15-16	56	801	68	925
16-17	2	796	53	851
17-18	3	733	52	788
TOTAL	124	5492	290	5906

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1367	8	0	11	0
1952	12	1	12	0
1650	9	0	8	0
1983	38	11	23	0
2059	27	3	25	0
1963	29	0	20	0
10974	123	15	99	0

ITM Peak Hour Summary

Prepared by:

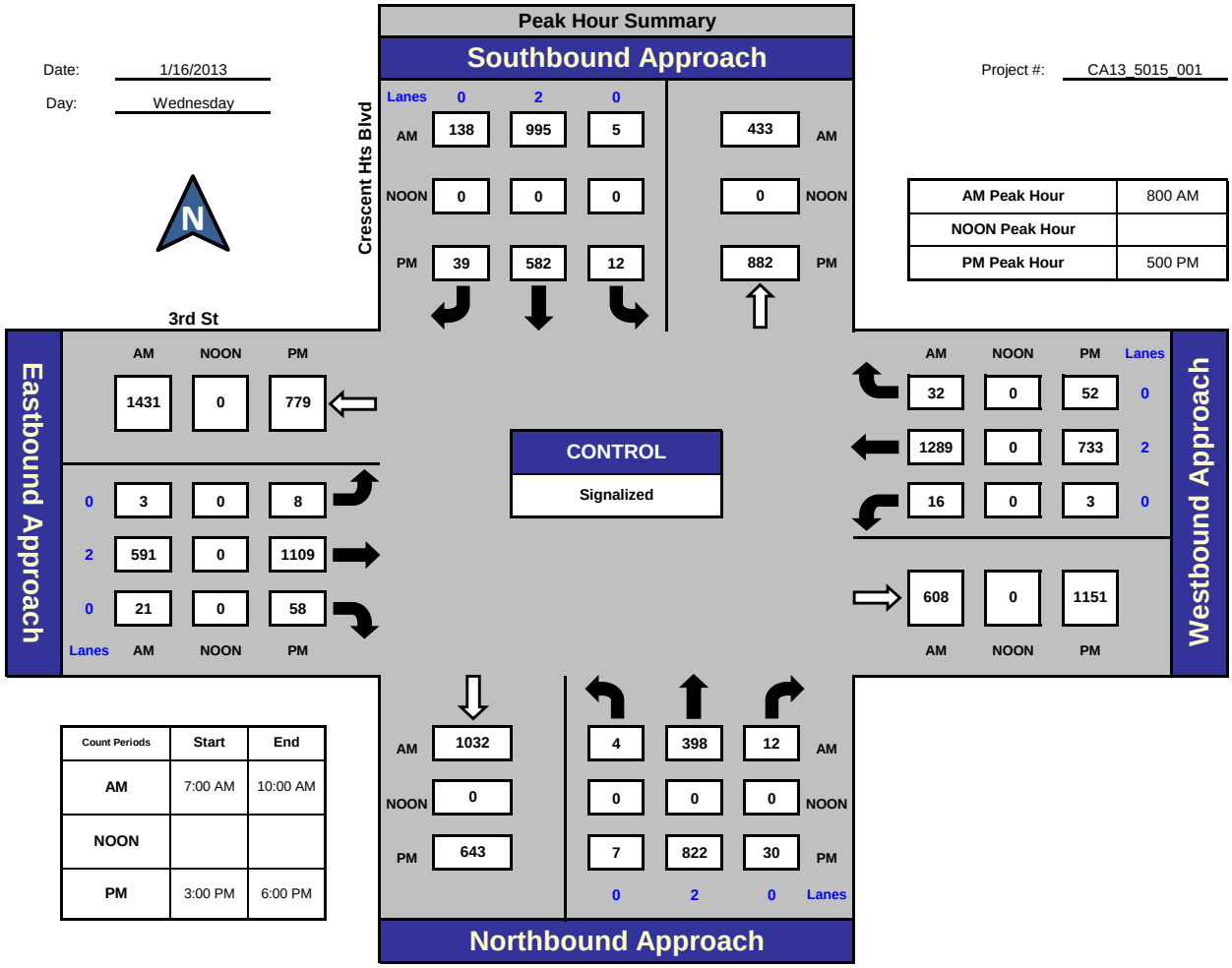
National Data & Surveying Services

Crescent Hts Blvd and 3rd St , City of Los Angeles

Date: 1/16/2013

Day: Wednesday

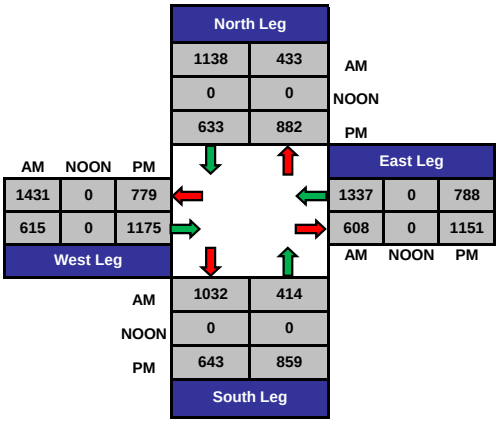
Project #: CA13_5015_001



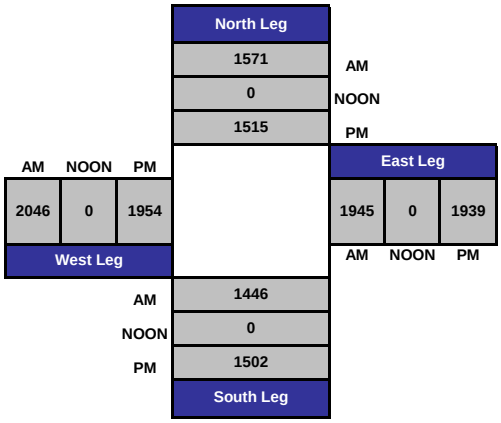
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Crescent Hts Blvd

East/West 6th St

Day: WEDNESDAY Date: January 16, 2013 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	18	25	5	1
BIKES	15	4	11	18
BUSES	5	3	0	5

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	164	9.45	253	8.45	92	9.00	163	8.30
PM PK 15 MIN	249	17.30	197	17.00	132	16.00	126	17.45
AM PK HOUR	630	9.00	988	8.00	312	8.15	604	8.15
PM PK HOUR	924	17.00	726	16.30	494	17.00	437	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	280	26	306
8-9	4	506	33	543
9-10	6	582	42	630
15-16	9	667	52	728
16-17	0	785	55	840
17-18	1	871	52	924
TOTAL	20	3691	260	3971

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	4	665	40	709
8-9	4	907	77	988
9-10	34	671	45	750
15-16	30	659	32	721
16-17	4	656	26	686
17-18	4	679	13	696
TOTAL	80	4237	233	4550

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1015	3	0	6	1
1531	5	0	9	0
1380	8	0	13	0
1449	11	0	23	0
1526	8	0	6	0
1620	7	0	10	0
8521	42	0	67	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	11	105	16	132
8-9	17	235	22	274
9-10	23	219	30	272
15-16	39	322	34	395
16-17	52	394	38	484
17-18	57	393	44	494
TOTAL	199	1668	184	2051

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	40	381	22	443
8-9	45	538	16	599
9-10	59	454	26	539
15-16	39	277	62	378
16-17	38	262	48	348
17-18	54	308	75	437
TOTAL	275	2220	249	2744

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
575	7	0	7	0
873	7	0	9	1
811	8	0	18	0
773	21	0	30	0
832	9	0	16	0
931	8	0	8	0
4795	60	0	88	1

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

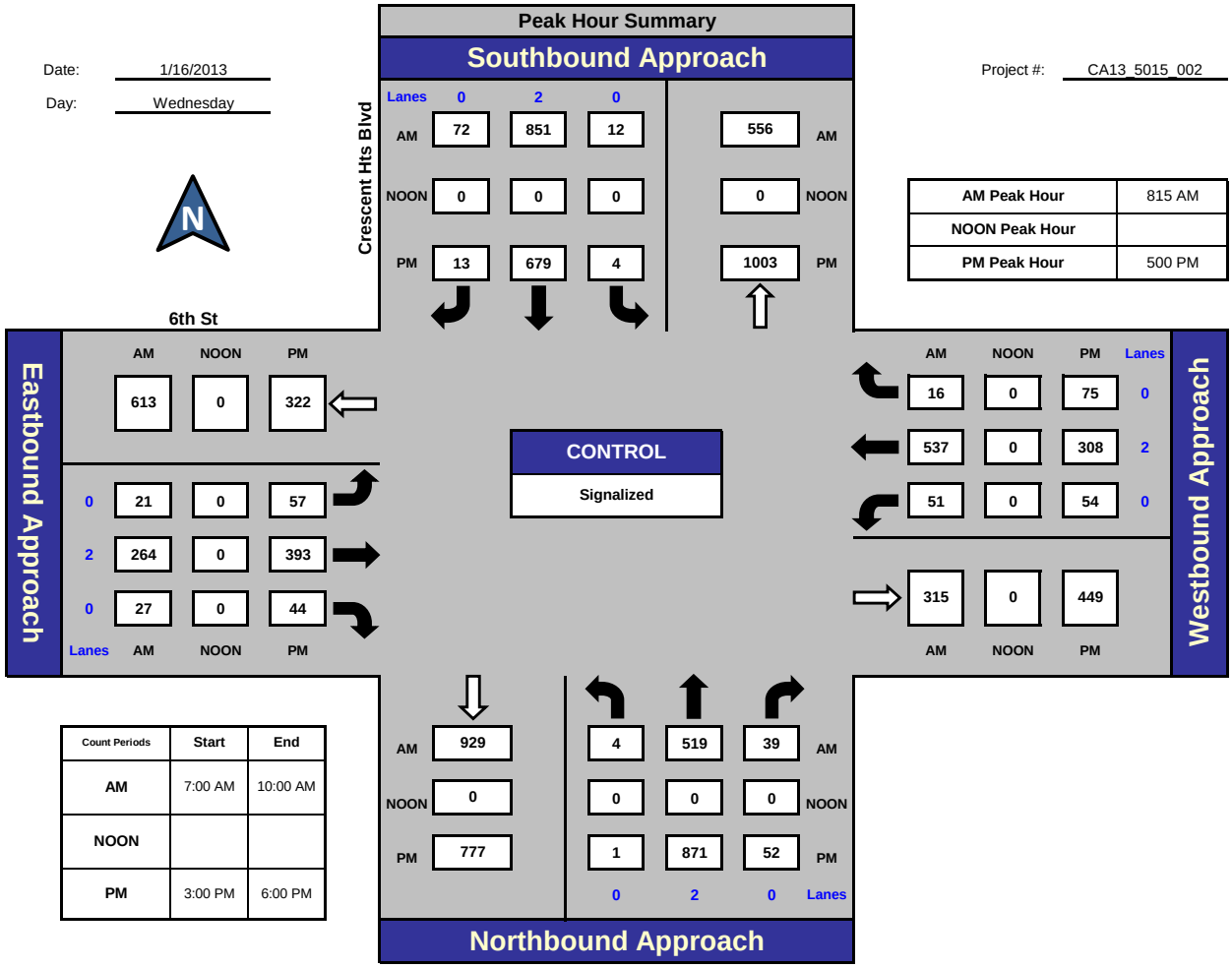
Crescent Hts Blvd and 6th St , City of Los Angeles

Date: 1/16/2013

Day: Wednesday

Project #: CA13_5015_002

AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	500 PM



Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	935	556	AM
	0	0	NOON
	696	1003	PM

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
613	0	322		604	0	437
312	0	494		315	0	449

	South Leg	
AM	929	562
NOON	0	0
PM	777	924

Total Volume Per Leg

North Leg	
1491	AM
0	NOON
1699	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
925	0	816	919	0	886

	South Leg
AM	1491
NOON	0
PM	1701

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Fairfax Ave

East/West Beverly Blvd

Day: WEDNESDAY Date: January 16, 2013 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	84	73	58	72
BIKES	40	56	28	29
BUSES	89	82	55	79

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	256	7.45	345	9.00	239	8.00	421	8.15
PM PK 15 MIN	328	15.45	281	15.15	345	15.15	340	15.00
AM PK HOUR	862	7.30	1283	8.15	891	8.00	1589	8.15
PM PK HOUR	1254	16.45	1060	15.00	1340	15.00	1284	15.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	51	645	100	796
8-9	84	537	104	725
9-10	77	530	120	727
15-16	113	848	249	1210
16-17	121	809	228	1158
17-18	111	901	217	1229
TOTAL	557	4270	1018	5845

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	93	849	79	1021
8-9	116	1054	106	1276
9-10	115	993	115	1223
15-16	124	826	110	1060
16-17	146	762	101	1009
17-18	125	803	92	1020
TOTAL	719	5287	603	6609

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1817	49	0	54	0
2001	41	0	59	0
1950	41	0	69	0
2270	102	0	129	0
2167	62	0	95	0
2249	67	0	75	0
12454	362	0	481	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	48	491	43	582
8-9	55	774	62	891
9-10	59	669	107	835
15-16	103	1100	137	1340
16-17	93	1126	93	1312
17-18	100	1099	84	1283
TOTAL	458	5259	526	6243

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	195	1076	111	1382
8-9	203	1288	82	1573
9-10	251	1195	100	1546
15-16	172	987	125	1284
16-17	149	873	124	1146
17-18	164	860	130	1154
TOTAL	1134	6279	672	8085

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1964	26	0	43	0
2464	43	0	36	1
2381	54	0	62	0
2624	173	0	209	0
2458	113	1	152	0
2437	119	0	140	0
14328	528	1	642	1

ITM Peak Hour Summary

Prepared by:

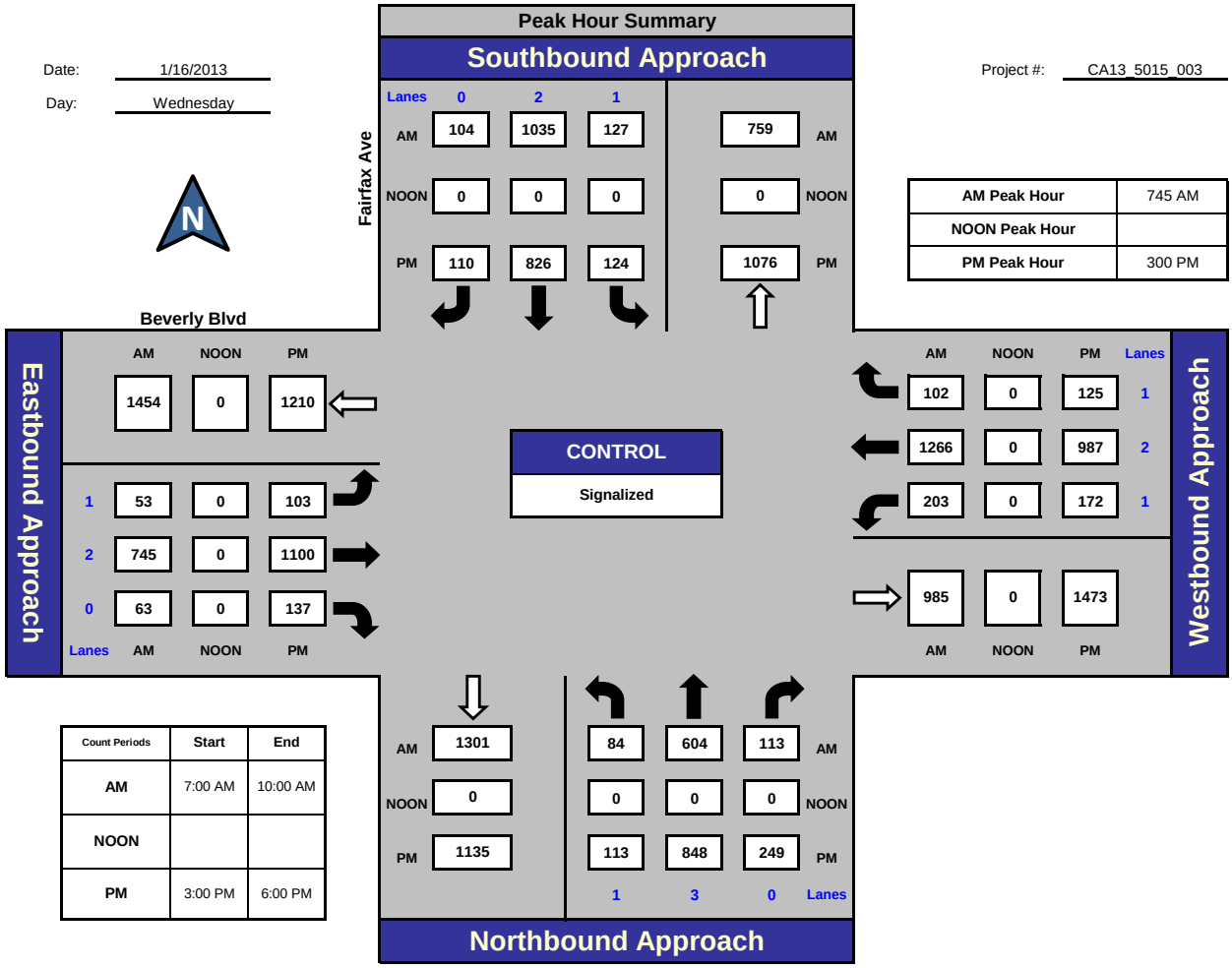
National Data & Surveying Services

Fairfax Ave and Beverly Blvd , City of Los Angeles

Date: 1/16/2013

Day: Wednesday

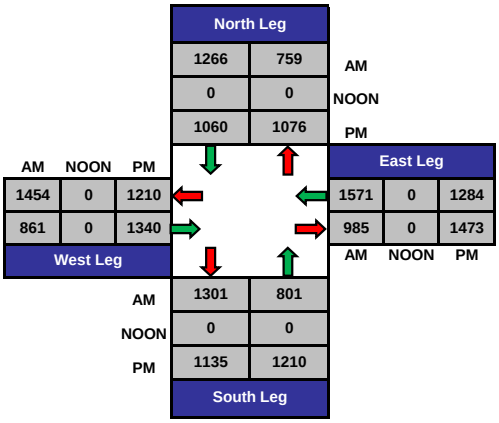
Project #: CA13_5015_003



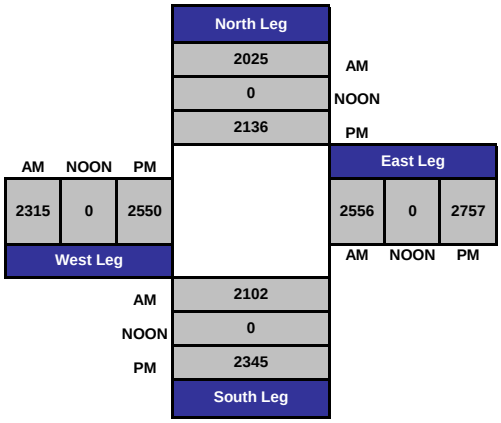
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	300 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Fairfax Ave

East/West 3rd St

Day: TUESDAY Date: November 27, 2012 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	61	78	52	61
BIKES	34	35	13	24
BUSES	77	82	86	89

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	265	7.45	349	8.15	173	8.00	391	8.15
PM PK 15 MIN	265	16.45	320	16.15	317	16.00	264	15.30
AM PK HOUR	973	7.30	1282	8.00	656	8.45	1481	8.00
PM PK HOUR	1030	16.00	1198	15.30	1191	16.00	974	15.15

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	61	707	63	831
8-9	67	748	84	899
9-10	75	720	71	866
15-16	73	760	94	927
16-17	64	852	114	1030
17-18	74	777	108	959
TOTAL	414	4564	534	5512

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	80	871	72	1023
8-9	117	1062	103	1282
9-10	116	958	102	1176
15-16	178	859	138	1175
16-17	178	798	133	1109
17-18	190	840	138	1168
TOTAL	859	5388	686	6933

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1854	0	0	0	0
2181	0	0	0	0
2042	0	0	0	0
2102	261	0	251	2
2139	228	0	346	2
2127	193	0	315	0
12445	682	0	912	4

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	67	374	26	467
8-9	109	513	32	654
9-10	112	471	61	644
15-16	152	879	57	1088
16-17	189	939	63	1191
17-18	171	819	65	1055
TOTAL	800	3995	304	5099

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	121	833	140	1094
8-9	185	1168	128	1481
9-10	155	927	124	1206
15-16	140	659	170	969
16-17	144	611	194	949
17-18	134	635	166	935
TOTAL	879	4833	922	6634

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1561	0	0	0	0
2135	0	0	0	0
1850	0	0	0	0
2057	237	0	498	2
2140	257	0	489	2
1990	237	0	463	0
11733	731	0	1450	4

ITM Peak Hour Summary

Prepared by:

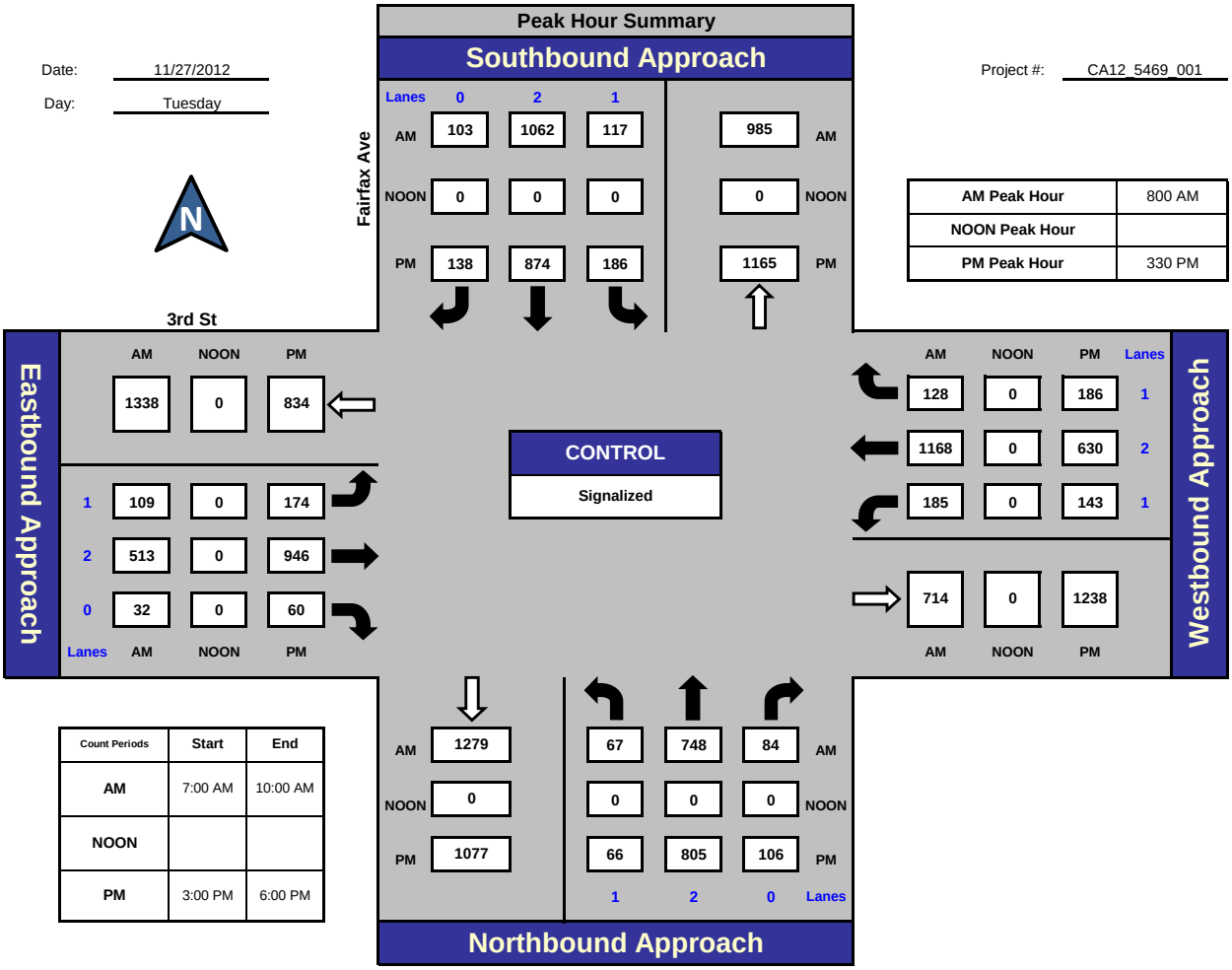
National Data & Surveying Services

Fairfax Ave and 3rd St , City of Los Angeles

Date: 11/27/2012

Day: Tuesday

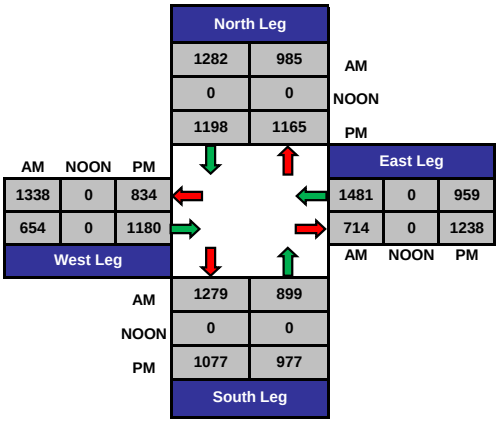
Project #: CA12_5469_001



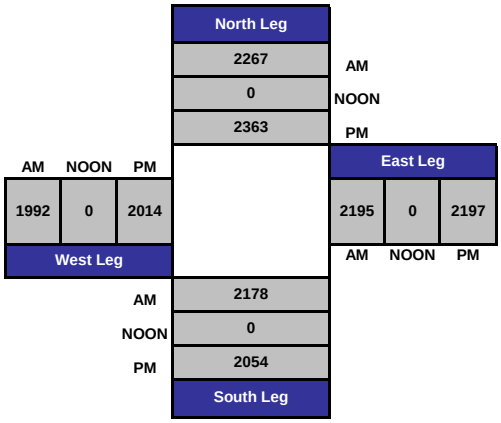
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	330 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Fairfax Ave

East/West 6th St

Day: TUESDAY Date: November 27, 2012 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	59	77	3	17
BIKES	56	46	27	33
BUSES	92	61	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	250	8.00	395	8.15	101	9.00	338	8.45
PM PK 15 MIN	319	17.00	336	17.00	113	16.30	187	17.00
AM PK HOUR	897	9.00	1442	8.00	360	9.00	1308	8.00
PM PK HOUR	1191	16.30	1255	15.30	434	15.45	688	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	6	698	49	753
8-9	36	768	69	873
9-10	19	795	83	897
15-16	15	933	179	1127
16-17	22	929	176	1127
17-18	23	896	256	1175
TOTAL	121	5019	812	5952

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	100	957	36	1093
8-9	189	1193	60	1442
9-10	160	1089	38	1287
15-16	135	1046	33	1214
16-17	159	1018	35	1212
17-18	165	1050	28	1243
TOTAL	908	6353	230	7491

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1846	0	0	0	0
2315	0	0	0	0
2184	0	0	0	0
2341	6	0	71	0
2339	6	0	69	0
2418	5	0	52	0
13443	17	0	192	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	14	123	10	147
8-9	16	251	16	283
9-10	20	313	27	360
15-16	49	357	26	432
16-17	18	393	19	430
17-18	18	395	10	423
TOTAL	135	1832	108	2075

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	286	386	233	905
8-9	318	470	520	1308
9-10	206	417	249	872
15-16	128	301	135	564
16-17	125	295	189	609
17-18	147	352	189	688
TOTAL	1210	2221	1515	4946

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1052	0	0	0	0
1591	0	0	0	0
1232	0	0	0	0
996	104	0	92	3
1039	124	0	127	5
1111	121	0	101	62
7021	349	0	320	70

ITM Peak Hour Summary

Prepared by:

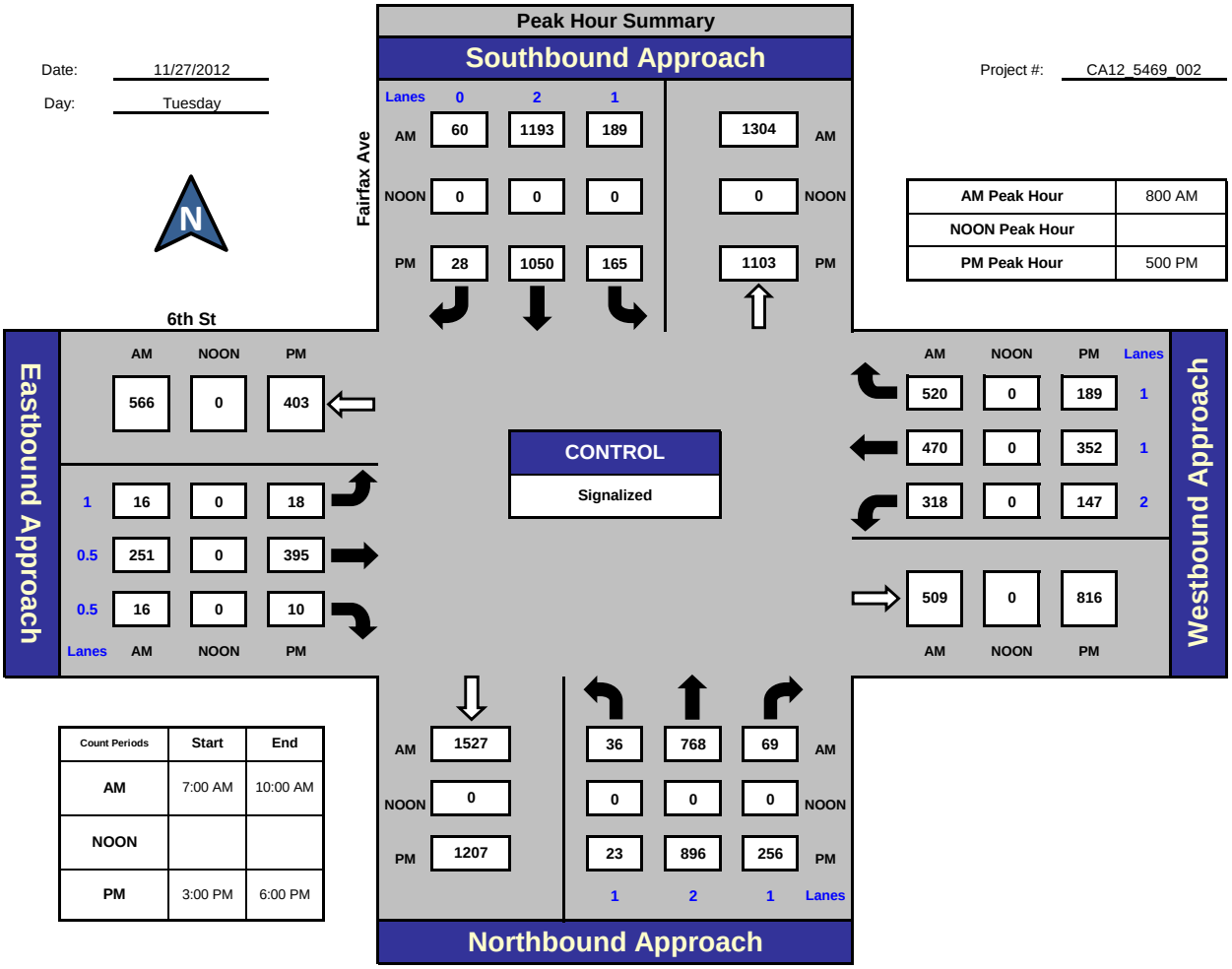
National Data & Surveying Services

Fairfax Ave and 6th St , City of Los Angeles

Date: 11/27/2012

Day: Tuesday

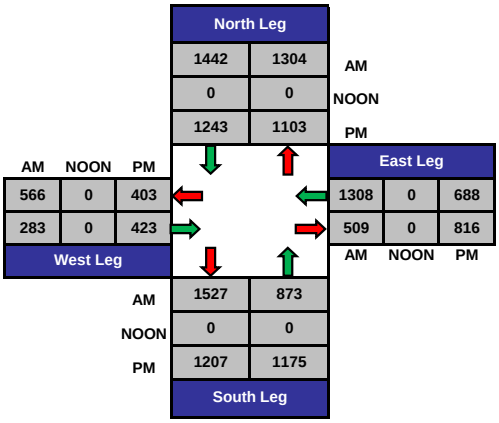
Project #: CA12_5469_002



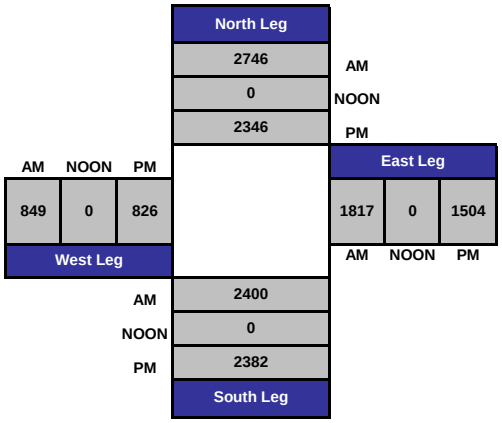
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Fairfax Ave

East/West Wilshire Blvd

Day: TUESDAY Date: November 27, 2012 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	52	76	54	67
BIKES	37	43	48	11
BUSES	69	60	122	153

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	297	8.00	408	8.15	265	9.15	449	8.15
PM PK 15 MIN	247	16.30	354	17.00	466	17.00	293	17.45
AM PK HOUR	1031	7.45	1525	8.00	1028	8.30	1682	8.00
PM PK HOUR	929	15.45	1283	15.15	1812	17.00	1106	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	151	610	51	812
8-9	239	711	76	1026
9-10	190	683	71	944
15-16	117	725	71	913
16-17	94	746	66	906
17-18	107	709	50	866
TOTAL	898	4184	385	5467

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	79	900	224	1203
8-9	139	1044	342	1525
9-10	150	941	257	1348
15-16	161	895	189	1245
16-17	139	862	207	1208
17-18	151	926	170	1247
TOTAL	819	5568	1389	7776

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2015	7	0	10	0
2551	8	0	10	0
2292	12	0	8	0
2158	58	58	49	49
2114	179	179	142	142
2113	201	201	159	159
13243	465	438	378	350

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	58	466	37	561
8-9	99	810	54	963
9-10	117	780	82	979
15-16	207	1035	145	1387
16-17	225	1259	124	1608
17-18	253	1403	156	1812
TOTAL	959	5753	598	7310

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	100	1203	86	1389
8-9	89	1516	77	1682
9-10	93	970	96	1159
15-16	71	833	158	1062
16-17	73	792	135	1000
17-18	69	898	139	1106
TOTAL	495	6212	691	7398

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1950	19	0	17	30
2645	17	0	12	1
2138	14	0	16	0
2449	41	41	67	67
2608	124	124	136	136
2918	136	136	172	172
14708	351	301	420	406

ITM Peak Hour Summary

Prepared by:

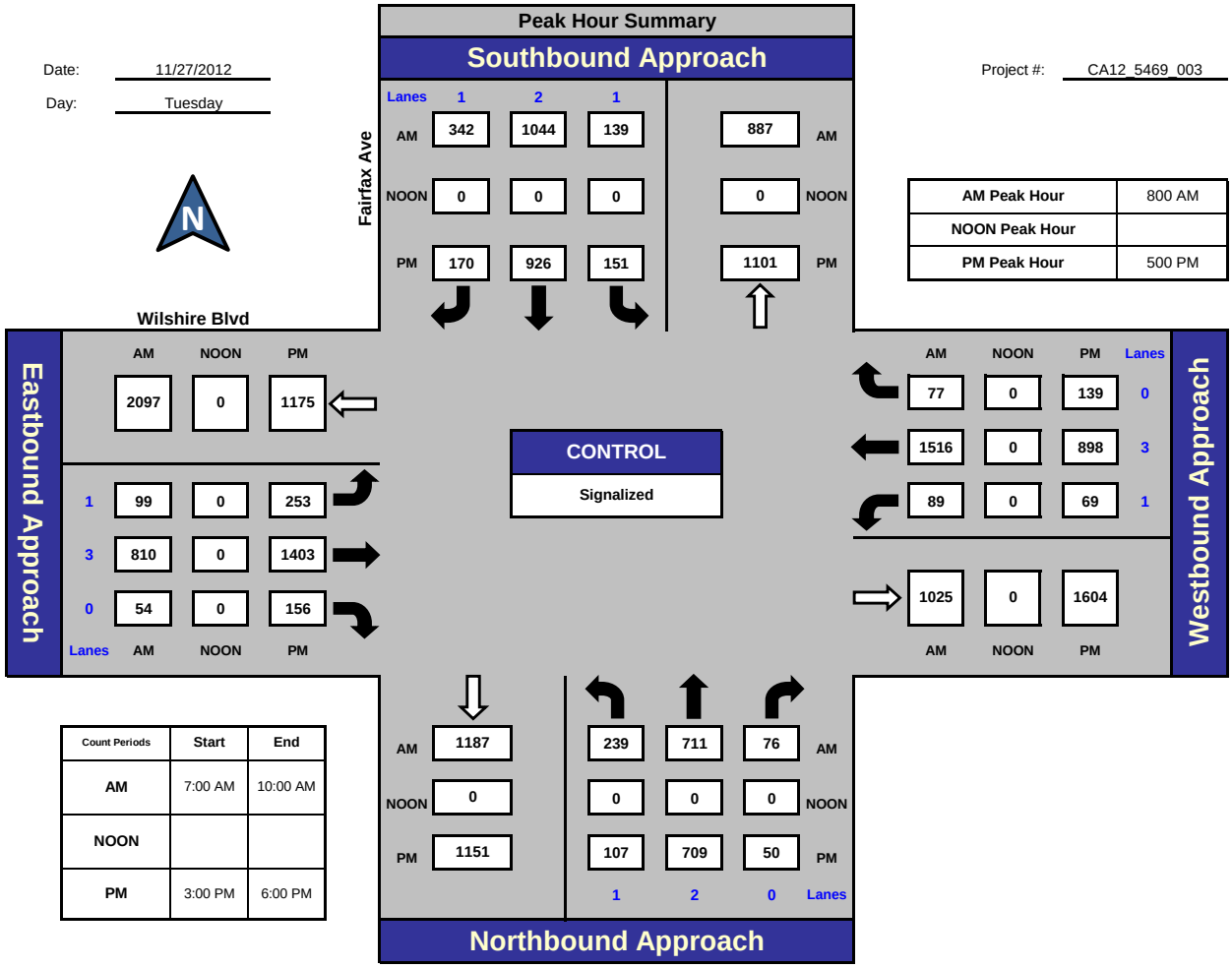
National Data & Surveying Services

Fairfax Ave and Wilshire Blvd , City of Los Angeles

Date: 11/27/2012

Day: Tuesday

Project #: CA12_5469_003



AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs

	North Leg	
AM	1525	887
NOON	0	0
PM	1247	1101

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
2097	0	1175		1682	0	1106
963	0	1812		1025	0	1604

	South Leg	
AM	1187	1026
NOON	0	0
PM	1151	866

Total Volume Per Leg

	North Leg
AM	2412
NOON	0
PM	2348

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
3060	0	2987	2707	0	2710

	South Leg
AM	2213
NOON	0
PM	2017

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Fairfax Ave

East/West Olympic Blvd

Day: TUESDAY Date: November 27, 2012 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	46	55	43	62
BIKES	45	51	18	15
BUSES	68	61	49	64

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	221	8.00	310	8.15	402	8.30	500	7.30
PM PK 15 MIN	164	16.45	271	17.00	520	17.00	304	17.30
AM PK HOUR	816	7.45	1170	7.45	1463	8.00	1855	7.00
PM PK HOUR	623	16.00	1022	15.15	1902	16.45	1089	16.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	70	537	51	658
8-9	76	692	46	814
9-10	34	591	29	654
15-16	22	530	47	599
16-17	21	555	47	623
17-18	21	518	46	585
TOTAL	244	3423	266	3933

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	720	286	1006
8-9	0	829	332	1161
9-10	0	757	218	975
15-16	1	788	215	1004
16-17	0	750	218	968
17-18	2	733	246	981
TOTAL	3	4577	1515	6095

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1664	0	0	0	0
1975	0	0	0	0
1629	0	0	0	0
1603	119	0	40	0
1591	130	3	36	0
1566	90	0	30	0
10028	339	3	106	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	50	786	10	846
8-9	75	1370	18	1463
9-10	107	1026	13	1146
15-16	105	1325	31	1461
16-17	90	1601	21	1712
17-18	95	1715	17	1827
TOTAL	522	7823	110	8455

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	77	1774	4	1855
8-9	57	1636	5	1698
9-10	49	1335	7	1391
15-16	46	810	6	862
16-17	51	867	6	924
17-18	56	997	9	1062
TOTAL	336	7419	37	7792

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2701	0	0	0	0
3161	0	0	0	0
2537	0	0	0	0
2323	61	0	129	0
2636	67	2	115	1
2889	45	0	114	0
16247	173	2	358	1

ITM Peak Hour Summary

Prepared by:

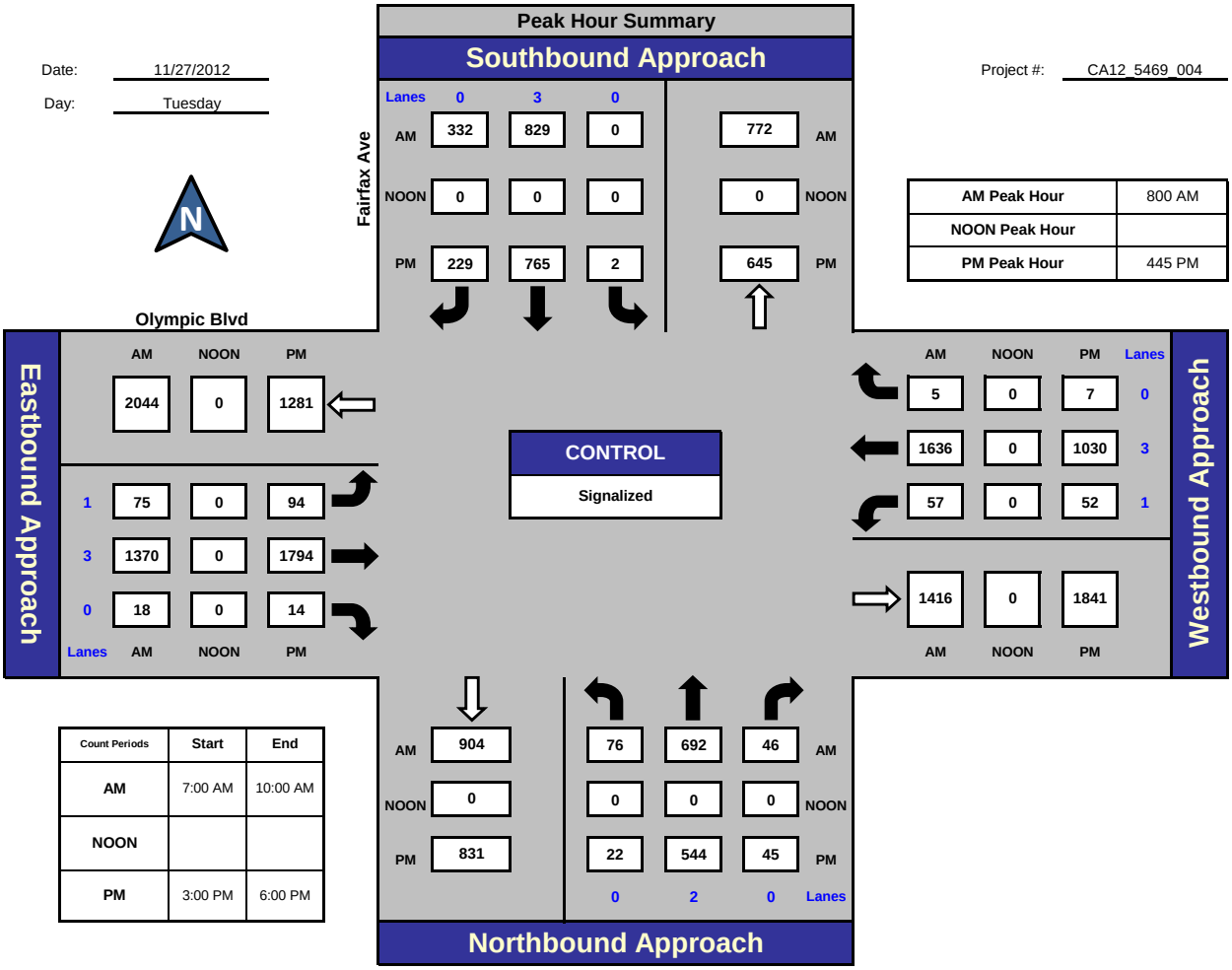
National Data & Surveying Services

Fairfax Ave and Olympic Blvd , City of Los Angeles

Date: 11/27/2012

Day: Tuesday

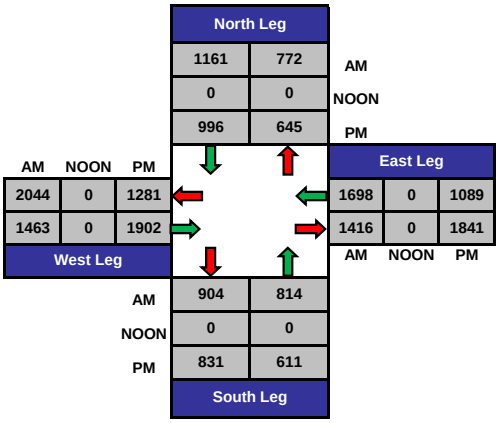
Project #: CA12_5469_004



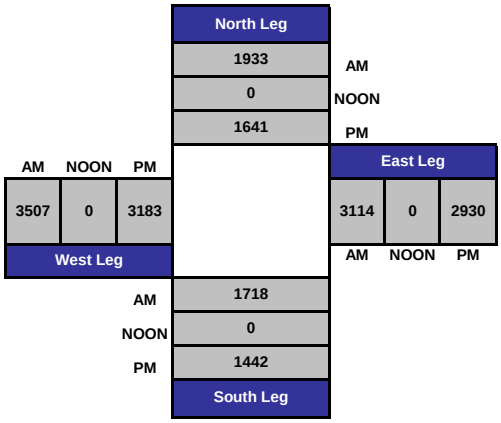
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Curson Ave

East/West 6th St

Day: TUESDAY Date: November 27, 2012 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	9	8	10	14
BIKES	14	13	32	42
BUSES	0	0	14	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	49	8.00	80	7.45	133	8.30	364	8.45
PM PK 15 MIN	114	17.30	44	17.00	235	17.00	168	17.30
AM PK HOUR	178	7.45	286	7.45	491	8.00	1389	8.00
PM PK HOUR	421	17.00	140	16.15	878	17.00	637	16.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	53	37	20	110
8-9	86	35	55	176
9-10	66	31	76	173
15-16	71	76	116	263
16-17	82	73	130	285
17-18	120	114	187	421
TOTAL	478	366	584	1428

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	81	98	60	239
8-9	100	110	65	275
9-10	59	84	43	186
15-16	39	38	22	99
16-17	50	53	30	133
17-18	51	60	24	135
TOTAL	380	443	244	1067

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
349	22	3	23	0
451	21	0	16	0
359	18	0	18	0
362	26	26	11	11
418	33	33	20	20
556	33	33	15	15
2495	153	95	103	46

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	21	239	23	283
8-9	34	382	75	491
9-10	20	344	92	456
15-16	36	568	65	669
16-17	54	702	38	794
17-18	50	769	59	878
TOTAL	215	3004	352	3571

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	78	842	43	963
8-9	166	1185	38	1389
9-10	123	797	33	953
15-16	57	434	48	539
16-17	58	461	55	574
17-18	63	501	69	633
TOTAL	545	4220	286	5051

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1246	20	4	6	0
1880	21	0	28	0
1409	11	1	21	0
1208	20	20	12	12
1368	24	24	24	24
1511	21	21	27	27
8622	117	70	118	63

ITM Peak Hour Summary

Prepared by:

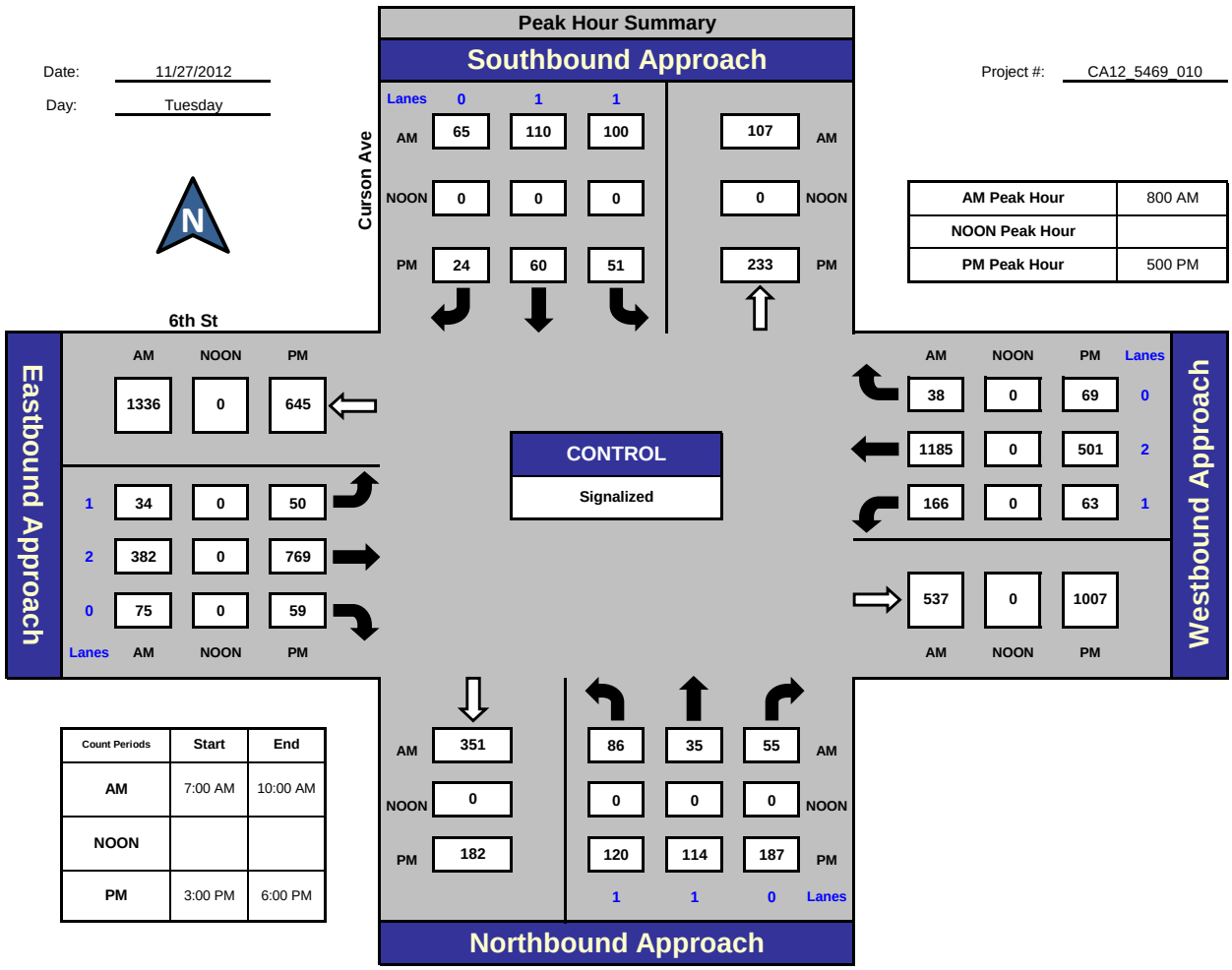
National Data & Surveying Services

Curson Ave and 6th St , City of Los Angeles

Date: 11/27/2012

Day: Tuesday

Project #: CA12_5469_010



AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	275	107	AM
	0	0	NOON
	135	233	PM

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
1336	0	645		1389	0	633
491	0	878		537	0	1007

	South Leg	
AM	351	176
NOON	0	0
PM	182	421

Total Volume Per Leg

	North Leg
	382 AM
	0 NOON
	368 PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
1827	0	1523	1926	0	1640

	South Leg
AM	527
NOON	0
PM	603

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Curson Ave

East/West Wilshire Blvd

Day: TUESDAY Date: November 27, 2012 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	7	3	45	59
BIKES	8	9	49	49
BUSES	1	10	106	149

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	123	9.00	109	8.45	259	9.00	432	8.15
PM PK 15 MIN	92	17.45	99	17.00	397	17.15	272	17.45
AM PK HOUR	420	8.30	365	8.15	968	8.30	1597	7.45
PM PK HOUR	342	17.00	309	17.00	1555	17.00	1001	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	37	71	61	169
8-9	53	172	138	363
9-10	19	148	209	376
15-16	27	107	73	207
16-17	44	117	86	247
17-18	40	170	132	342
TOTAL	220	785	699	1704

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	47	73	77	197
8-9	96	128	125	349
9-10	88	72	97	257
15-16	46	92	68	206
16-17	51	84	79	214
17-18	50	179	80	309
TOTAL	378	628	526	1532

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
366	38	1	32	0
712	63	1	43	0
633	59	4	65	1
413	147	147	80	80
461	103	103	72	72
651	23	23	62	62
3236	433	279	354	215

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	20	620	7	647
8-9	44	868	22	934
9-10	53	849	19	921
15-16	68	1186	29	1283
16-17	65	1349	42	1456
17-18	67	1420	68	1555
TOTAL	317	6292	187	6796

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	11	1344	3	1358
8-9	21	1562	5	1588
9-10	27	1122	3	1152
15-16	29	929	11	969
16-17	23	866	10	899
17-18	30	967	4	1001
TOTAL	141	6790	36	6967

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2005	6	0	20	1
2522	24	1	25	0
2073	24	1	23	5
2252	22	22	32	32
2355	23	23	44	44
2556	27	27	23	23
13763	126	74	167	105

ITM Peak Hour Summary

Prepared by:

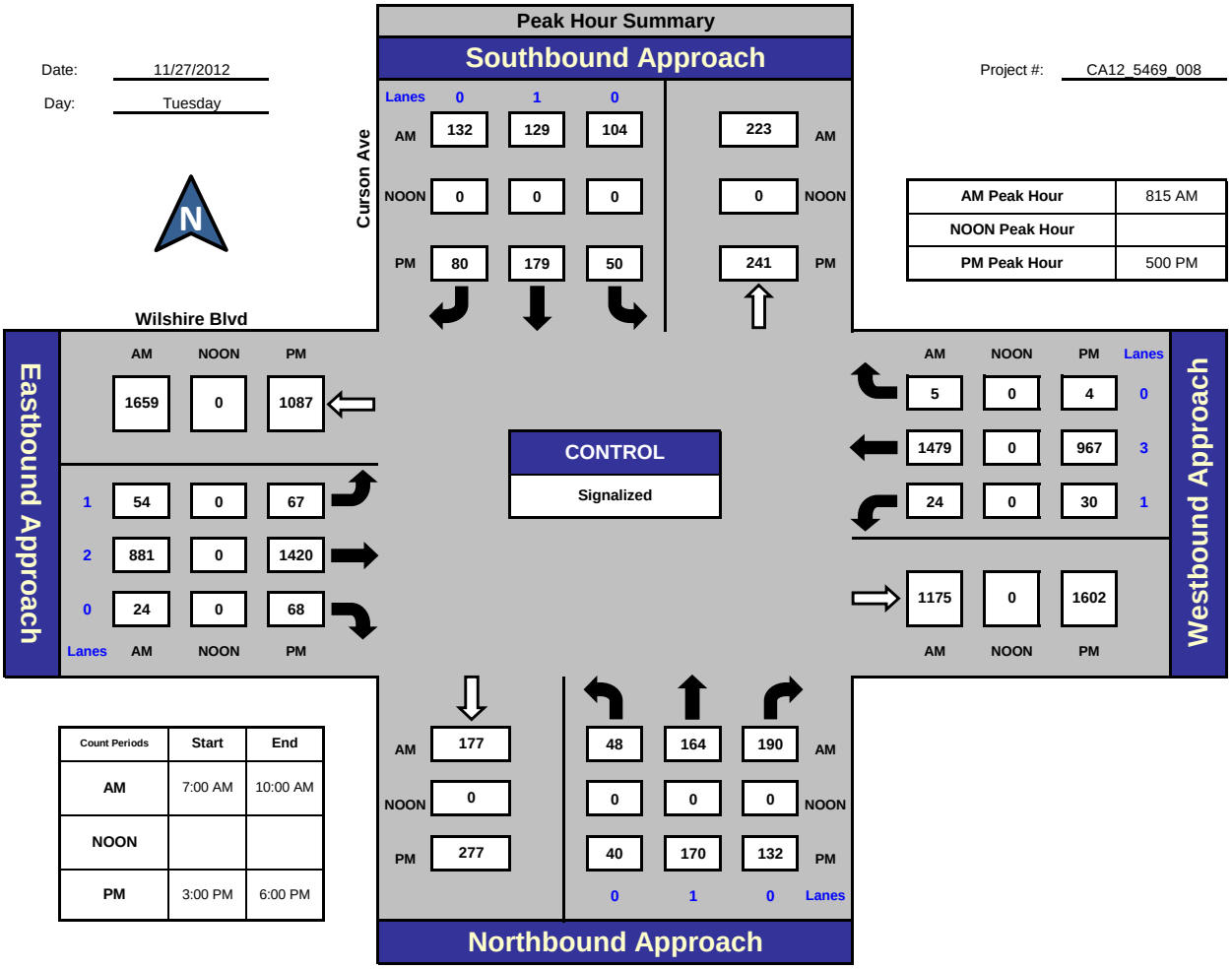
National Data & Surveying Services

Curson Ave and Wilshire Blvd , City of Los Angeles

Date: 11/27/2012

Day: Tuesday

Project #: CA12_5469_008



AM Peak Hour	815 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs

	North Leg	
AM	365	223
NOON	0	0
PM	309	241

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
1659	0	1087		1508	0	1001
959	0	1555		1175	0	1602

	South Leg	
AM	177	402
NOON	0	0
PM	277	342

Total Volume Per Leg

	North Leg
AM	588
NOON	0
PM	550

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
2618	0	2642	2683	0	2603

	South Leg
AM	579
NOON	0
PM	619

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Curson Ave

East/West Olympic Blvd

Day: TUESDAY Date: November 27, 2012 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	2	4	35	68
BIKES	7	3	6	9
BUSES	0	0	68	81

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	109	8.45	48	8.30	362	8.30	584	7.30
PM PK 15 MIN	45	17.45	109	17.45	440	16.45	306	17.30
AM PK HOUR	349	8.30	170	8.00	1292	8.00	2042	7.00
PM PK HOUR	147	17.00	404	17.00	1701	16.15	1165	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	16	87	25	128
8-9	26	259	37	322
9-10	24	224	38	286
15-16	5	62	30	97
16-17	5	64	34	103
17-18	5	84	58	147
TOTAL	81	780	222	1083

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	27	55	26	108
8-9	30	102	38	170
9-10	30	60	26	116
15-16	46	118	39	203
16-17	69	133	48	250
17-18	98	251	55	404
TOTAL	300	719	232	1251

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
236	0	0	0	0
492	0	0	0	0
402	0	0	0	0
300	8	0	10	0
353	11	0	14	0
551	6	0	10	0
2334	25	0	34	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	26	727	6	759
8-9	71	1197	24	1292
9-10	85	928	16	1029
15-16	29	1314	23	1366
16-17	40	1573	22	1635
17-18	38	1528	23	1589
TOTAL	289	7267	114	7670

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	25	1967	50	2042
8-9	37	1838	72	1947
9-10	24	1575	67	1666
15-16	38	909	24	971
16-17	28	1008	31	1067
17-18	55	1069	41	1165
TOTAL	207	8366	285	8858

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2801	0	0	0	0
3239	0	0	0	0
2695	0	0	0	0
2337	13	0	8	0
2702	9	0	11	0
2754	10	1	9	0
16528	32	1	28	0

ITM Peak Hour Summary

Prepared by:

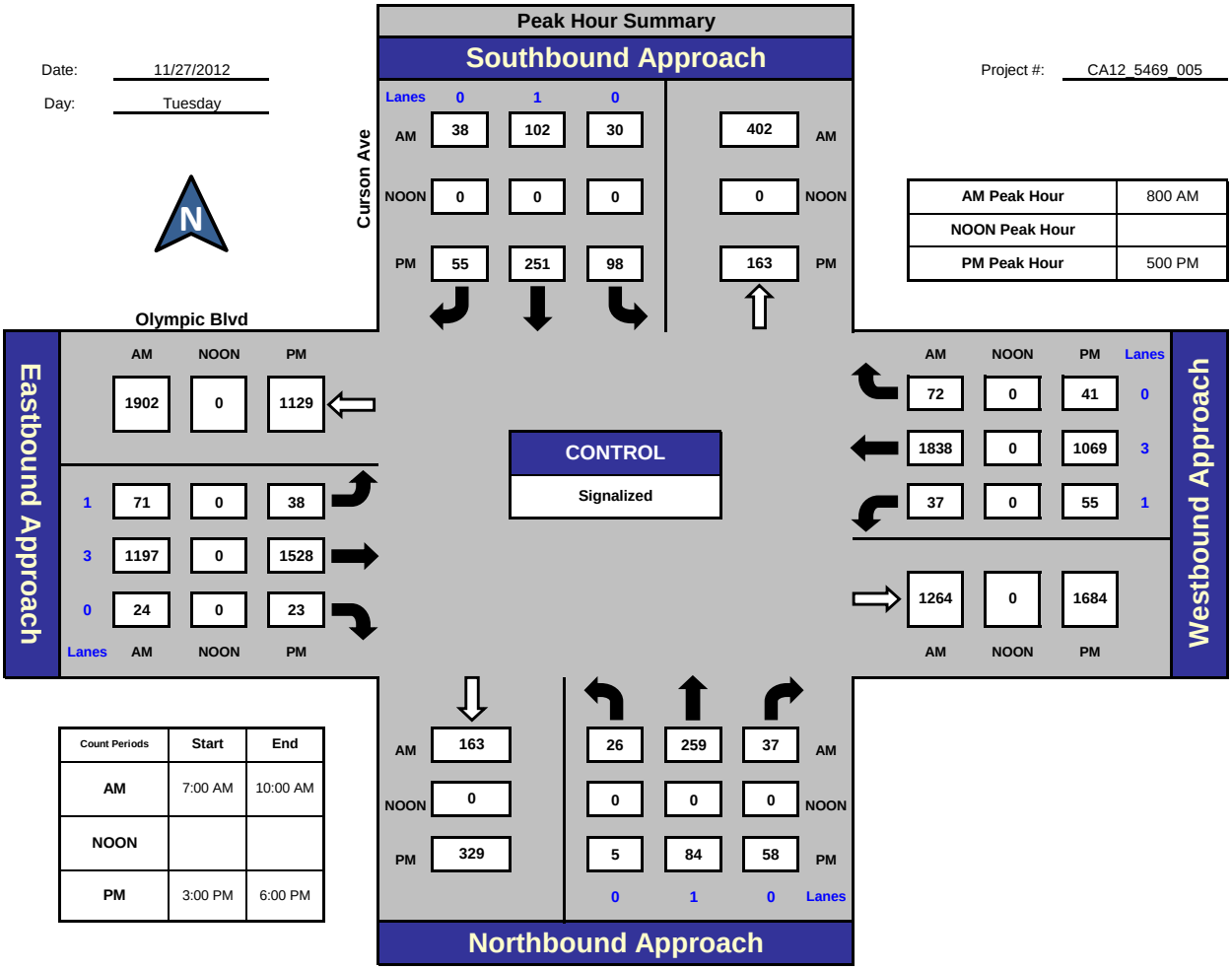
National Data & Surveying Services

Curson Ave and Olympic Blvd , City of Los Angeles

Date: 11/27/2012

Day: Tuesday

Project #: CA12_5469_005



AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs

	North Leg	
AM	170	402
NOON	0	0
PM	404	163

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
1902	0	1129		1947	0	1165
1292	0	1589		1264	0	1684

	South Leg	
AM	163	322
NOON	0	0
PM	329	147

Total Volume Per Leg

	North Leg
AM	572
NOON	0
PM	567

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
3194	0	2718	3211	0	2849

	South Leg
AM	485
NOON	0
PM	476

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Masselin Ave

East/West Wilshire Blvd

Day: TUESDAY Date: November 27, 2012 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	8	5	39	63
BIKES	8	2	32	59
BUSES	0	0	104	145

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	33	9.15	69	9.00	242	8.00	511	8.45
PM PK 15 MIN	53	17.00	56	17.00	495	17.45	289	15.30
AM PK HOUR	104	8.45	229	8.30	906	8.00	1925	8.00
PM PK HOUR	191	17.00	167	17.00	1816	17.00	1071	15.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	9	16	21	46
8-9	11	48	20	79
9-10	11	49	41	101
15-16	18	20	38	76
16-17	23	22	43	88
17-18	57	47	87	191
TOTAL	129	202	250	581

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	21	33	39	93
8-9	19	105	68	192
9-10	21	138	52	211
15-16	17	27	37	81
16-17	42	41	37	120
17-18	68	68	31	167
TOTAL	188	412	264	864

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
139	0	0	0	0
271	0	0	0	0
312	0	0	0	0
157	177	0	286	0
208	208	0	264	2
358	193	0	308	0
1445	578	0	858	2

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	13	599	32	644
8-9	9	788	109	906
9-10	14	746	98	858
15-16	28	1238	37	1303
16-17	28	1488	42	1558
17-18	60	1654	102	1816
TOTAL	152	6513	420	7085

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	35	1408	37	1480
8-9	106	1747	72	1925
9-10	127	1279	65	1471
15-16	19	1021	31	1071
16-17	18	907	27	952
17-18	12	975	34	1021
TOTAL	317	7337	266	7920

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2124	0	0	0	0
2831	0	0	0	0
2329	0	0	0	0
2374	56	0	59	0
2510	36	0	62	0
2837	61	0	77	0
15005	153	0	198	0

ITM Peak Hour Summary

Prepared by:

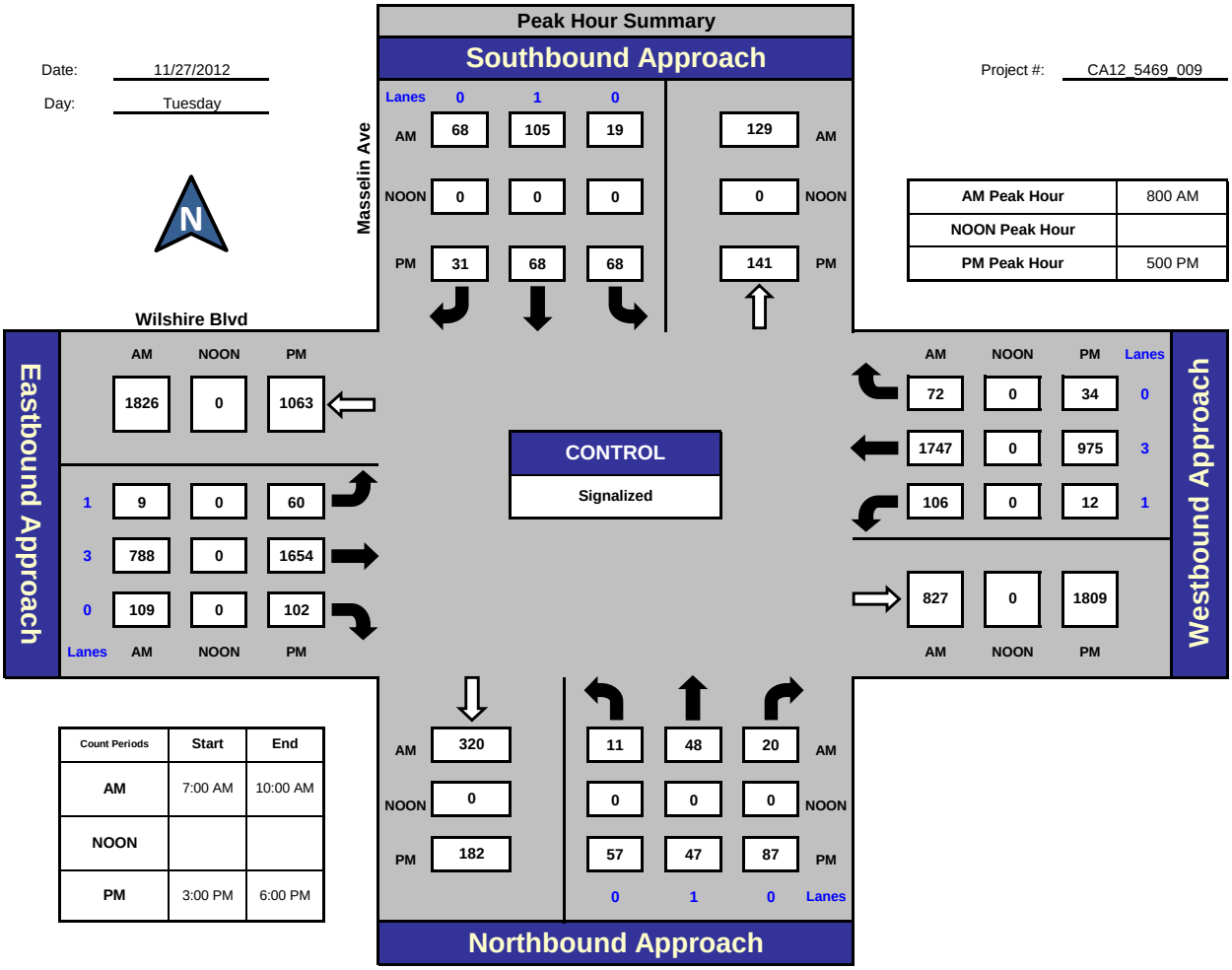
National Data & Surveying Services

Masselin Ave and Wilshire Blvd , City of Los Angeles

Date: 11/27/2012

Day: Tuesday

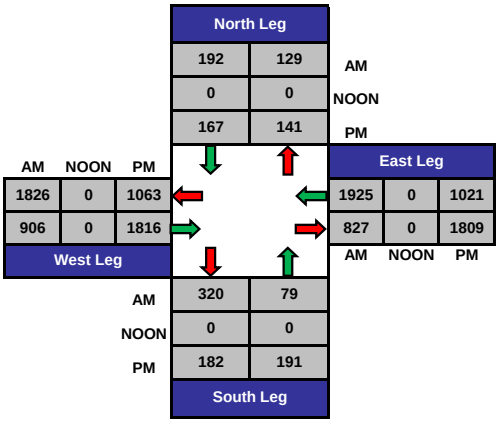
Project #: CA12_5469_009



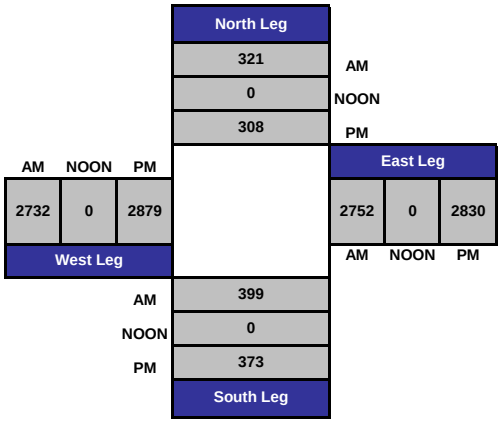
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Hauser Blvd

East/West 6th St

Day: TUESDAY Date: November 27, 2012 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	8	11	16	13
BIKES	17	30	26	35
BUSES	3	12	4	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	127	7.45	171	8.15	153	8.30	332	8.45
PM PK 15 MIN	148	17.30	135	16.00	290	17.00	173	17.30
AM PK HOUR	450	7.45	673	8.15	573	8.00	1241	8.00
PM PK HOUR	567	16.45	497	16.45	1134	17.00	615	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	55	260	25	340
8-9	71	328	28	427
9-10	57	302	37	396
15-16	42	412	35	489
16-17	42	470	38	550
17-18	42	482	38	562
TOTAL	309	2254	201	2764

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	53	300	86	439
8-9	44	414	180	638
9-10	42	376	158	576
15-16	38	349	66	453
16-17	39	396	56	491
17-18	34	382	71	487
TOTAL	250	2217	617	3084

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
779	0	0	0	0
1065	0	0	0	0
972	0	0	0	0
942	43	0	47	0
1041	52	0	47	2
1049	61	0	50	1
5848	156	0	144	3

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	6	334	24	364
8-9	10	519	44	573
9-10	33	437	33	503
15-16	46	631	51	728
16-17	25	844	58	927
17-18	39	1032	63	1134
TOTAL	159	3797	273	4229

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	8	786	25	819
8-9	3	1201	37	1241
9-10	21	855	36	912
15-16	23	458	42	523
16-17	9	502	37	548
17-18	1	567	47	615
TOTAL	65	4369	224	4658

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1183	0	0	0	0
1814	0	0	0	0
1415	0	0	0	0
1251	42	0	48	0
1475	78	1	47	3
1749	70	0	60	0
8887	190	1	155	3

ITM Peak Hour Summary

Prepared by:

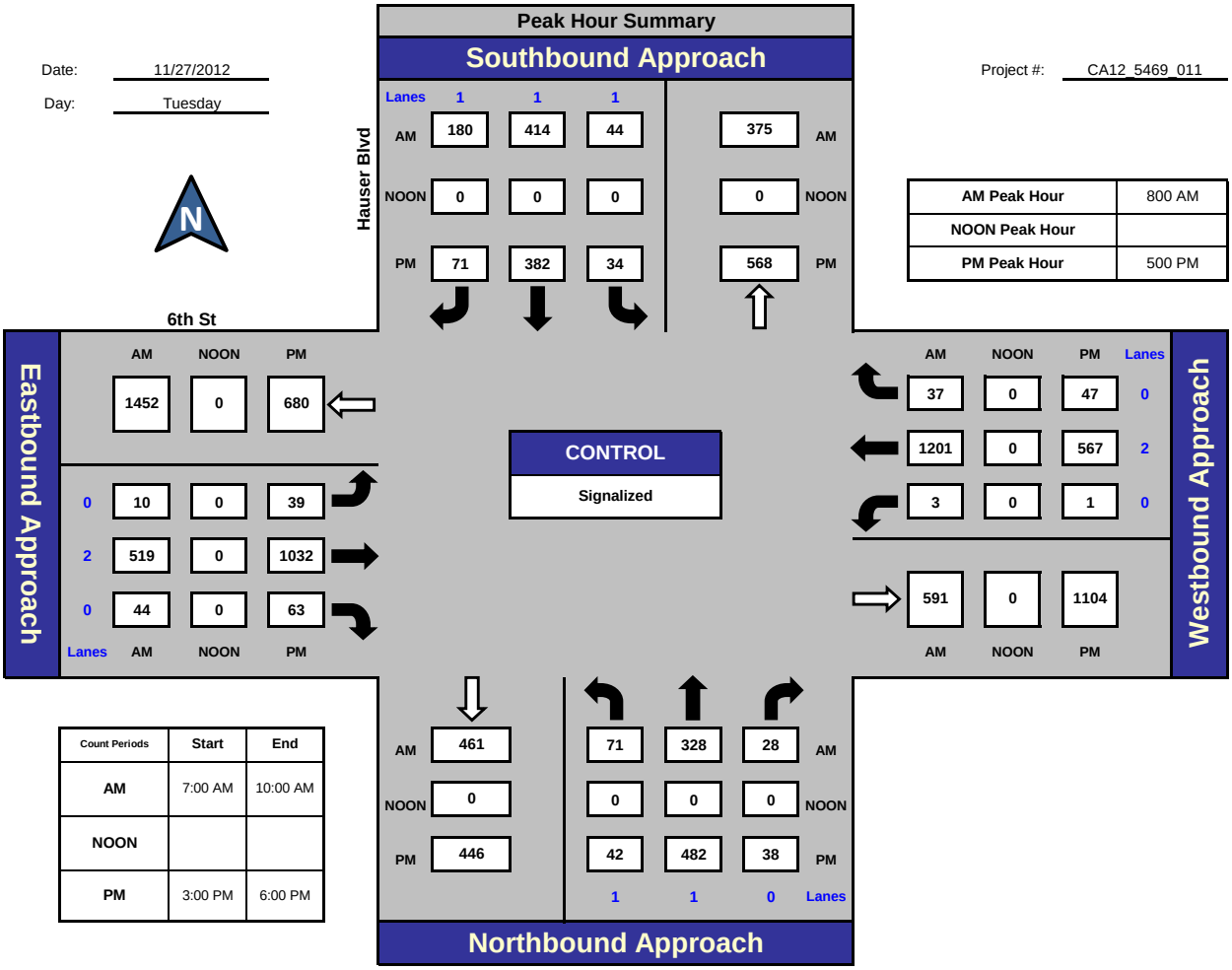
National Data & Surveying Services

Hauser Blvd and 6th St , City of Los Angeles

Date: 11/27/2012

Day: Tuesday

Project #: CA12_5469_011



AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs

	North Leg	
AM	638	375
NOON	0	0
PM	487	568

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
1452	0	680		1241	0	615
573	0	1134		591	0	1104

	South Leg	
AM	461	427
NOON	0	0
PM	446	562

Total Volume Per Leg

	North Leg
AM	1013
NOON	0
PM	1055

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
2025	0	1814	1832	0	1719

	South Leg
AM	888
NOON	0
PM	1008

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation

STREET:
North/South HAUSER BOULEVARD
East/West WILSHIRE BOULEVARD

Count by: The Traffic Solution

Day: AM 04/19/11 **Date:** Tuesday, April 19, 2011 **Weather:** CLEAR
PM 04/19/11 Tuesday, April 19, 2011
Hours: 7-10 AM 3-6 PM

School Day: Yes **District:** Mid-Wilshire

	N/B	S/B	E/B	W/B
DUAL-WHEELED	3	9	43	47
BIKES	15	14	50	48
BUSES	2	3	136	146

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	133	5:00	138	5:00	209	0:00	394	5:00
PM PK 15 MIN	183	5:30	145	5:15	461	0:00	269	5:45
AM PK HOUR	512	4:30	504	4:45	826	0:00	####	4:15
PM PK HOUR	673	5:00	519	4:30	1,774	0:00	980	5:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	55	195	45	295
8 - 9	88	346	55	489
9 - 10	85	329	62	476
3 - 4	53	453	107	613
4 - 5	49	458	125	632
5 - 6	51	495	127	673
TOTAL	381	2,276	521	3,178

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	27	163	48	238
8 - 9	28	326	61	415
9 - 10	38	378	83	499
3 - 4	43	363	23	429
4 - 5	50	400	42	492
5 - 6	50	414	29	493
TOTAL	236	2,044	286	2,566

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
533	31	0	53	0
904	69	0	110	0
975	83	2	119	11
1,042	143	10	134	15
1,124	88	8	170	19
1,166	85	11	113	10
5,744	499	31	699	55

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	24	421	18	463
8 - 9	42	644	34	720
9 - 10	40	726	50	816
3 - 4	91	1,075	69	1,235
4 - 5	104	1,213	86	1,403
5 - 6	128	1,494	152	1,774
TOTAL	429	5,573	409	6,411

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	53	894	21	968
8 - 9	98	1,331	34	1,463
9 - 10	88	1,241	42	1,371
3 - 4	53	824	63	940
4 - 5	54	837	53	944
5 - 6	71	855	54	980
TOTAL	417	5,982	267	6,666

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1,431	33	0	15	1
2,183	48	3	45	2
2,187	74	4	38	0
2,175	50	4	41	3
2,347	41	7	59	4
2,754	69	7	50	2
#####	315	25	248	12

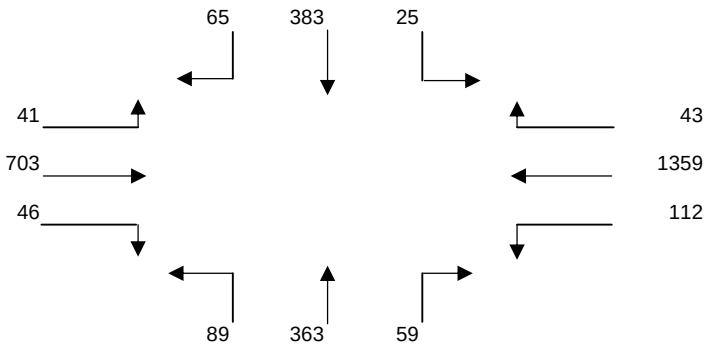
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
PROJECT: DESMOND'S TOWER - LOS ANGELES
DATE: TUESDAY, APRIL 19, 2011
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S HAUSER BOULEVARD
E/W WILSHIRE BOULEVARD
FILE NUMBER: 1-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	8	21	8	4	187	8	8	34	6	2	63	3
0715-0730	12	39	5	5	183	14	10	42	13	4	92	5
0730-0745	17	50	6	7	230	13	15	55	18	6	124	7
0745-0800	11	53	8	5	294	18	12	64	18	6	142	9
0800-0815	14	57	9	6	318	20	13	77	21	9	172	10
0815-0830	11	75	8	9	320	26	12	87	23	10	155	13
0830-0845	17	100	5	7	339	27	15	92	20	9	175	10
0845-0900	19	94	6	12	354	26	15	90	24	12	189	8
0900-0915	18	114	6	15	346	33	17	94	22	15	184	10
0915-0930	20	93	11	10	270	21	14	85	24	11	178	10
0930-0945	25	87	11	9	311	16	18	77	19	12	188	9
0945-1000	20	84	10	8	314	18	13	73	20	12	176	11

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	48	163	27	21	894	53	45	195	55	18	421	24	1964
0715-0815	54	199	28	23	1025	65	50	238	70	25	530	31	2338
0730-0830	53	235	31	27	1162	77	52	283	80	31	593	39	2663
0745-0845	53	285	30	27	1271	91	52	320	82	34	644	42	2931
0800-0900	61	326	28	34	1331	99	55	346	88	40	691	41	3140
0815-0915	65	383	25	43	1359	112	59	363	89	46	703	41	3288
0830-0930	74	401	28	44	1309	107	61	361	90	47	726	38	3286
0845-0945	82	388	34	46	1281	96	64	346	89	50	739	37	3252
0900-1000	83	378	38	42	1241	88	62	329	85	50	726	40	3162

A.M. PEAK HOUR
0815-0915



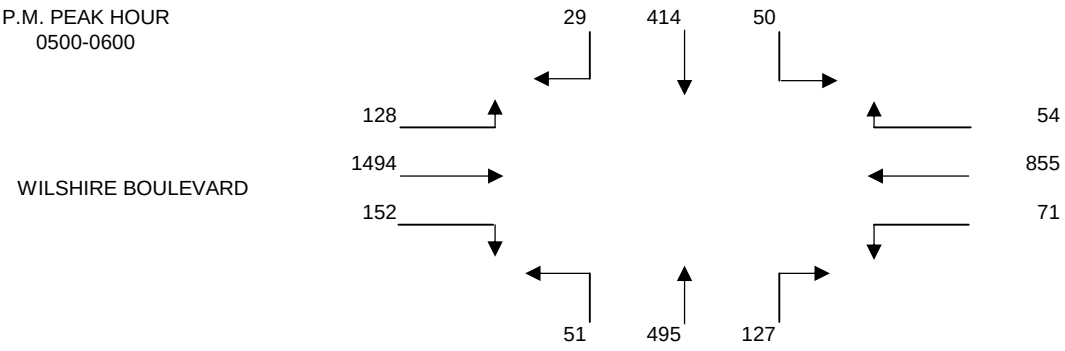
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
PROJECT: DESMOND'S TOWER - LOS ANGELES
DATE: TUESDAY, APRIL 19, 2011
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S HAUSER BOULEVARD
E/W WILSHIRE BOULEVARD
FILE NUMBER: 1-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	6	87	13	14	190	17	22	105	13	12	251	27
0315-0330	5	95	10	18	200	13	22	100	14	19	266	22
0330-0345	5	79	11	15	211	10	32	128	12	18	270	18
0345-0400	7	102	9	16	223	13	31	120	14	20	288	24
0400-0415	13	110	10	13	200	12	33	114	18	17	286	22
0415-0430	11	90	11	14	203	15	30	108	12	23	326	28
0430-0445	10	106	17	10	209	13	35	124	10	26	313	30
0445-0500	8	94	12	16	225	14	27	112	9	32	334	22
0500-0515	7	104	16	11	195	19	27	121	10	37	360	32
0515-0530	9	122	14	17	203	15	36	115	14	33	398	30
0530-0545	7	105	9	10	223	18	39	128	16	49	371	39
0545-0600	6	83	11	16	234	19	25	131	11	33	365	27

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	23	363	43	63	824	53	107	453	53	69	1075	91	3217
0315-0415	30	386	40	62	834	48	118	462	58	74	1110	86	3308
0330-0430	36	381	41	58	837	50	126	470	56	78	1170	92	3395
0345-0445	41	408	47	53	835	53	129	466	54	86	1213	104	3489
0400-0500	42	400	50	53	837	54	125	458	49	98	1259	102	3527
0415-0515	36	394	56	51	832	61	119	465	41	118	1333	112	3618
0430-0530	34	426	59	54	832	61	125	472	43	128	1405	114	3753
0445-0545	31	425	51	54	846	66	129	476	49	151	1463	123	3864
0500-0600	29	414	50	54	855	71	127	495	51	152	1494	128	3920

P.M. PEAK HOUR
0500-0600



City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Hauser Blvd

East/West Olympic Blvd

Day: TUESDAY Date: November 27, 2012 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	11	5	39	62
BIKES	11	9	6	10
BUSES	0	0	65	80

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	194	8.45	160	8.30	346	8.30	598	7.30
PM PK 15 MIN	147	17.00	176	17.30	489	16.45	320	17.30
AM PK HOUR	704	8.15	554	8.00	1321	8.00	2146	7.30
PM PK HOUR	568	16.45	658	17.00	1840	16.45	1198	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	27	403	37	467
8-9	45	582	50	677
9-10	55	550	34	639
15-16	18	427	54	499
16-17	19	442	61	522
17-18	15	471	61	547
TOTAL	179	2875	297	3351

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	40	311	44	395
8-9	54	440	60	554
9-10	38	350	70	458
15-16	52	408	63	523
16-17	79	439	77	595
17-18	81	513	64	658
TOTAL	344	2461	378	3183

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
862	0	0	0	0
1231	0	0	0	0
1097	0	0	0	0
1022	14	0	8	0
1117	6	0	20	0
1205	15	0	8	0
6534	35	0	36	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	37	707	14	758
8-9	69	1227	25	1321
9-10	61	926	32	1019
15-16	106	1274	24	1404
16-17	92	1609	26	1727
17-18	65	1714	29	1808
TOTAL	430	7457	150	8037

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	47	2014	47	2108
8-9	73	1925	79	2077
9-10	51	1587	88	1726
15-16	56	896	52	1004
16-17	56	983	47	1086
17-18	44	1106	48	1198
TOTAL	327	8511	361	9199

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2866	0	0	0	0
3398	0	0	0	0
2745	0	0	0	0
2408	26	0	42	0
2813	19	0	15	0
3006	19	0	20	0
17236	64	0	77	0

ITM Peak Hour Summary

Prepared by:

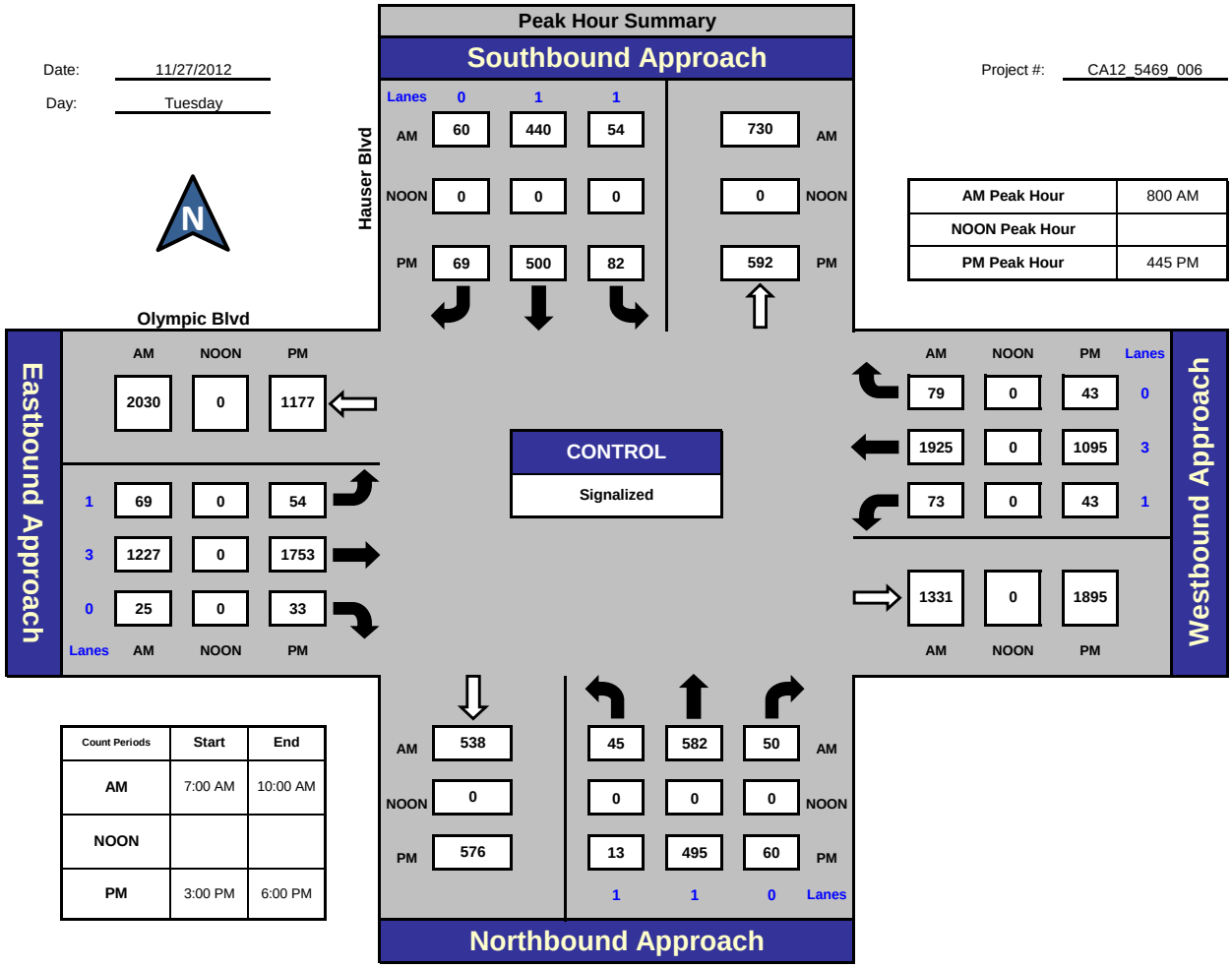
National Data & Surveying Services

Hauser Blvd and Olympic Blvd , City of Los Angeles

Date: 11/27/2012

Day: Tuesday

Project #: CA12_5469_006



AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
AM	554	730	AM
NOON	0	0	NOON
PM	651	592	PM

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
2030	0	1177		2077	0	1181
1321	0	1840		1331	0	1895

	South Leg	
AM	538	677
NOON	0	0
PM	576	568

Total Volume Per Leg

	North Leg
AM	1284
NOON	0
PM	1243

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
3351	0	3017	3408	0	3076

	South Leg
AM	1215
NOON	0
PM	1144

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Hauser Blvd

East/West San Vicente Blvd

Day: WEDNESDAY Date: January 16, 2013 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	10	10	56	84
BIKES	21	5	18	15
BUSES	3	3	22	25

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	158	8.45	140	8.30	222	8.30	452	8.00
PM PK 15 MIN	144	15.45	155	17.15	392	17.15	272	17.30
AM PK HOUR	602	8.30	526	8.15	854	8.00	1629	7.30
PM PK HOUR	509	16.45	588	17.00	1507	17.00	894	16.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	97	283	12	392
8-9	91	423	14	528
9-10	97	464	11	572
15-16	70	391	27	488
16-17	62	351	19	432
17-18	55	427	26	508
TOTAL	472	2339	109	2920

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	43	324	15	382
8-9	59	451	14	524
9-10	46	416	21	483
15-16	77	401	19	497
16-17	90	403	21	514
17-18	84	472	32	588
TOTAL	399	2467	122	2988

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
774	8	0	11	1
1052	12	0	6	0
1055	16	0	8	0
985	18	0	18	0
946	9	0	15	0
1096	19	0	18	0
5908	82	0	76	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	57	489	25	571
8-9	76	730	48	854
9-10	73	662	40	775
15-16	61	1200	82	1343
16-17	77	1288	71	1436
17-18	79	1356	72	1507
TOTAL	423	5725	338	6486

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	47	1246	95	1388
8-9	65	1428	130	1623
9-10	43	1207	120	1370
15-16	37	682	56	775
16-17	45	666	69	780
17-18	55	763	69	887
TOTAL	292	5992	539	6823

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1959	11	0	5	0
2477	6	0	4	0
2145	12	0	9	0
2118	5	0	8	0
2216	7	0	7	0
2394	9	0	12	0
13309	50	0	45	0

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

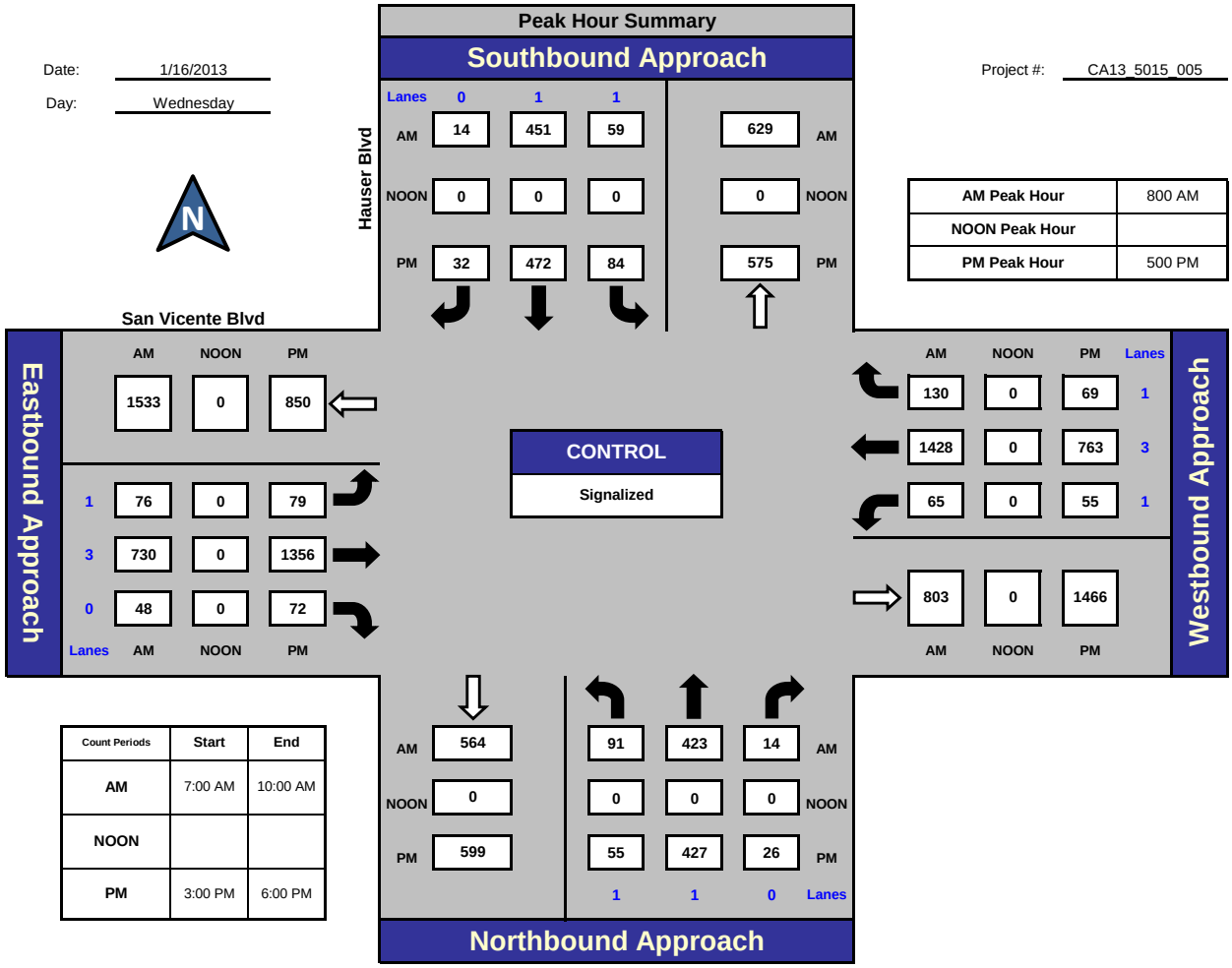
Hauser Blvd and San Vicente Blvd , City of Los Angeles

Date: 1/16/2013

Day: Wednesday

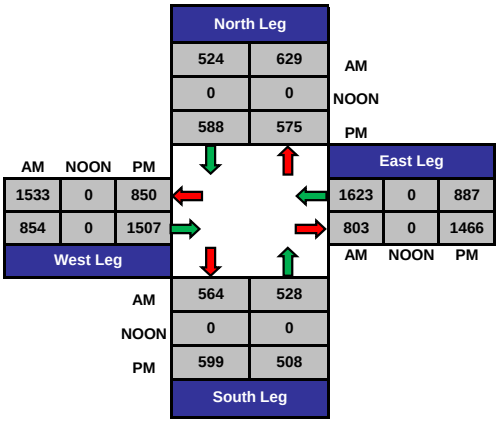
Project #: CA13_5015_005

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

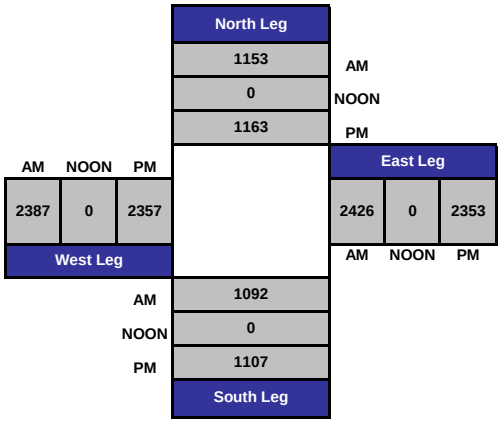


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South La Brea Ave

East/West Beverly Blvd

Day: WEDNESDAY Date: January 16, 2013 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	189	198	74	50
BIKES	43	53	37	29
BUSES	58	75	59	74

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	397	8.45	463	8.15	302	8.00	389	7.45
PM PK 15 MIN	421	17.45	442	17.30	393	15.15	331	17.30
AM PK HOUR	1470	8.30	1724	7.30	1137	8.00	1506	7.15
PM PK HOUR	1620	17.00	1690	17.00	1508	15.00	1233	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	108	915	62	1085
8-9	126	1229	63	1418
9-10	120	1166	91	1377
15-16	127	1046	121	1294
16-17	122	1230	153	1505
17-18	141	1325	154	1620
TOTAL	744	6911	644	8299

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	84	1169	188	1441
8-9	111	1392	217	1720
9-10	108	1122	236	1466
15-16	127	1105	192	1424
16-17	145	1254	163	1562
17-18	174	1326	190	1690
TOTAL	749	7368	1186	9303

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2526	33	0	31	0
3138	40	0	50	0
2843	39	0	40	0
2718	39	0	25	0
3067	52	0	55	1
3310	30	0	32	0
17602	233	0	233	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	59	624	80	763
8-9	102	933	102	1137
9-10	127	763	125	1015
15-16	164	1214	130	1508
16-17	144	1171	105	1420
17-18	136	1197	93	1426
TOTAL	732	5902	635	7269

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	113	1302	38	1453
8-9	98	1318	27	1443
9-10	96	1292	31	1419
15-16	98	949	67	1114
16-17	113	916	67	1096
17-18	120	1039	74	1233
TOTAL	638	6816	304	7758

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2216	30	0	44	0
2580	50	0	40	0
2434	48	0	23	0
2622	59	0	45	0
2516	69	0	69	0
2659	60	0	41	0
15027	316	0	262	0

ITM Peak Hour Summary

Prepared by:

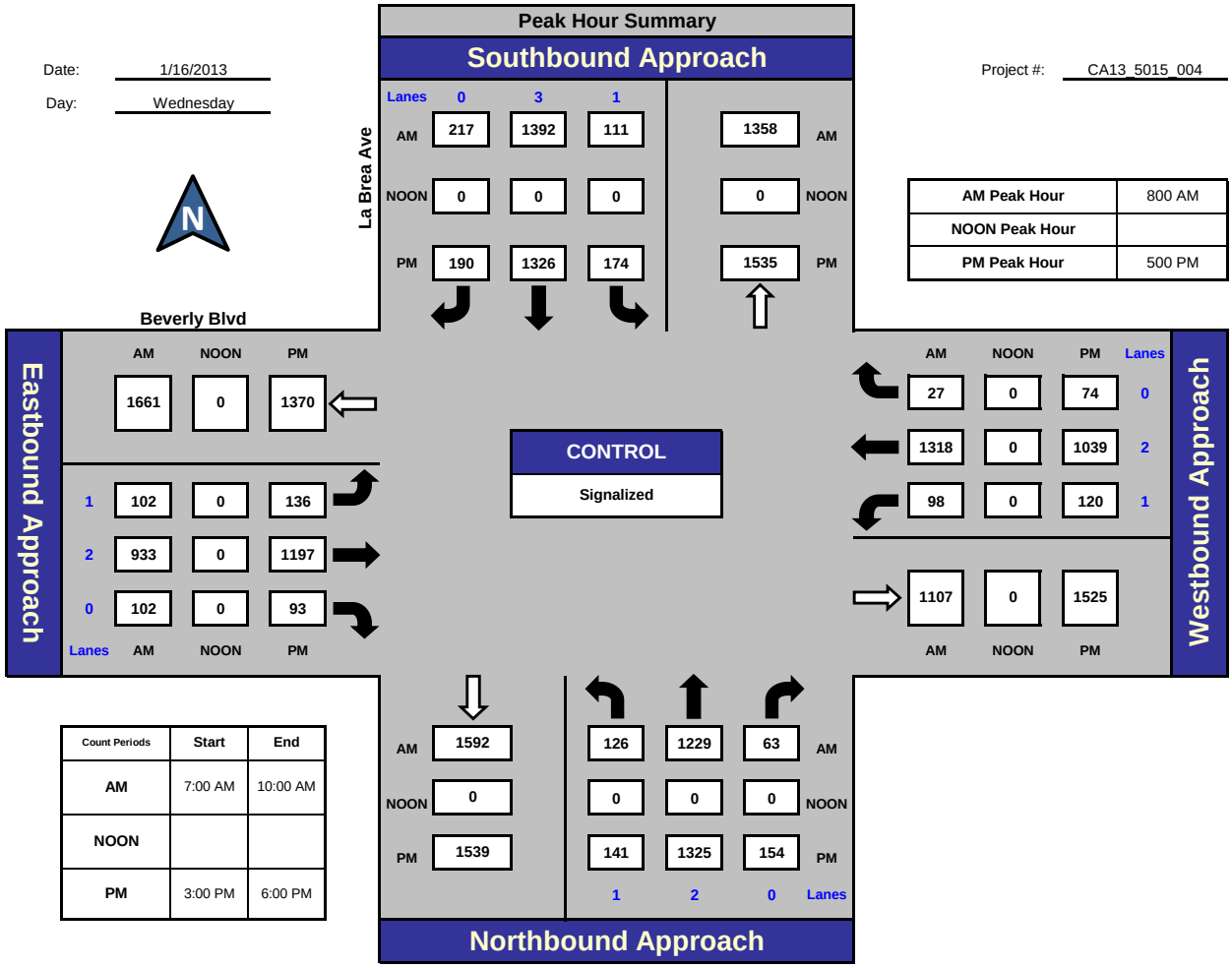
National Data & Surveying Services

La Brea Ave and Beverly Blvd , City of Los Angeles

Date: 1/16/2013

Day: Wednesday

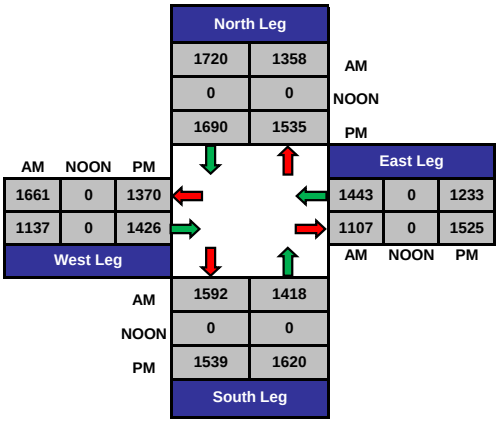
Project #: CA13_5015_004



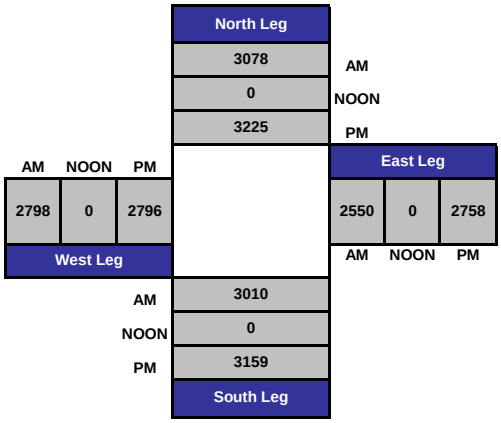
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South La Brea Ave

East/West 3rd St

Day: TUESDAY Date: November 27, 2012 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	147	156	48	19
BIKES	37	26	22	23
BUSES	52	68	77	96

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	420	8.00	420	8.15	317	8.00	362	8.45
PM PK 15 MIN	468	17.00	398	17.15	341	17.45	294	17.30
AM PK HOUR	1527	8.00	1613	8.00	1162	7.45	1377	8.30
PM PK HOUR	1762	17.00	1504	16.45	1291	17.00	1107	16.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	111	874	64	1049
8-9	175	1280	72	1527
9-10	123	1278	67	1468
15-16	158	1198	91	1447
16-17	117	1269	104	1490
17-18	133	1520	109	1762
TOTAL	817	7419	507	8743

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	62	1164	80	1306
8-9	93	1409	111	1613
9-10	67	1166	83	1316
15-16	83	1096	112	1291
16-17	89	1261	105	1455
17-18	87	1250	116	1453
TOTAL	481	7346	607	8434

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2355	0	0	0	0
3140	0	0	0	0
2784	0	0	0	0
2738	69	0	140	0
2945	63	0	128	1
3215	65	0	149	3
17177	197	0	417	4

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	58	687	80	825
8-9	76	913	120	1109
9-10	78	622	79	779
15-16	112	907	159	1178
16-17	96	999	177	1272
17-18	120	1048	123	1291
TOTAL	540	5176	738	6454

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	116	936	48	1100
8-9	120	1113	46	1279
9-10	128	1101	58	1287
15-16	119	813	92	1024
16-17	127	861	85	1073
17-18	127	871	93	1091
TOTAL	737	5695	422	6854

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1925	0	0	0	0
2388	0	0	0	0
2066	0	0	0	0
2202	61	0	174	0
2345	75	0	166	0
2382	67	0	180	2
13308	203	0	520	2

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

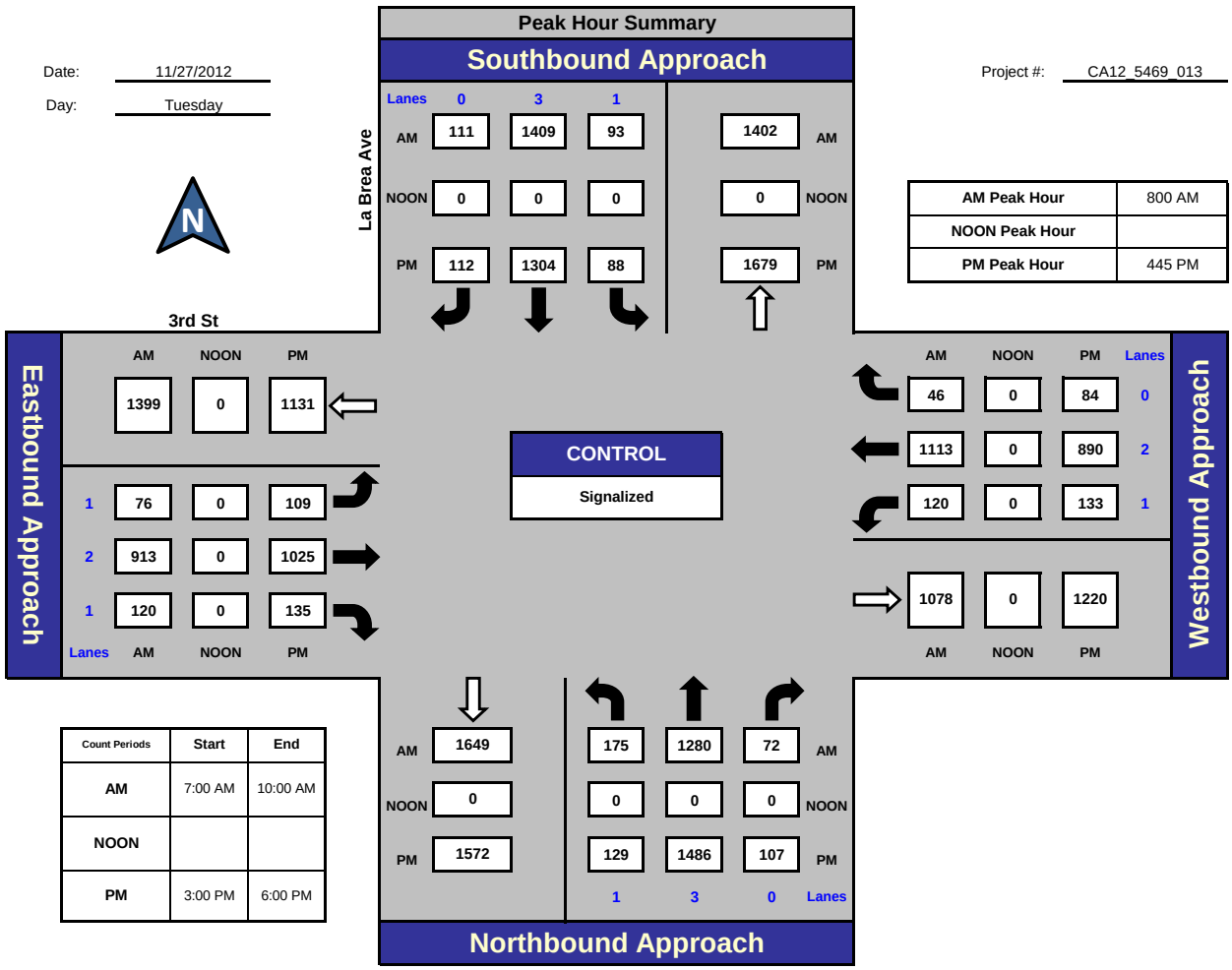
La Brea Ave and 3rd St , City of Los Angeles

Date: 11/27/2012

Day: Tuesday

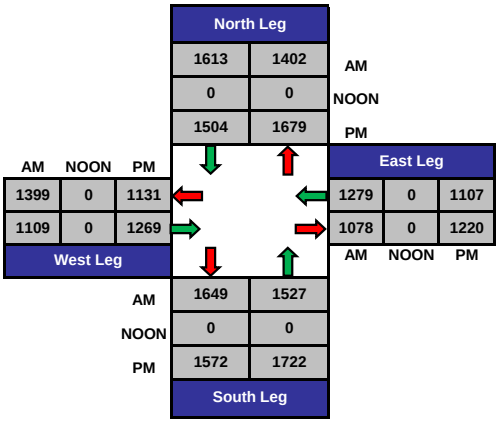
Project #: CA12_5469_013

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

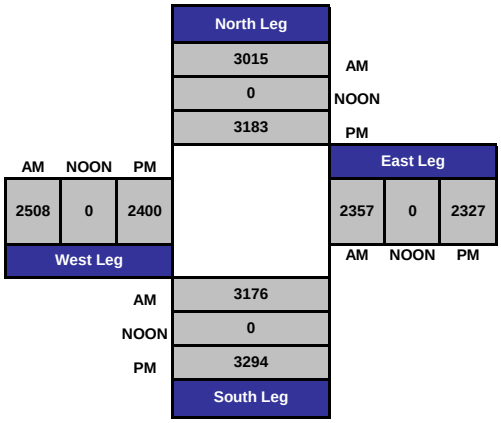


Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South La Brea Ave

East/West 6th St

Day: TUESDAY Date: November 27, 2012 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	189	180	14	4
BIKES	33	36	12	7
BUSES	54	68	4	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	396	8.45	447	8.15	193	8.00	271	8.45
PM PK 15 MIN	427	17.45	410	17.15	261	17.30	190	17.30
AM PK HOUR	1457	8.30	1717	8.00	730	8.00	1057	8.00
PM PK HOUR	1656	17.00	1610	16.45	1006	17.00	665	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	56	1064	28	1148
8-9	60	1375	16	1451
9-10	62	1284	19	1365
15-16	62	1263	50	1375
16-17	63	1376	38	1477
17-18	68	1532	56	1656
TOTAL	371	7894	207	8472

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	77	1214	98	1389
8-9	84	1494	139	1717
9-10	60	1226	110	1396
15-16	62	1317	73	1452
16-17	71	1421	66	1558
17-18	81	1388	82	1551
TOTAL	435	8060	568	9063

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2537	0	0	0	0
3168	0	0	0	0
2761	0	0	0	0
2827	19	0	19	0
3035	16	0	24	0
3207	19	0	20	1
17535	54	0	63	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	419	95	516
8-9	5	597	128	730
9-10	53	455	83	591
15-16	79	625	82	786
16-17	16	769	77	862
17-18	10	927	69	1006
TOTAL	165	3792	534	4491

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	757	43	802
8-9	1	1017	39	1057
9-10	28	703	57	788
15-16	22	392	60	474
16-17	4	448	68	520
17-18	5	577	83	665
TOTAL	62	3894	350	4306

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1318	0	0	0	0
1787	0	0	0	0
1379	0	0	0	0
1260	29	0	43	31
1382	40	0	39	1
1671	32	0	33	0
8797	101	0	115	32

ITM Peak Hour Summary

Prepared by:

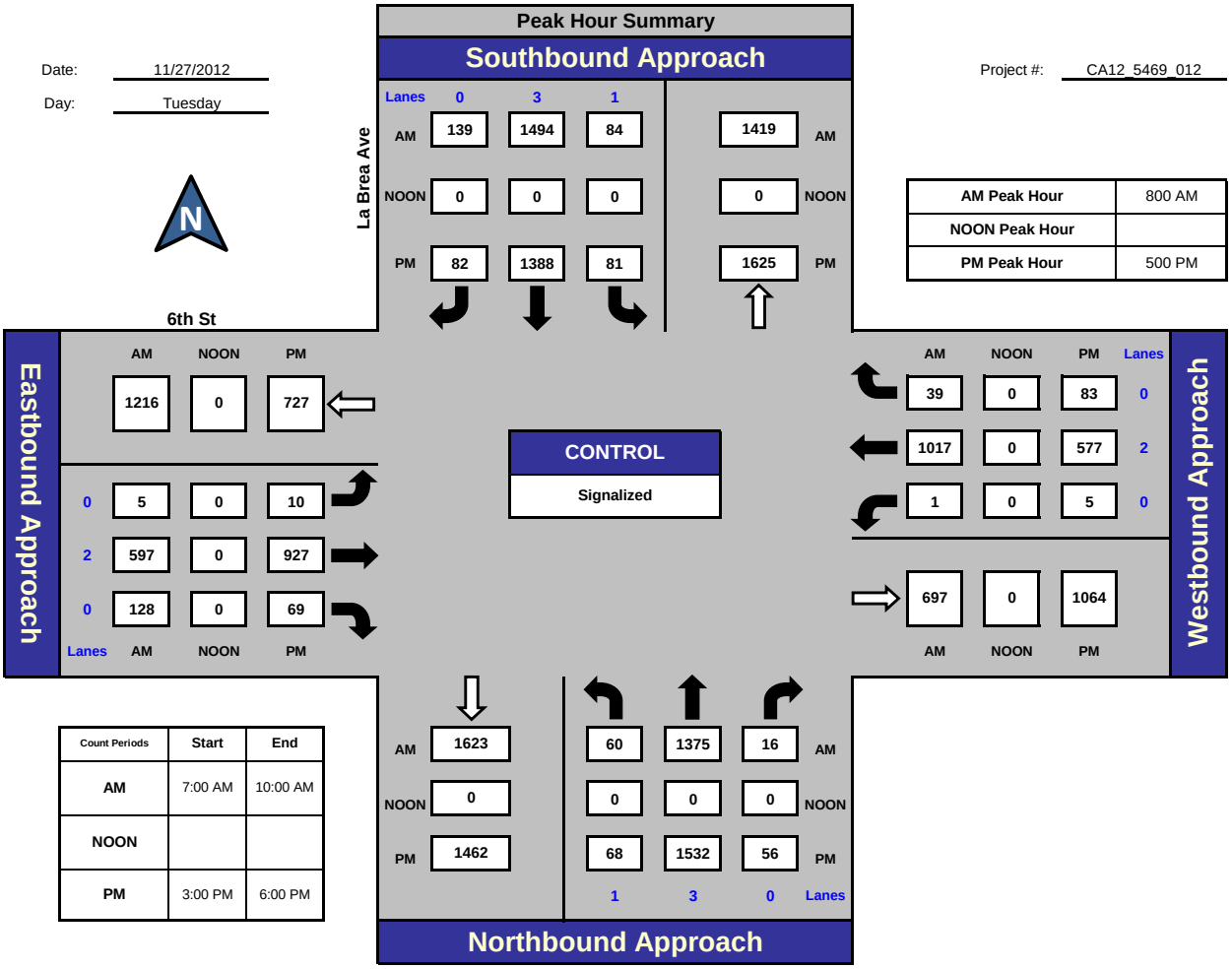
National Data & Surveying Services

La Brea Ave and 6th St , City of Los Angeles

Date: 11/27/2012

Day: Tuesday

Project #: CA12_5469_012



AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs

	North Leg	
AM	1717	1419
NOON	0	0
PM	1551	1625

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
1216	0	727		1057	0	665
730	0	1006		697	0	1064

	South Leg	
AM	1623	1451
NOON	0	0
PM	1462	1656

Total Volume Per Leg

	North Leg
AM	3136
NOON	0
PM	3176

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
1946	0	1733		1754	0	1729

	South Leg
AM	3074
NOON	0
PM	3118

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation

STREET:
North/South LA BREA AVENUE
East/West WILSHIRE BOULEVARD

Count by: The Traffic Solution

Day: AM 04/19/11 **Date:** Tuesday, April 19, 2011 **Weather:** CLEAR
PM 04/19/11 Tuesday, April 19, 2011
Hours: 7-10 AM 3-6 PM

School Day: Yes **District:** Mid-Wilshire

	N/B	S/B	E/B	W/B
DUAL-WHEELED	50	47	60	52
BIKES	51	50	53	51
BUSES	65	79	116	137

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	348	4:45	421	5:00	275	0:00	392	5:00
PM PK 15 MIN	381	5:30	387	5:00	444	0:00	317	5:15
AM PK HOUR	1,326	4:30	1,612	4:15	1,034	0:00	####	4:45
PM PK HOUR	1,465	5:00	1,514	4:45	1,687	0:00	####	5:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	82	939	91	1,112
8 - 9	94	1,096	102	1,292
9 - 10	89	1,086	94	1,269
3 - 4	179	977	109	1,265
4 - 5	149	1,117	110	1,376
5 - 6	132	1,225	108	1,465
TOTAL	725	6,440	614	7,779

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	51	1,072	106	1,229
8 - 9	74	1,356	138	1,568
9 - 10	61	1,364	137	1,562
3 - 4	90	1,060	150	1,300
4 - 5	110	1,110	150	1,370
5 - 6	129	1,245	134	1,508
TOTAL	515	7,207	815	8,537

	TOTAL	XING S/L		XING N/L	
Hours	N-S	Ped	Sch	Ped	Sch
7 - 8	2,341	129	13	43	0
8 - 9	2,860	93	8	71	3
9 - 10	2,831	50	5	103	13
3 - 4	2,565	106	13	87	10
4 - 5	2,746	114	9	111	13
5 - 6	2,973	105	8	100	8
TOTAL	#####	597	56	515	47

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	94	499	78	671
8 - 9	112	738	90	940
9 - 10	96	781	91	968
3 - 4	179	884	125	1,188
4 - 5	187	1,088	158	1,433
5 - 6	216	1,311	160	1,687
TOTAL	884	5,301	702	6,887

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	128	825	87	1,040
8 - 9	144	1,194	69	1,407
9 - 10	108	1,207	86	1,401
3 - 4	150	844	110	1,104
4 - 5	181	844	111	1,136
5 - 6	194	932	110	1,236
TOTAL	905	5,846	573	7,324

	TOTAL	XING W/L		XING E/L	
Hours	E-W	Ped	Sch	Ped	Sch
7 - 8	1,711	107	15	39	1
8 - 9	2,347	78	6	37	2
9 - 10	2,369	61	2	94	5
3 - 4	2,292	98	5	73	6
4 - 5	2,569	95	8	63	4
5 - 6	2,923	83	6	55	3
TOTAL	#####	522	42	361	21

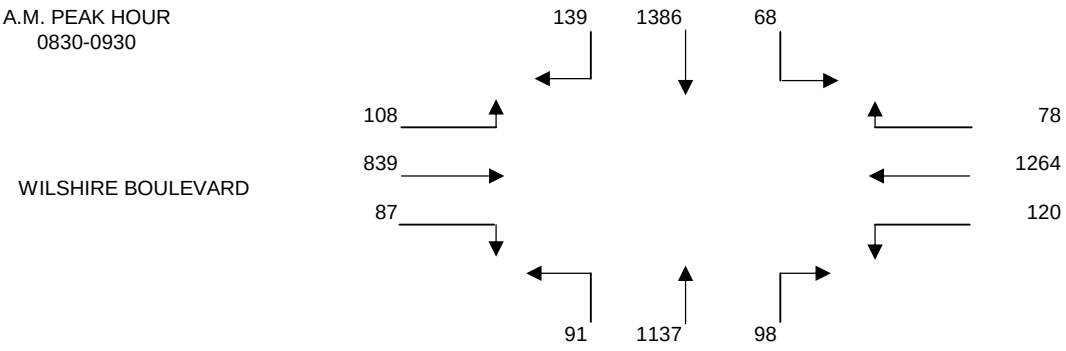
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
PROJECT: DESMOND'S TOWER - LOS ANGELES
DATE: TUESDAY, APRIL 19, 2011
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S LA BREA AVENUE
E/W WILSHIRE BOULEVARD
FILE NUMBER: 5-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	19	223	10	15	170	23	21	197	17	17	92	14
0715-0730	23	260	9	20	189	39	22	223	19	19	120	20
0730-0745	30	277	13	26	215	30	24	259	21	19	132	29
0745-0800	34	312	19	26	251	36	24	260	25	23	155	31
0800-0815	31	323	23	20	290	46	22	253	22	25	198	30
0815-0830	38	359	15	14	287	35	29	261	25	22	204	26
0830-0845	36	320	17	15	293	31	23	284	25	20	181	25
0845-0900	33	354	19	20	324	32	28	298	22	21	207	35
0900-0915	40	362	19	23	342	27	21	281	25	26	219	25
0915-0930	30	350	13	20	305	30	26	274	19	20	232	23
0930-0945	29	333	15	26	299	26	24	270	20	22	170	25
0945-1000	38	319	14	17	261	25	23	261	25	23	160	23

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	106	1072	51	87	825	128	91	939	82	78	499	94	4052
0715-0815	118	1172	64	92	945	151	92	995	87	86	605	110	4517
0730-0830	133	1271	70	86	1043	147	99	1033	93	89	689	116	4869
0745-0845	139	1314	74	75	1121	148	98	1058	97	90	738	112	5064
0800-0900	138	1356	74	69	1194	144	102	1096	94	88	790	116	5261
0815-0915	147	1395	70	72	1246	125	101	1124	97	89	811	111	5388
0830-0930	139	1386	68	78	1264	120	98	1137	91	87	839	108	5415
0845-0945	132	1399	66	89	1270	115	99	1123	86	89	828	108	5404
0900-1000	137	1364	61	86	1207	108	94	1086	89	91	781	96	5200

A.M. PEAK HOUR
0830-0930



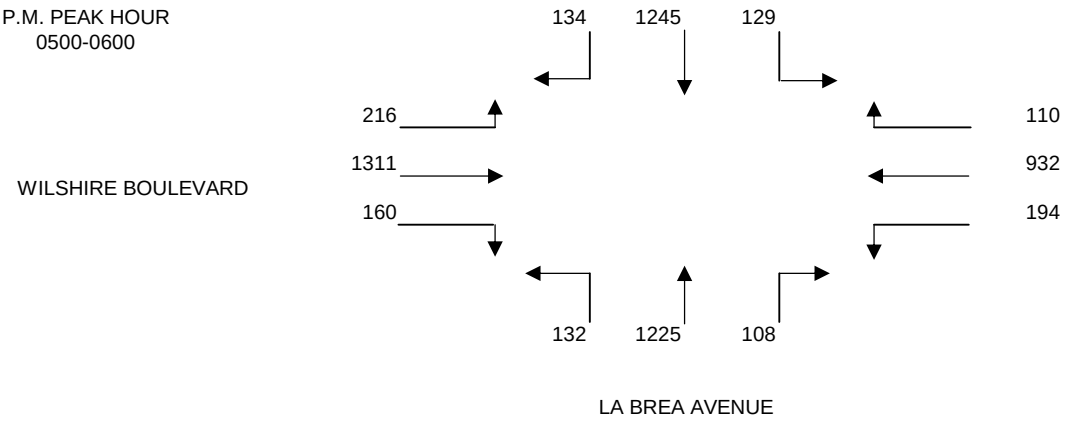
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
PROJECT: DESMOND'S TOWER - LOS ANGELES
DATE: TUESDAY, APRIL 19, 2011
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S LA BREA AVENUE
E/W WILSHIRE BOULEVARD
FILE NUMBER: 5-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	31	259	23	25	208	38	27	226	41	27	188	39
0315-0330	35	275	23	32	216	35	23	240	43	32	218	46
0330-0345	39	248	24	23	223	33	31	251	49	29	231	45
0345-0400	45	278	20	30	197	44	28	260	46	37	247	49
0400-0415	48	286	25	28	199	48	27	281	40	38	290	47
0415-0430	30	254	25	29	231	37	28	271	44	32	281	43
0430-0445	39	263	25	31	204	51	27	286	33	51	270	48
0445-0500	33	307	35	23	210	45	28	279	32	44	301	41
0500-0515	24	330	33	26	236	51	28	302	27	41	347	49
0515-0530	30	314	28	26	242	49	28	300	31	44	344	56
0530-0545	49	302	29	29	224	44	29	314	38	36	318	54
0545-0600	31	299	39	29	230	50	23	309	36	39	302	57

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	150	1060	90	110	844	150	109	977	179	125	884	179	4857
0315-0415	167	1087	92	113	835	160	109	1032	178	136	986	187	5082
0330-0430	162	1066	94	110	850	162	114	1063	179	136	1049	184	5169
0345-0445	162	1081	95	118	831	180	110	1098	163	158	1088	187	5271
0400-0500	150	1110	110	111	844	181	110	1117	149	165	1142	179	5368
0415-0515	126	1154	118	109	881	184	111	1138	136	168	1199	181	5505
0430-0530	126	1214	121	106	892	196	111	1167	123	180	1262	194	5692
0445-0545	136	1253	125	104	912	189	113	1195	128	165	1310	200	5830
0500-0600	134	1245	129	110	932	194	108	1225	132	160	1311	216	5896

P.M. PEAK HOUR
0500-0600



City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South La Brea Ave

East/West Olympic Blvd

Day: TUESDAY Date: November 27, 2012 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	161	173	32	37
BIKES	31	27	7	13
BUSES	59	71	67	78

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	436	7.45	452	8.30	353	8.00	554	7.30
PM PK 15 MIN	381	17.30	475	17.15	488	17.30	327	17.45
AM PK HOUR	1641	8.30	1667	8.00	1350	8.00	2136	7.30
PM PK HOUR	1429	16.45	1813	17.00	1922	17.00	1224	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	84	1155	29	1268
8-9	117	1405	40	1562
9-10	89	1384	32	1505
15-16	46	1110	33	1189
16-17	59	1192	27	1278
17-18	54	1309	53	1416
TOTAL	449	7555	214	8218

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	110	1163	147	1420
8-9	134	1406	127	1667
9-10	88	1154	148	1390
15-16	120	1238	132	1490
16-17	161	1366	126	1653
17-18	191	1470	152	1813
TOTAL	804	7797	832	9433

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2688	0	0	0	0
3229	0	0	0	0
2895	0	0	0	0
2679	80	0	72	5
2931	75	0	61	3
3229	60	0	49	2
17651	215	0	182	10

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	62	767	46	875
8-9	64	1241	45	1350
9-10	80	920	65	1065
15-16	133	1200	62	1395
16-17	132	1470	101	1703
17-18	127	1709	86	1922
TOTAL	598	7307	405	8310

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	89	1945	91	2125
8-9	130	1817	119	2066
9-10	85	1457	107	1649
15-16	80	882	85	1047
16-17	98	911	103	1112
17-18	95	1026	103	1224
TOTAL	577	8038	608	9223

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
3000	0	0	0	0
3416	0	0	0	0
2714	0	0	0	0
2442	80	2	79	0
2815	103	0	77	0
3146	87	0	63	0
17533	270	2	219	0

ITM Peak Hour Summary

Prepared by:

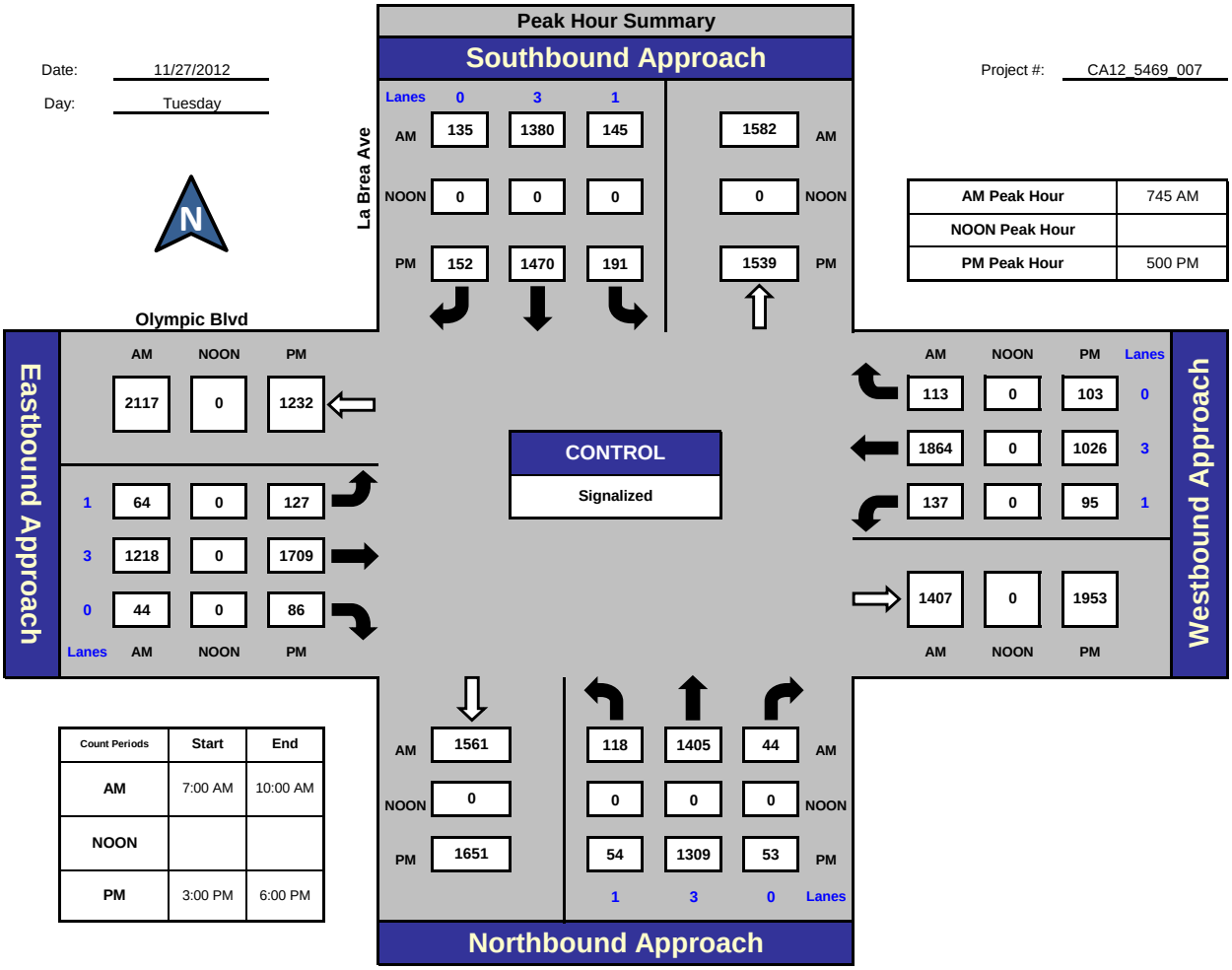
National Data & Surveying Services

La Brea Ave and Olympic Blvd , City of Los Angeles

Date: 11/27/2012

Day: Tuesday

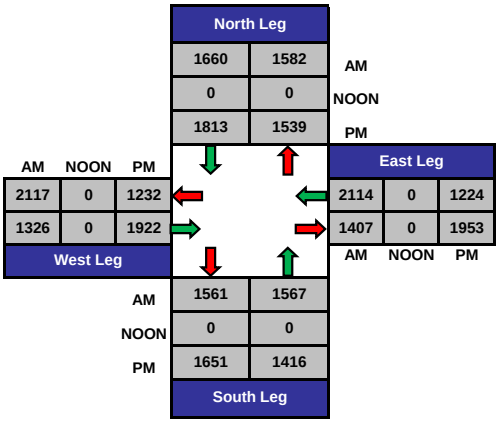
Project #: CA12_5469_007



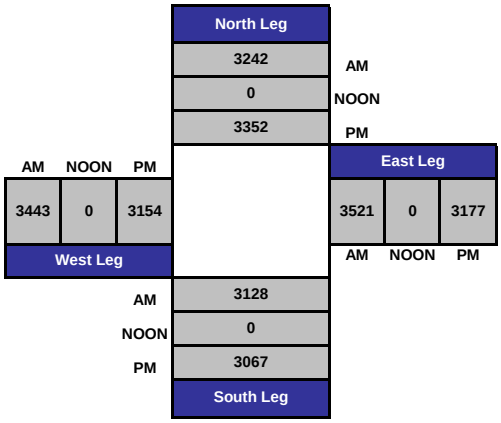
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South La Brea Ave

East/West San Vicente Blvd

Day: WEDNESDAY Date: January 16, 2013 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	195	215	64	81
BIKES	19	23	1	14
BUSES	70	69	23	28

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	610	8.45	611	8.15	239	8.30	323	8.00
PM PK 15 MIN	605	17.30	529	17.15	394	17.15	234	17.30
AM PK HOUR	2264	8.00	2169	7.45	821	8.00	1194	7.30
PM PK HOUR	2088	16.45	2075	16.30	1403	16.30	801	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	298	1580	30	1908
8-9	380	1848	36	2264
9-10	283	1831	44	2158
15-16	193	1543	35	1771
16-17	207	1661	40	1908
17-18	202	1816	41	2059
TOTAL	1563	10279	226	12068

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	106	1666	65	1837
8-9	146	1859	108	2113
9-10	126	1589	82	1797
15-16	199	1530	68	1797
16-17	215	1681	86	1982
17-18	215	1765	66	2046
TOTAL	1007	10090	475	11572

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
3745	8	0	8	0
4377	10	0	22	0
3955	10	0	19	0
3568	13	0	7	0
3890	11	1	16	1
4105	11	0	19	0
23640	63	1	91	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	56	417	104	577
8-9	70	583	168	821
9-10	78	563	148	789
15-16	96	890	199	1185
16-17	117	1022	247	1386
17-18	116	1016	225	1357
TOTAL	533	4491	1091	6115

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	56	882	172	1110
8-9	56	996	134	1186
9-10	45	909	150	1104
15-16	28	463	113	604
16-17	42	481	113	636
17-18	28	632	141	801
TOTAL	255	4363	823	5441

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1687	13	0	16	0
2007	13	0	19	0
1893	12	0	25	0
1789	22	0	25	0
2022	13	0	21	2
2158	13	0	24	1
11556	86	0	130	3

ITM Peak Hour Summary

Prepared by:

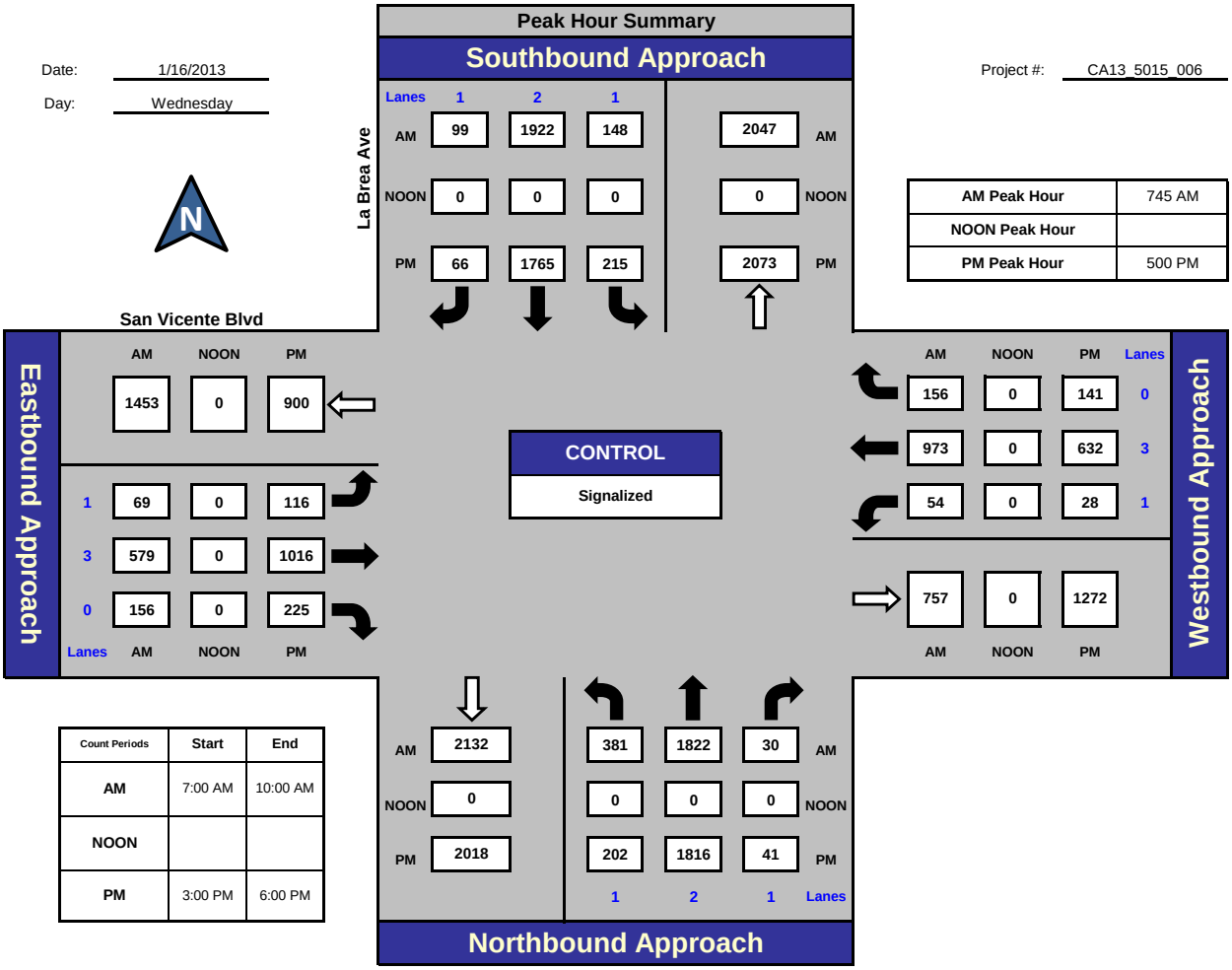
National Data & Surveying Services

La Brea Ave and San Vicente Blvd , City of Los Angeles

Date: 1/16/2013

Day: Wednesday

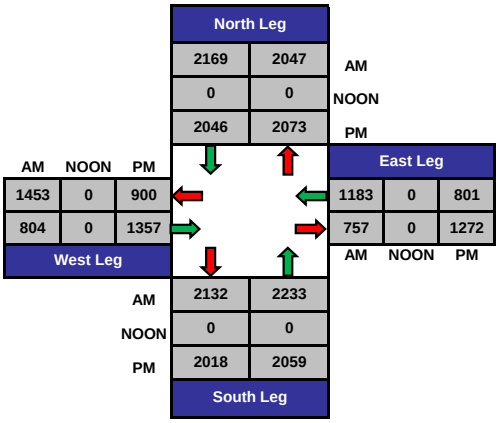
Project #: CA13_5015_006



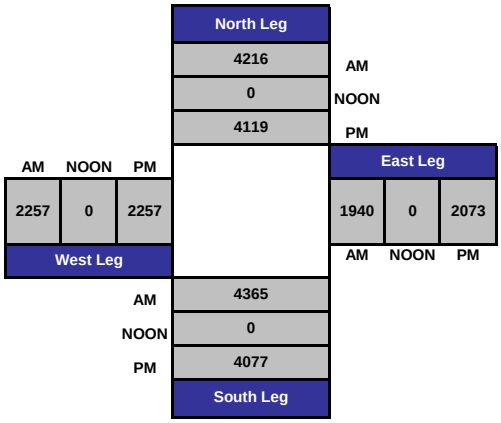
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Highland Ave

East/West 3rd St

Day: WEDNESDAY Date: January 16, 2013 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	22	30	35	32
BIKES	3	6	12	12
BUSES	9	10	91	98

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	350	7.45	379	8.45	308	8.00	341	8.45
PM PK 15 MIN	341	17.15	372	17.45	348	17.45	281	17.30
AM PK HOUR	1270	7.30	1494	8.15	1158	7.45	1334	8.00
PM PK HOUR	1320	15.30	1452	17.00	1348	17.00	1063	16.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	1044	65	1109
8-9	0	1169	73	1242
9-10	3	1124	82	1209
15-16	1	1227	69	1297
16-17	1	1222	58	1281
17-18	1	1242	72	1315
TOTAL	6	7028	419	7453

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	1	1225	164	1390
8-9	0	1360	131	1491
9-10	4	1210	135	1349
15-16	4	1207	119	1330
16-17	1	1267	98	1366
17-18	0	1313	139	1452
TOTAL	10	7582	786	8378

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
2499	31	3	18	3
2733	7	2	17	0
2558	11	0	9	0
2627	65	1	12	0
2647	17	0	11	0
2767	16	0	11	0
15831	147	6	78	3

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	170	662	8	840
8-9	190	902	12	1104
9-10	158	635	14	807
15-16	147	955	36	1138
16-17	172	1008	24	1204
17-18	159	1162	27	1348
TOTAL	996	5324	121	6441

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	76	1018	34	1128
8-9	111	1194	29	1334
9-10	135	1071	51	1257
15-16	110	872	64	1046
16-17	90	828	64	982
17-18	84	899	61	1044
TOTAL	606	5882	303	6791

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1968	31	3	42	4
2438	11	0	15	0
2064	5	1	6	0
2184	12	0	18	0
2186	10	0	9	0
2392	14	0	9	0
13232	83	4	99	4

ITM Peak Hour Summary

Prepared by:

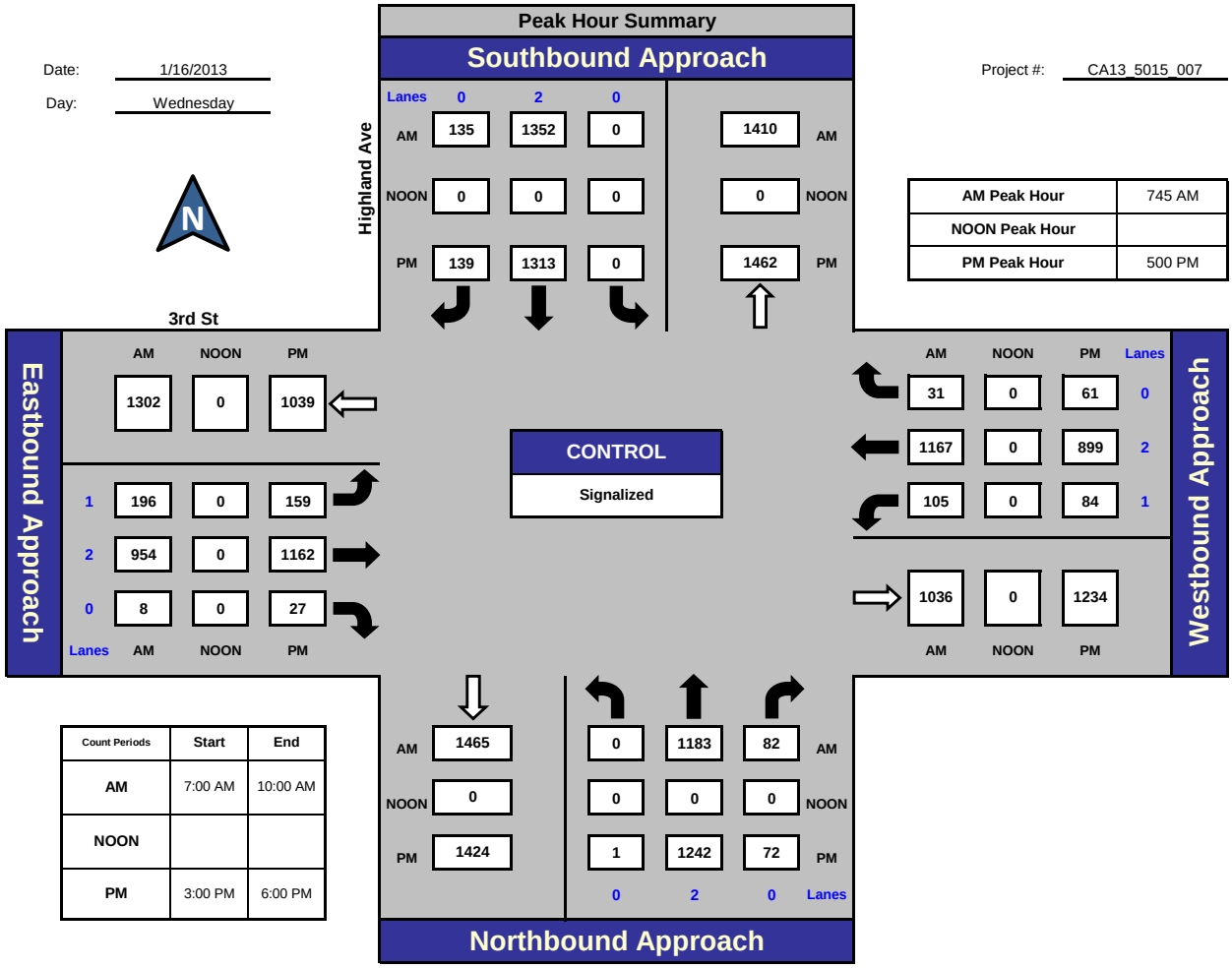
National Data & Surveying Services

Highland Ave and 3rd St , City of Los Angeles

Date: 1/16/2013

Day: Wednesday

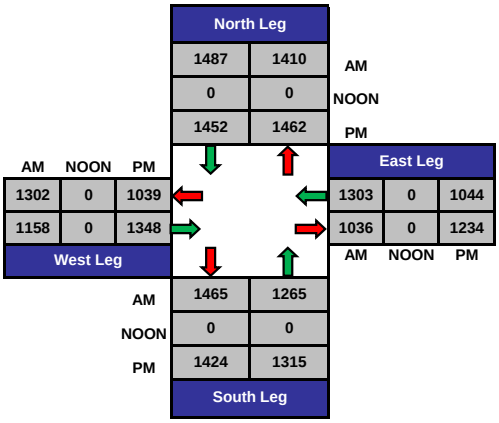
Project #: CA13_5015_007



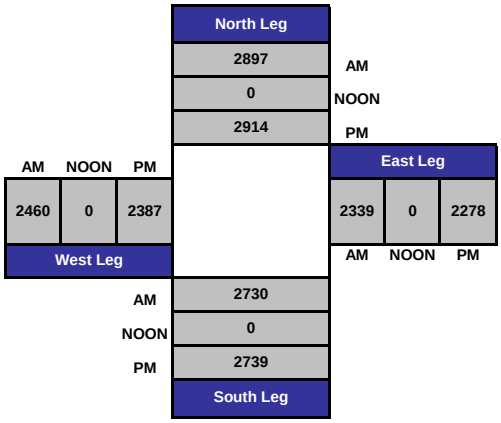
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Highland Ave

East/West Wilshire Blvd

Day: WEDNESDAY Date: January 16, 2013 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	9	32	49	75
BIKES	4	6	31	44
BUSES	3	6	117	143

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	254	9.15	331	8.30	309	8.00	442	8.30
PM PK 15 MIN	249	17.15	317	17.30	437	17.45	339	17.45
AM PK HOUR	1006	8.30	1301	8.00	1214	7.45	1700	7.45
PM PK HOUR	952	16.45	1251	17.00	1543	17.00	1280	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	785	84	869
8-9	0	900	80	980
9-10	0	889	69	958
15-16	0	785	109	894
16-17	0	825	98	923
17-18	0	839	108	947
TOTAL	0	5023	548	5571

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	135	664	321	1120
8-9	117	729	455	1301
9-10	114	670	394	1178
15-16	173	725	323	1221
16-17	156	754	323	1233
17-18	166	738	347	1251
TOTAL	861	4280	2163	7304

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
1989	82	0	96	3
2281	41	0	40	0
2136	51	0	42	0
2115	108	0	160	0
2156	48	0	52	1
2198	27	0	48	1
12875	357	0	438	5

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	178	723	24	925
8-9	220	946	28	1194
9-10	242	736	39	1017
15-16	244	967	24	1235
16-17	238	1111	11	1360
17-18	237	1285	21	1543
TOTAL	1359	5768	147	7274

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	97	1217	107	1421
8-9	117	1467	113	1697
9-10	102	1104	120	1326
15-16	89	890	112	1091
16-17	89	917	103	1109
17-18	91	1070	119	1280
TOTAL	585	6665	674	7924

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2346	79	3	74	0
2891	42	0	36	0
2343	48	0	28	0
2326	197	1	88	0
2469	83	0	27	0
2823	59	2	14	0
15198	508	6	267	0

ITM Peak Hour Summary

Prepared by:

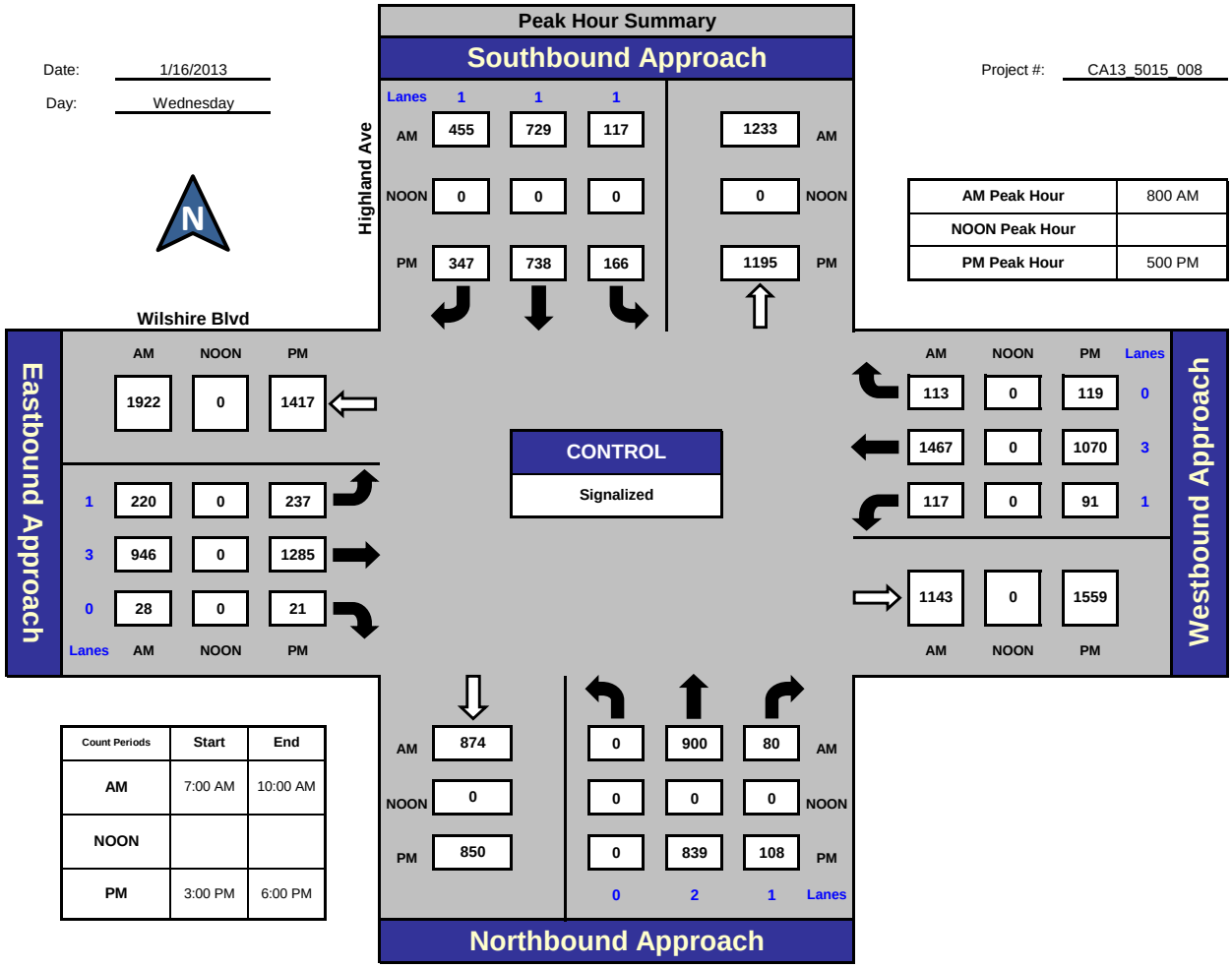
National Data & Surveying Services

Highland Ave and Wilshire Blvd , City of Los Angeles

Date: 1/16/2013

Day: Wednesday

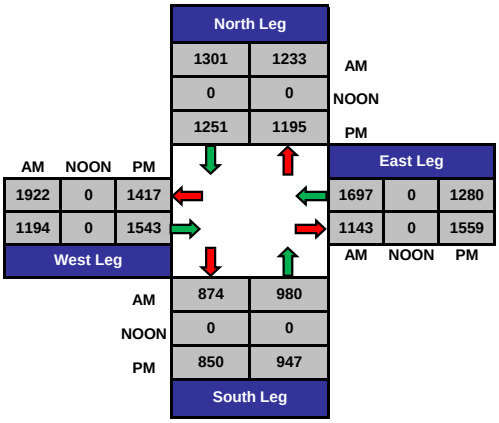
Project #: CA13_5015_008



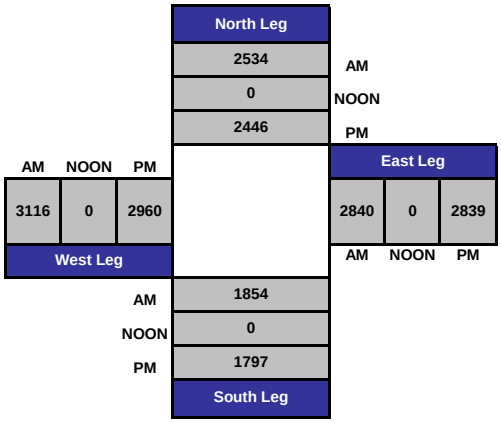
AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Prepared by NDS/ATD

VOLUME

Curson Ave S/o 8th St

Day: Tuesday
Date: 11/27/2012

City: Los Angeles
Project #: CA12_5470_001

DAILY TOTALS	NB	SB	EB	WB	Total
	2,425	2,445	0	0	4,870

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	2		3				5		12:00	28		30				58	
00:15	4		0				4		12:15	29		32				61	
00:30	2		3				5		12:30	30		32				62	
00:45	0	8	2	8			2	16	12:45	37	124	26	120			63	244
01:00	1		0				1		13:00	32		33				65	
01:15	1		1				2		13:15	44		31				75	
01:30	0		1				1		13:30	19		37				56	
01:45	0	2	0	2			0	4	13:45	29	124	37	138			66	262
02:00	1		0				1		14:00	37		24				61	
02:15	1		0				1		14:15	25		25				50	
02:30	1		0				1		14:30	26		35				61	
02:45	0	3	1	1			1	4	14:45	41	129	33	117			74	246
03:00	1		0				1		15:00	26		52				78	
03:15	2		1				3		15:15	30		48				78	
03:30	0		0				0		15:30	28		52				80	
03:45	1	4	0	1			1	5	15:45	29	113	53	205			82	318
04:00	0		2				2		16:00	31		60				91	
04:15	0		0				0		16:15	19		60				79	
04:30	0		1				1		16:30	37		55				92	
04:45	1	1	1	4			2	5	16:45	39	126	77	252			116	378
05:00	0		0				0		17:00	35		95				130	
05:15	0		1				1		17:15	37		98				135	
05:30	3		1				4		17:30	41		102				143	
05:45	3	6	2	4			5	10	17:45	35	148	113	408			148	556
06:00	2		1				3		18:00	38		122				160	
06:15	3		4				7		18:15	42		78				120	
06:30	8		7				15		18:30	46		87				133	
06:45	19	32	8	20			27	52	18:45	26	152	69	356			95	508
07:00	14		15				29		19:00	49		53				102	
07:15	20		20				40		19:15	34		46				80	
07:30	50		25				75		19:30	29		23				52	
07:45	78	162	39	99			117	261	19:45	14	126	29	151			43	277
08:00	71		35				106		20:00	26		21				47	
08:15	85		38				123		20:15	22		17				39	
08:30	88		46				134		20:30	17		13				30	
08:45	120	364	39	158			159	522	20:45	12	77	9	60			21	137
09:00	122		36				158		21:00	9		10				19	
09:15	101		25				126		21:15	13		8				21	
09:30	90		22				112		21:30	10		5				15	
09:45	76	389	23	106			99	495	21:45	7	39	6	29			13	68
10:00	44		26				70		22:00	8		7				15	
10:15	49		19				68		22:15	5		3				8	
10:30	34		17				51		22:30	5		4				9	
10:45	23	150	24	86			47	236	22:45	6	24	3	17			9	41
11:00	31		26				57		23:00	4		3				7	
11:15	25		23				48		23:15	4		5				9	
11:30	30		16				46		23:30	2		1				3	
11:45	24	110	27	92			51	202	23:45	2	12	2	11			4	23
TOTALS		1231		581				1812	TOTALS		1194		1864				3058
SPLIT %		67.9%		32.1%				37.2%	SPLIT %		39.0%		61.0%				62.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,425	2,445	0	0	4,870

AM Peak Hour	08:45	08:15			08:30	PM Peak Hour	18:15	17:15			17:15
AM Pk Volume	433	159			577	PM Pk Volume	163	435			586
Pk Hr Factor	0.887	0.864			0.907	Pk Hr Factor	0.832	0.891			0.916
7 - 9 Volume	526	257	0	0	783	4 - 6 Volume	274	660	0	0	934
7 - 9 Peak Hour	08:00	07:45			08:00	4 - 6 Peak Hour	16:45	17:00			17:00
7 - 9 Pk Volume	364	158	0	0	522	4 - 6 Pk Volume	152	408	0	0	556
Pk Hr Factor	0.758	0.859	0.000	0.000	0.821	Pk Hr Factor	0.927	0.903	0.000	0.000	0.939

Prepared by NDS/ATD

VOLUME

Masselin Ave S/o 8th St

Day: Tuesday
Date: 11/27/2012

City: Los Angeles
Project #: CA12_5470_002

DAILY TOTALS	NB	SB	EB	WB	Total
	488	663	0	0	1,151

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		1						1		12:00	4		15						19	
00:15	0		2						2		12:15	6		16						22	
00:30	0		0						0		12:30	7		17						24	
00:45	0		1	4					1	4	12:45	9	26	14	62					23	88
01:00	0		1						1		13:00	3		6						9	
01:15	0		2						2		13:15	10		6						16	
01:30	0		0						0		13:30	4		12						16	
01:45	0		2	5					2	5	13:45	9	26	2	26					11	52
02:00	0		0						0		14:00	7		13						20	
02:15	0		0						0		14:15	8		11						19	
02:30	0		2						2		14:30	11		6						17	
02:45	0		0	2					0	2	14:45	2	28	10	40					12	68
03:00	1		0						1		15:00	9		16						25	
03:15	0		2						2		15:15	9		6						15	
03:30	1		0						1		15:30	9		6						15	
03:45	0	2	0	2					0	4	15:45	5	32	6	34					11	66
04:00	0		1						1		16:00	6		25						31	
04:15	1		1						2		16:15	7		15						22	
04:30	1		1						2		16:30	7		17						24	
04:45	2	4	1	4					3	8	16:45	8	28	9	66					17	94
05:00	0		0						0		17:00	5		33						38	
05:15	0		1						1		17:15	6		29						35	
05:30	0		1						1		17:30	7		27						34	
05:45	2	2	1	3					3	5	17:45	9	27	25	114					34	141
06:00	1		1						2		18:00	8		22						30	
06:15	2		2						4		18:15	4		23						27	
06:30	2		0						2		18:30	2		20						22	
06:45	2	7	2	5					4	12	18:45	5	19	21	86					26	105
07:00	1		4						5		19:00	3		23						26	
07:15	6		2						8		19:15	4		9						13	
07:30	15		4						19		19:30	6		14						20	
07:45	26	48	2	12					28	60	19:45	2	15	7	53					9	68
08:00	17		5						22		20:00	5		7						12	
08:15	11		7						18		20:15	1		5						6	
08:30	17		3						20		20:30	1		2						3	
08:45	16	61	4	19					20	80	20:45	3	10	4	18					7	28
09:00	21		9						30		21:00	2		4						6	
09:15	23		4						27		21:15	2		3						5	
09:30	18		12						30		21:30	2		7						9	
09:45	12	74	3	28					15	102	21:45	1	7	1	15					2	22
10:00	8		6						14		22:00	0		5						5	
10:15	9		4						13		22:15	0		5						5	
10:30	16		13						29		22:30	4		0						4	
10:45	7	40	6	29					13	69	22:45	4	8	0	10					4	18
11:00	5		5						10		23:00	0		3						3	
11:15	7		9						16		23:15	0		1						1	
11:30	9		2						11		23:30	1		3						4	
11:45	2	23	3	19					5	42	23:45	0	1	0	7					0	8
TOTALS		261		132						393	TOTALS		227		531						758
SPLIT %		66.4%		33.6%						34.1%	SPLIT %		29.9%		70.1%						65.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	488	663	0	0	1,151

AM Peak Hour	08:45	11:45			08:45	PM Peak Hour	13:45	17:00			17:00
AM Pk Volume	78	51			107	PM Pk Volume	35	114			141
Pk Hr Factor	0.848	0.750			0.892	Pk Hr Factor	0.795	0.864			0.928
7 - 9 Volume	109	31	0	0	140	4 - 6 Volume	55	180	0	0	235
7 - 9 Peak Hour	07:45	08:00			07:45	4 - 6 Peak Hour	16:00	17:00			17:00
7 - 9 Pk Volume	71	19	0	0	88	4 - 6 Pk Volume	28	114	0	0	141
Pk Hr Factor	0.683	0.679	0.000	0.000	0.786	Pk Hr Factor	0.875	0.864	0.000	0.000	0.928

APPENDIX B

STUDY INTERSECTION GEOMETRICS AND TRAFFIC CONTROL CONDITIONS

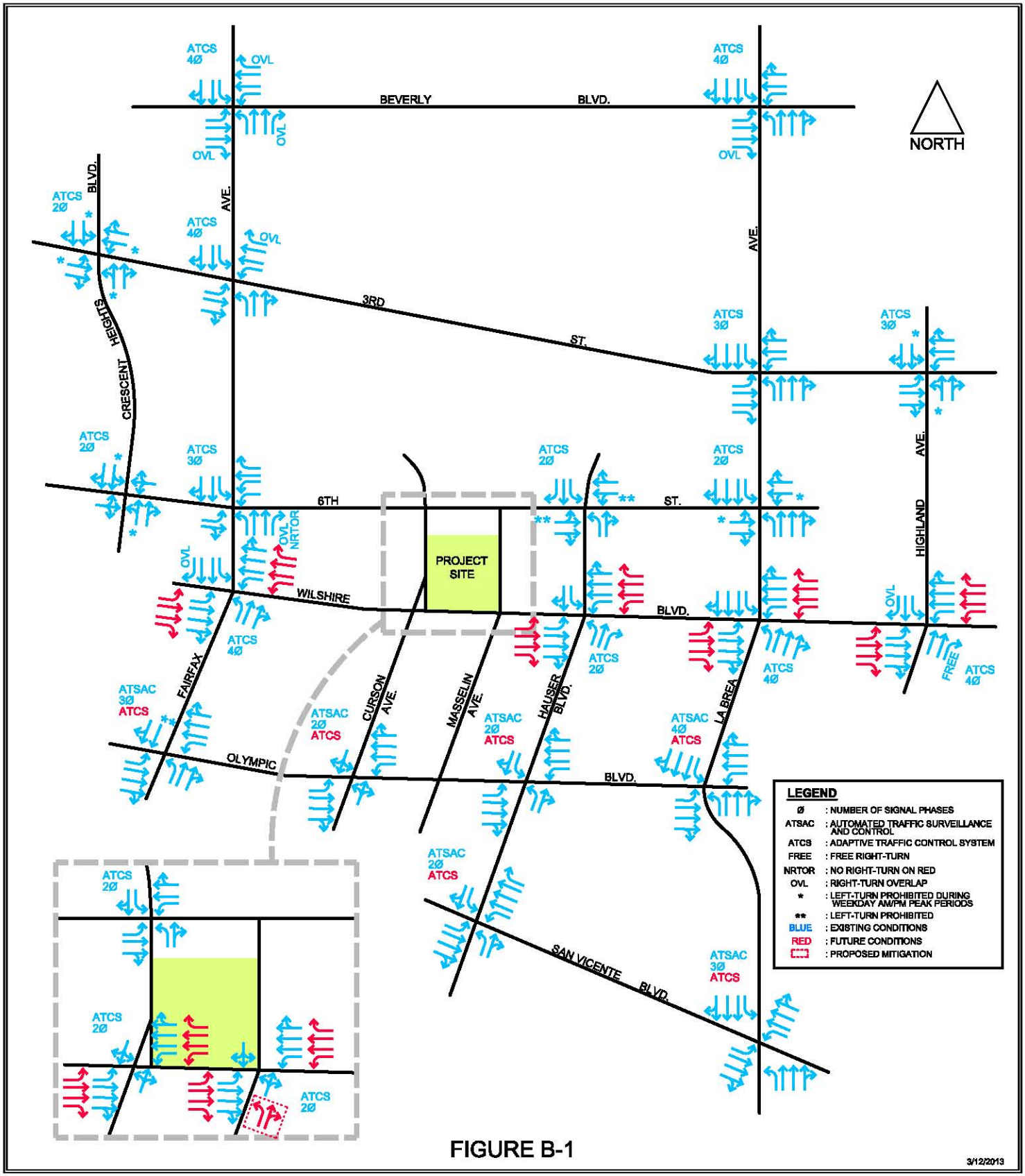


FIGURE B-1

3/12/2013

FN: MUSEUM SQUARE OFFIC\2013-02\LANE-CONFIG

STUDY INTERSECTION GEOMETRICS AND TRAFFIC CONTROL CONDITIONS

CRAIN & ASSOCIATES
Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

APPENDIX C

CMA/LOS CALCULATION WORKSHEETS

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Crescent Heights Boulevard	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
1	East-West Street:	3rd Street	Projection Year:	2016	Peak Hour:	AM	Reviewed by:	RN	Project:	Museum Square Office

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	4	0	**4**	0	4	**4**	0	4	0	**4**	0	4	0	**4**	0	4	0	**4**
	Left-Through		1							1				1				1	
	Through	398	0	217	1	399	218	24	434	0	235	1	435	0	236	0	435	0	236
	Through-Right		1							1				1				1	
	Right	12	0	217	0	12	218	0	12	0	235	0	12	0	236	0	12	0	236
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		1							1				1				1	
	Through	995	0	**572**	6	1001	**575**	20	1045	0	**599**	6	1051	0	**602**	0	1051	0	**602**
	Through-Right		1							1				1				1	
	Right	138	0	572	0	138	575	0	142	0	599	0	142	0	602	0	142	0	602
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	3	0	**3**	0	3	**3**	0	3	0	**3**	0	3	0	**3**	0	3	0	**3**
	Left-Through		1							1				1				1	
	Through	591	0	315	8	599	319	49	658	0	349	8	666	0	353	0	666	0	353
	Through-Right		1							1				1				1	
	Right	21	0	315	0	21	319	0	22	0	349	0	22	0	353	0	22	0	353
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	16	0	16	0	16	16	0	16	0	16	0	16	0	16	0	16	0	16
	Left-Through		1							1				1				1	
	Through	1289	0	**693**	1	1290	**693**	77	1405	0	**752**	1	1406	0	**753**	0	1406	0	**753**
	Through-Right		1							1				1				1	
	Right	32	0	693	0	32	693	2	35	0	752	0	35	0	753	0	35	0	753
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		576	*North-South:*		579	*North-South:*			603	*North-South:*			606	*North-South:*			606
		East-West:		696	*East-West:*		696	*East-West:*			755	*East-West:*			756	*East-West:*			756
		SUM:		1272	*SUM:*		1275	*SUM:*			1358	*SUM:*			1362	*SUM:*			1362
	VOLUME/CAPACITY *(V/C)* RATIO:			0.848			0.850				0.905				0.908				0.908
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.748**			**0.750**				**0.805**				**0.808**				**0.808**
	LEVEL OF SERVICE (LOS):			C			C				D				D				D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Crescent Heights Boulevard	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
1	East-West Street:	3rd Street	Projection Year:	2016	Peak Hour:	PM	Reviewed by:	RN	Project:	Museum Square Office

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	7	0	7	0	7	7	0	7	0	7	0	7	0	7	0	7	0	7
Left-Through		1							1				1				1	
Through	822	0	**440**	6	828	**443**	27	874	0	**467**	6	880	0	**470**	0	880	0	**470**
Through-Right		1							1				1				1	
Right	30	0	440	0	30	443	0	31	0	467	0	31	0	470	0	31	0	470
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	12	0	**12**	0	12	**12**	0	12	0	**12**	0	12	0	**12**	0	12	0	**12**
Left-Through		1							1				1				1	
Through	582	0	335	1	583	335	25	625	0	357	1	626	0	357	0	626	0	357
Through-Right		1							1				1				1	
Right	39	0	335	0	39	335	0	40	0	357	0	40	0	357	0	40	0	357
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	8	0	8	0	8	8	0	8	0	8	0	8	0	8	0	8	0	8
Left-Through		1							1				1				1	
Through	1109	0	**600**	2	1111	**601**	83	1226	0	**659**	2	1228	0	**660**	0	1228	0	**660**
Through-Right		1							1				1				1	
Right	58	0	600	0	58	601	0	60	0	659	0	60	0	660	0	60	0	660
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	3	0	**3**	0	3	**3**	0	3	0	**3**	0	3	0	**3**	0	3	0	**3**
Left-Through		1							1				1				1	
Through	733	0	402	8	741	406	69	824	0	450	8	832	0	454	0	832	0	454
Through-Right		1							1				1				1	
Right	52	0	402	0	52	406	3	57	0	450	0	57	0	454	0	57	0	454
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		452	*North-South:*		455	*North-South:*			479	*North-South:*			482	*North-South:*			482
	East-West:		603	*East-West:*		604	*East-West:*			662	*East-West:*			663	*East-West:*			663
	SUM:		1055	*SUM:*		1059	*SUM:*			1141	*SUM:*			1145	*SUM:*			1145
VOLUME/CAPACITY *(V/C)* RATIO:			0.703			0.706				0.761				0.763				0.763
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.603**			**0.606**				**0.661**				**0.663**				**0.663**
LEVEL OF SERVICE (LOS):			**B**			**B**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Crescent Heights Boulevard	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
2	East-West Street:	6th Street	Projection Year:	2016	Peak Hour:	AM	Reviewed by:	RN	Project:	Museum Square Office

No. of Phases			2			2			2				2				2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2		
Override Capacity			0			0			0				0				0		

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	4	0	**4**	0	4	**4**	0	4	0	**4**	0	4	0	**4**	0	4	0	**4**
	Left-Through		1							1				1				1	
	Through	519	0	287	0	519	287	16	551	0	307	0	551	0	307	0	551	0	307
	Through-Right		1							1				1				1	
	Right	39	0	287	0	39	287	7	47	0	307	0	47	0	307	0	47	0	307
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	12	0	12	0	12	12	0	12	0	12	0	12	0	12	0	12	0	12
	Left-Through		1							1				1				1	
	Through	851	0	**474**	6	857	**477**	16	893	0	**498**	6	899	0	**501**	0	899	0	**501**
	Through-Right		1							1				1				1	
	Right	72	0	474	0	72	477	4	78	0	498	0	78	0	501	0	78	0	501
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	21	0	**21**	0	21	**21**	9	31	0	**31**	0	31	0	**31**	0	31	0	**31**
	Left-Through		0							0				0				0	
	Through	264	0	312	2	266	314	14	286	0	345	2	288	0	347	0	288	0	347
	Through-Right		0							0				0				0	
	Right	27	0	0	0	27	0	0	28	0	0	0	28	0	0	0	28	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	51	0	51	0	51	51	3	56	0	56	0	56	0	56	0	56	0	56
	Left-Through		0							0				0				0	
	Through	537	0	**604**	0	537	**605**	21	574	0	**646**	0	574	0	**647**	0	574	0	**647**
	Through-Right		0							0				0				0	
	Right	16	0	0	1	17	0	0	16	0	0	1	17	0	0	0	17	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		478	*North-South:*		481	*North-South:*			502	*North-South:*			505	*North-South:*			505
		East-West:		625	*East-West:*		626	*East-West:*			677	*East-West:*			678	*East-West:*			678
		SUM:		1103	*SUM:*		1107	*SUM:*			1179	*SUM:*			1183	*SUM:*			1183
VOLUME/CAPACITY *(V/C)* RATIO:				0.735			0.738				0.786				0.789				0.789
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.635**			**0.638**				**0.686**				**0.689**				**0.689**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Crescent Heights Boulevard	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
2	East-West Street:	6th Street	Projection Year:	2016	Peak Hour:	PM	Reviewed by:	RN	Project:	Museum Square Office

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Left-Through		1							1				1				1	
	Through	871	0	**464**	0	871	**464**	21	918	0	**491**	0	918	0	**491**	0	918	0	**491**
	Through-Right		1							1				1				1	
	Right	52	0	464	0	52	464	6	60	0	491	0	60	0	491	0	60	0	491
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	4	0	**4**	0	4	**4**	0	4	0	**4**	0	4	0	**4**	0	4	0	**4**
	Left-Through		1							1				1				1	
	Through	679	0	354	1	680	355	20	720	0	377	1	721	0	377	0	721	0	377
	Through-Right		1							1				1				1	
	Right	13	0	354	0	13	355	4	17	0	377	0	17	0	377	0	17	0	377
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	57	0	57	0	57	57	6	65	0	65	0	65	0	65	0	65	0	65
	Left-Through		0							0				0				0	
	Through	393	0	**494**	0	393	**494**	27	432	0	**542**	0	432	0	**542**	0	432	0	**542**
	Through-Right		0							0				0				0	
	Right	44	0	0	0	44	0	0	45	0	0	0	45	0	0	0	45	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	54	0	**54**	0	54	**54**	3	59	0	**59**	0	59	0	**59**	0	59	0	**59**
	Left-Through		0							0				0				0	
	Through	308	0	437	2	310	445	15	332	0	468	2	334	0	476	0	334	0	476
	Through-Right		0							0				0				0	
	Right	75	0	0	6	81	0	0	77	0	0	6	83	0	0	0	83	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		468	*North-South:*		468	*North-South:*			495	*North-South:*			495	*North-South:*			495
		East-West:		548	*East-West:*		548	*East-West:*			601	*East-West:*			601	*East-West:*			601
		SUM:		1016	*SUM:*		1016	*SUM:*			1096	*SUM:*			1096	*SUM:*			1096
	VOLUME/CAPACITY *(V/C)* RATIO:			0.677			0.677				0.731				0.731				0.731
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.577**			**0.577**				**0.631**				**0.631**				**0.631**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	Δ*v/c* after mitigation:	0.000
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Fairfax Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
3	East-West Street:	Beverly Boulevard	Projection Year:	2016	Peak Hour:	AM	Reviewed by:	RN	Project:	Museum Square Office

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	84	1	**84**	1	85	**85**	19	106	1	**106**	1	107	1	**107**	0	107	1	**107**
Left-Through		0							0				0				0	
Through	604	2	302	2	606	303	100	722	2	361	2	724	2	362	0	724	2	362
Through-Right		0							0				0				0	
Right	113	1	0	0	113	0	2	118	1	0	0	118	1	0	0	118	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	127	1	127	0	127	127	12	143	1	143	0	143	1	143	0	143	1	143
Left-Through		0							0				0				0	
Through	1035	1	**570**	14	1049	**577**	73	1139	1	**632**	14	1153	1	**639**	0	1153	1	**639**
Through-Right		1							1				1				1	
Right	104	0	104	0	104	104	17	124	0	124	0	124	0	124	0	124	0	124
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	53	1	**53**	0	53	**53**	4	59	1	**59**	0	59	1	**59**	0	59	1	**59**
Left-Through		0							0				0				0	
Through	745	2	373	0	745	373	84	852	2	426	0	852	2	426	0	852	2	426
Through-Right		0							0				0				0	
Right	63	1	0	10	73	0	9	74	1	0	10	84	1	0	0	84	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	203	1	203	0	203	203	4	213	1	213	0	213	1	213	0	213	1	213
Left-Through		0							0				0				0	
Through	1266	2	**633**	0	1266	**633**	101	1405	2	**703**	0	1405	2	**703**	0	1405	2	**703**
Through-Right		0							0				0				0	
Right	102	1	0	0	102	0	3	108	1	0	0	108	1	0	0	108	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		654	*North-South:*		662	*North-South:*			738	*North-South:*			746	*North-South:*			746
	East-West:		686	*East-West:*		686	*East-West:*			762	*East-West:*			762	*East-West:*			762
	SUM:		1340	*SUM:*		1348	*SUM:*			1500	*SUM:*			1508	*SUM:*			1508
VOLUME/CAPACITY *(V/C)* RATIO:			0.975			0.980				1.091				1.097				1.097
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.875**			**0.880**				**0.991**				**0.997**				**0.997**
LEVEL OF SERVICE (LOS):			**D**			**D**				**E**				**E**				**E**

	NB--	SB--	EB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	3	0	3	3
Projection Year:	3	0	3	3
Peak Hour:	3	0	3	3
Reviewed by:	3	0	3	3
Project:	3	0	3	3

No. of Phases	4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0
ATSAC-1 or ATSAC+ATCS-2?	2
Override Capacity	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Fairfax Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
3	East-West Street:	Beverly Boulevard	Projection Year:	2016	Peak Hour:	PM	Reviewed by:	RN	Project:	Museum Square Office

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 SB--		0	NB-- 3 SB--		0	NB-- 3 SB--		0		NB-- 3 SB--		0		NB-- 3 SB--		0	
		EB-- 3 WB--		3	EB-- 3 WB--		3	EB-- 3 WB--		3		EB-- 3 WB--		3		EB-- 3 WB--		3	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	113	1	**113**	10	123	**123**	15	131	1	**131**	10	141	1	**141**	0	141	1	**141**
	Left-Through		0							0				0				0	
	Through	848	2	424	14	862	431	94	968	2	484	14	982	2	491	0	982	2	491
	Through-Right		0							0				0				0	
	Right	249	1	77	0	249	77	6	263	1	81	0	263	1	81	0	263	1	81
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	124	1	124	0	124	124	10	138	1	138	0	138	1	138	0	138	1	138
	Left-Through		0							0				0				0	
	Through	826	1	**468**	3	829	**470**	94	945	1	**534**	3	948	1	**536**	0	948	1	**536**
	Through-Right		1							1				1				1	
	Right	110	0	110	0	110	110	10	123	0	123	0	123	0	123	0	123	0	123
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	103	1	103	0	103	103	12	118	1	118	0	118	1	118	0	118	1	118
	Left-Through		0							0				0				0	
	Through	1100	2	**550**	0	1100	**550**	116	1249	2	**625**	0	1249	2	**625**	0	1249	2	**625**
	Through-Right		0							0				0				0	
	Right	137	1	24	2	139	16	17	158	1	27	2	160	1	19	0	160	1	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	172	1	**172**	0	172	**172**	5	182	1	**182**	0	182	1	**182**	0	182	1	**182**
	Left-Through		0							0				0				0	
	Through	987	2	494	0	987	494	108	1125	2	563	0	1125	2	563	0	1125	2	563
	Through-Right		0							0				0				0	
	Right	125	1	1	0	125	1	3	132	1	0	0	132	1	0	0	132	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		581	*North-South:*		593	*North-South:*			665	*North-South:*			677	*North-South:*			677
		East-West:		722	*East-West:*		722	*East-West:*			807	*East-West:*			807	*East-West:*			807
		SUM:		1303	*SUM:*		1315	*SUM:*			1472	*SUM:*			1484	*SUM:*			1484
	VOLUME/CAPACITY *(V/C)* RATIO:			0.948			0.956				1.071				1.079				1.079
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.848**			**0.856**				**0.971**				**0.979**				**0.979**
	LEVEL OF SERVICE (LOS):			D			D				E				E				E

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	Δ*v/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Fairfax Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
4	East-West Street:	3rd Street	Projection Year:	2016	Peak Hour:	AM	Reviewed by:	RN	Project:	Museum Square Office

No. of Phases			4			4			4				4				4		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2		
Override Capacity			0			0			0				0				0		

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	1	**68**	1	69	**69**	15	85	1	**85**	1	86	1	**86**	0	86	1	**86**
	Left-Through		0							0				0				0	
	Through	755	1	420	3	758	422	102	880	1	487	3	883	1	488	0	883	1	488
	Through-Right		1							1				1				1	
	Right	85	0	85	0	85	85	5	93	0	93	0	93	0	93	0	93	0	93
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	118	1	118	0	118	118	3	125	1	125	0	125	1	125	0	125	1	125
	Left-Through		0							0				0				0	
	Through	1073	1	**589**	24	1097	**601**	77	1183	1	**653**	24	1207	1	**665**	0	1207	1	**665**
	Through-Right		1							1				1				1	
	Right	104	0	104	0	104	104	15	122	0	122	0	122	0	122	0	122	0	122
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	110	1	**110**	0	110	**110**	3	116	1	**116**	0	116	1	**116**	0	116	1	**116**
	Left-Through		0							0				0				0	
	Through	518	1	275	0	518	279	52	586	1	314	0	586	1	318	0	586	1	318
	Through-Right		1							1				1				1	
	Right	32	0	32	8	40	40	9	42	0	42	8	50	0	50	0	50	0	50
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	187	1	187	0	187	187	16	209	1	209	0	209	1	209	0	209	1	209
	Left-Through		0							0				0				0	
	Through	1180	2	**590**	0	1180	**590**	85	1301	2	**651**	0	1301	2	**651**	0	1301	2	**651**
	Through-Right		0							0				0				0	
	Right	129	1	11	0	129	11	11	144	1	19	0	144	1	19	0	144	1	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		657	North-South:		670	North-South:			738	North-South:			751	North-South:			751
		East-West:		700	East-West:		700	East-West:			767	East-West:			767	East-West:			767
		SUM:		1357	SUM:		1370	SUM:			1505	SUM:			1518	SUM:			1518
VOLUME/CAPACITY (*V/C*) RATIO:				0.987			0.996				1.095				1.104				1.104
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.887**			**0.896**				**0.995**				**1.004**				**1.004**
LEVEL OF SERVICE (LOS):				D			D				E				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Fairfax Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
4	East-West Street:	3rd Street	Projection Year:	2016	Peak Hour:	PM	Reviewed by:	RN	Project:	Museum Square Office

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB-- 3	EB--	0	WB--	3
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	67	1	67	8	75	75	19	88	1	88	8	96	1	96	0	96	1	96
	Left-Through		0							0				0				0	
	Through	813	1	**460**	24	837	**472**	96	934	1	**525**	24	958	1	**537**	0	958	1	**537**
	Through-Right		1							1				1				1	
	Right	107	0	107	0	107	107	6	116	0	116	0	116	0	116	0	116	0	116
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	188	1	**188**	0	188	**188**	2	196	1	**196**	0	196	1	**196**	0	196	1	**196**
	Left-Through		0							0				0				0	
	Through	883	1	511	5	888	514	107	1017	1	589	5	1022	1	591	0	1022	1	591
	Through-Right		1							1				1				1	
	Right	139	0	139	0	139	139	17	160	0	160	0	160	0	160	0	160	0	160
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	176	1	176	0	176	176	9	190	1	190	0	190	1	190	0	190	1	190
	Left-Through		0							0				0				0	
	Through	955	1	**508**	0	955	**509**	91	1075	1	**579**	0	1075	1	**580**	0	1075	1	**580**
	Through-Right		1							1				1				1	
	Right	61	0	61	2	63	63	20	83	0	83	2	85	0	85	0	85	0	85
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	144	1	**144**	0	144	**144**	5	153	1	**153**	0	153	1	**153**	0	153	1	**153**
	Left-Through		0							0				0				0	
	Through	636	2	318	0	636	318	75	730	2	365	0	730	2	365	0	730	2	365
	Through-Right		0							0				0				0	
	Right	188	1	0	0	188	0	3	197	1	1	0	197	1	1	0	197	1	1
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		648	North-South:		660	North-South:			721	North-South:			733	North-South:			733
		East-West:		652	East-West:		653	East-West:			732	East-West:			733	East-West:			733
		SUM:		1300	SUM:		1313	SUM:			1453	SUM:			1466	SUM:			1466
VOLUME/CAPACITY (V/C) RATIO:				0.945			0.955				1.057				1.066				1.066
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.845			0.855				0.957				0.966				0.966
LEVEL OF SERVICE (LOS):				D			D				E				E				E

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.009 — Δ*v/c* after mitigation: 0.009

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Fairfax Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
5	East-West Street:	6th Street	Projection Year:	2016	Peak Hour:	AM	Reviewed by:	RN	Project:	Museum Square Office

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	36	1	**36**	0	36	**36**	1	38	1	**38**	0	38	1	**38**	0	38	1	**38**
Left-Through		0							0				0				0	
Through	776	2	388	1	777	389	103	903	2	452	1	904	2	452	0	904	2	452
Through-Right		0							0				0				0	
Right	70	1	70	0	70	70	4	76	1	76	0	76	1	76	0	76	1	76
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	191	1	191	20	211	211	5	202	1	202	20	222	1	222	0	222	1	222
Left-Through		0							0				0				0	
Through	1205	1	**633**	12	1217	**639**	94	1336	1	**702**	12	1348	1	**708**	0	1348	1	**708**
Through-Right		1							1				1				1	
Right	61	0	61	0	61	61	5	68	0	68	0	68	0	68	0	68	0	68
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	16	1	**16**	0	16	**16**	14	30	1	**30**	0	30	1	**30**	0	30	1	**30**
Left-Through		0							0				0				0	
Through	254	0	270	2	256	272	7	269	0	285	2	271	0	287	0	271	0	287
Through-Right		1							1				1				1	
Right	16	0	0	0	16	0	0	16	0	0	0	16	0	0	0	16	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	321	2	177	0	321	177	3	334	2	184	0	334	2	184	0	334	2	184
Left-Through		0							0				0				0	
Through	475	1	**475**	1	476	**476**	18	507	1	**507**	1	508	1	**508**	0	508	1	**508**
Through-Right		0							0				0				0	
Right	525	1	430	3	528	423	3	544	1	443	3	547	1	436	0	547	1	436
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		669	*North-South:*		675	*North-South:*			740	*North-South:*			746	*North-South:*			746
	East-West:		491	*East-West:*		492	*East-West:*			537	*East-West:*			538	*East-West:*			538
	SUM:		1160	*SUM:*		1167	*SUM:*			1277	*SUM:*			1284	*SUM:*			1284
VOLUME/CAPACITY *(V/C)* RATIO:			0.814			0.819				0.896				0.901				0.901
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.714**			**0.719**				**0.796**				**0.801**				**0.801**
LEVEL OF SERVICE (LOS):			C			C				C				D				D

	NB--	SB--	EB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	2	0	0	0

No. of Phases	3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0
ATSAC-1 or ATSAC+ATCS-2?	2
Override Capacity	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Fairfax Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
5	East-West Street:	6th Street	Projection Year:	2016	Peak Hour:	PM	Reviewed by:	RN	Project:	Museum Square Office

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2 SB-- 0 EB-- 0 WB-- 0			NB-- 2 SB-- 0 EB-- 0 WB-- 0			NB-- 2 SB-- 0 EB-- 0 WB-- 0				NB-- 2 SB-- 0 EB-- 0 WB-- 0				NB-- 2 SB-- 0 EB-- 0 WB-- 0			
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	
NORTHBOUND																		
Left	23	1	23	0	23	23	1	25	1	25	0	25	1	25	0	25	1	25
Left-Through		0							0				0				0	
Through	905	2	**453**	10	915	**458**	99	1031	2	**516**	10	1041	2	**521**	0	1041	2	**521**
Through-Right		0							0				0				0	
Right	259	1	259	0	259	259	3	270	1	270	0	270	1	270	0	270	1	270
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	167	1	**167**	4	171	**171**	5	177	1	**177**	4	181	1	**181**	0	181	1	**181**
Left-Through		0							0				0				0	
Through	1061	1	545	2	1063	546	124	1217	1	625	2	1219	1	626	0	1219	1	626
Through-Right		1							1				1				1	
Right	28	0	28	0	28	28	4	33	0	33	0	33	0	33	0	33	0	33
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	18	1	18	0	18	18	13	32	1	32	0	32	1	32	0	32	1	32
Left-Through		0							0				0				0	
Through	399	0	**409**	0	399	**409**	19	430	0	**441**	0	430	0	**441**	0	430	0	**441**
Through-Right		1							1				1				1	
Right	10	0	0	0	10	0	1	11	0	0	0	11	0	0	0	11	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	148	2	**81**	0	148	**81**	3	155	2	**85**	0	155	2	**85**	0	155	2	**85**
Left-Through		0							0				0				0	
Through	356	1	356	8	364	364	11	378	1	378	8	386	1	386	0	386	1	386
Through-Right		0							0				0				0	
Right	191	1	108	22	213	128	7	204	1	116	22	226	1	136	0	226	1	136
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		620	North-South:		629	North-South:			693	North-South:			702	North-South:			702
	East-West:		490	East-West:		490	East-West:			526	East-West:			526	East-West:			526
	SUM:		1110	SUM:		1119	SUM:			1219	SUM:			1228	SUM:			1228
VOLUME/CAPACITY (V/C) RATIO:			0.779			0.785				0.855				0.862				0.862
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.679			0.685				0.755				0.762				0.762
LEVEL OF SERVICE (LOS):			B			B				C				C				C

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.007 — Δ*v/c* after mitigation: 0.007

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Fairfax Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
6	East-West Street:	Wilshire Boulevard	Projection Year:	2016	Peak Hour:	AM	Reviewed by:	RN	Project:	Museum Square Office

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		3	NB-- 0 SB--		3	NB-- 0 SB--		3		NB-- 0 SB--		3		NB-- 0 SB--		3	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	241	1	**241**	0	241	**241**	28	276	1	**276**	0	276	1	**276**	0	276	1	**276**
	Left-Through		0							0				0				0	
	Through	718	1	398	0	718	406	65	805	1	443	0	805	1	451	0	805	1	451
	Through-Right		1							1				1				1	
	Right	77	0	77	16	93	93	2	81	0	81	16	97	0	97	-1	96	0	96
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	140	1	140	12	152	152	7	151	1	151	12	163	1	163	-1	162	1	162
	Left-Through		0							0				0				0	
	Through	1054	2	**527**	0	1054	**527**	48	1134	2	**567**	0	1134	2	**567**	0	1134	2	**567**
	Through-Right		0							0				0				0	
	Right	345	1	245	0	345	245	40	395	1	259	0	395	1	259	0	395	1	259
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	100	1	**100**	0	100	**100**	33	136	1	**136**	0	136	1	**136**	0	136	1	**136**
	Left-Through		0							0				0				0	
	Through	818	2	291	34	852	302	107	950	2	475	34	984	2	492	-2	982	2	491
	Through-Right		1							0				0				0	
	Right	55	0	55	0	55	55	17	74	1	0	0	74	1	0	0	74	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	90	1	90	2	92	92	5	98	1	98	2	100	1	100	0	100	1	100
	Left-Through		0							0				0				0	
	Through	1531	2	**536**	4	1535	**538**	121	1698	2	**849**	4	1702	2	**851**	0	1702	2	**851**
	Through-Right		1							0				0				0	
	Right	78	0	78	1	79	79	9	89	1	14	1	90	1	9	0	90	1	9
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		768	*North-South:*		768	*North-South:*			843	*North-South:*			843	*North-South:*			843
		East-West:		636	*East-West:*		638	*East-West:*			985	*East-West:*			987	*East-West:*			987
		SUM:		1404	*SUM:*		1406	*SUM:*			1828	*SUM:*			1830	*SUM:*			1830
	VOLUME/CAPACITY *(V/C)* RATIO:			1.021			1.023				1.329				1.331				1.331
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.921**			**0.923**				**1.229**				**1.231**				**1.231**
	LEVEL OF SERVICE (LOS):			**E**			**E**				**F**				**F**				**F**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Fairfax Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
6	East-West Street:	Wilshire Boulevard	Projection Year:	2016	Peak Hour:	PM	Reviewed by:	RN	Project:	Museum Square Office

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	108	1	**108**	0	108	**108**	28	139	1	**139**	0	139	1	**139**	0	139	1	**139**
Left-Through		0							0				0				0	
Through	716	1	384	0	716	385	58	796	1	426	0	796	1	427	0	796	1	427
Through-Right		1							1				1				1	
Right	51	0	51	3	54	54	2	55	0	55	3	58	0	58	0	58	0	58
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	153	1	153	2	155	155	16	174	1	174	2	176	1	176	0	176	1	176
Left-Through		0							0				0				0	
Through	935	2	**468**	0	935	**468**	72	1035	2	**518**	0	1035	2	**518**	0	1035	2	**518**
Through-Right		0							0				0				0	
Right	172	1	0	0	172	0	40	217	1	0	0	217	1	0	0	217	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	256	1	**256**	0	256	**256**	36	300	1	300	0	300	1	300	0	300	1	300
Left-Through		0							0				0				0	
Through	1417	2	525	7	1424	527	155	1615	2	**808**	7	1622	2	**811**	0	1622	2	**811**
Through-Right		1							0				0				0	
Right	158	0	158	0	158	158	23	186	1	117	0	186	1	117	0	186	1	117
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	70	1	70	14	84	84	2	74	1	**74**	14	88	1	**88**	-1	87	1	**87**
Left-Through		0							0				0				0	
Through	907	2	**349**	28	935	**362**	126	1060	2	530	28	1088	2	544	-1	1087	2	544
Through-Right		1							0				0				0	
Right	140	0	140	10	150	150	12	156	1	69	10	166	1	78	0	166	1	78
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		576	*North-South:*		576	*North-South:*			657	*North-South:*			657	*North-South:*			657
	East-West:		605	*East-West:*		618	*East-West:*			882	*East-West:*			899	*East-West:*			898
	SUM:		1181	*SUM:*		1194	*SUM:*			1539	*SUM:*			1556	*SUM:*			1555
VOLUME/CAPACITY *(V/C)* RATIO:			0.859			0.868				1.119				1.132				1.131
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.759**			**0.768**				**1.019**				**1.032**				**1.031**
LEVEL OF SERVICE (LOS):			C			C				F				F				F

	NB--	SB--	EB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	3	0	0
	0	3	0	0
	0	3	0	0
	0	3	0	0

No. of Phases	4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0
ATSAC-1 or ATSAC+ATCS-2?	2
Override Capacity	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	Δ*v/c* after mitigation:	0.012
Significant impacted?	YES	Fully mitigated?	NO

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Fairfax Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
7	East-West Street:	Olympic Boulevard	Projection Year:	2016	Peak Hour:	AM	Reviewed by:	RN	Project:	Museum Square Office

No. of Phases			3			3			3			3			3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	77	1	**77**	0	77	**77**	2	81	1	**81**	0	81	1	**81**	0	81	1	**81**
	Left-Through		0							0				0				0	
	Through	699	1	373	14	713	380	93	813	1	431	14	827	1	438	0	827	1	438
	Through-Right		1							1				1				1	
	Right	46	0	46	0	46	46	2	49	0	49	0	49	0	49	0	49	0	49
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		1							1				1				1	
	Through	837	0	**586**	2	839	**588**	80	942	0	**646**	2	944	0	**647**	0	944	0	**647**
	Through-Right		1							1				1				1	
	Right	335	0	586	1	336	588	4	349	0	646	1	350	0	647	0	350	0	647
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	76	1	**76**	6	82	**82**	5	83	1	**83**	6	89	1	**89**	0	89	1	**89**
	Left-Through		0							0				0				0	
	Through	1384	2	467	8	1392	470	25	1451	2	490	8	1459	2	493	0	1459	2	493
	Through-Right		1							1				1				1	
	Right	18	0	18	0	18	18	0	19	0	19	0	19	0	19	0	19	0	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	58	1	58	0	58	58	4	64	1	64	0	64	1	64	0	64	1	64
	Left-Through		0							0				0				0	
	Through	1652	2	**552**	1	1653	**553**	34	1736	2	**581**	1	1737	2	**582**	0	1737	2	**582**
	Through-Right		1							1				1				1	
	Right	5	0	5	0	5	5	3	8	0	8	0	8	0	8	0	8	0	8
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		663	*North-South:*		665	*North-South:*			727	*North-South:*			728	*North-South:*			728
		East-West:		628	*East-West:*		635	*East-West:*			664	*East-West:*			671	*East-West:*			671
		SUM:		1291	*SUM:*		1300	*SUM:*			1391	*SUM:*			1399	*SUM:*			1399
VOLUME/CAPACITY *(V/C)* RATIO:				0.906			0.912				0.976				0.982				0.982
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.836**			**0.842**				**0.876**				**0.882**				**0.882**
LEVEL OF SERVICE (LOS):				D			D				D				D				D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.006 — Δ*v/c* after mitigation: 0.006

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Fairfax Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
7	East-West Street:	Olympic Boulevard	Projection Year:	2016	Peak Hour:	PM	Reviewed by:	RN	Project:	Museum Square Office

No. of Phases			3			3			3				3				3				3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2				2				2
Override Capacity			0			0			0				0				0				0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	1	**22**	0	22	**22**	2	25	1	**25**	0	25	1	**25**	0	25	1	**25**
	Left-Through		0							0				0				0	
	Through	549	1	297	3	552	299	86	652	1	351	3	655	1	353	0	655	1	353
	Through-Right		1							1				1				1	
	Right	45	0	45	0	45	45	4	50	0	50	0	50	0	50	0	50	0	50
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through		1							1				1				1	
	Through	773	0	**504**	14	787	**514**	109	905	0	**577**	14	919	0	**587**	0	919	0	**587**
	Through-Right		1							1				1				1	
	Right	231	0	504	6	237	514	3	241	0	577	6	247	0	587	0	247	0	587
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	95	1	95	1	96	96	5	103	1	103	1	104	1	104	0	104	1	104
	Left-Through		0							0				0				0	
	Through	1812	2	**609**	2	1814	**609**	47	1914	2	**643**	2	1916	2	**643**	0	1916	2	**643**
	Through-Right		1							1				1				1	
	Right	14	0	14	0	14	14	0	14	0	14	0	14	0	14	0	14	0	14
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	53	1	**53**	0	53	**53**	3	58	1	**58**	0	58	1	**58**	0	58	1	**58**
	Left-Through		0							0				0				0	
	Through	1040	2	349	8	1048	352	43	1115	2	375	8	1123	2	378	0	1123	2	378
	Through-Right		1							1				1				1	
	Right	7	0	7	0	7	7	3	10	0	10	0	10	0	10	0	10	0	10
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		526	North-South:		536	North-South:			602	North-South:			612	North-South:			612
		East-West:		662	East-West:		662	East-West:			701	East-West:			701	East-West:			701
		SUM:		1188	SUM:		1198	SUM:			1303	SUM:			1313	SUM:			1313
VOLUME/CAPACITY (*V/C*) RATIO:				0.834			0.841				0.914				0.921				0.921
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.764**			**0.771**				**0.814**				**0.821**				**0.821**
LEVEL OF SERVICE (LOS):				C			C				D				D				D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	Δ*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Curson Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
8	East-West Street:	6th Street	Projection Year:	2016	Peak Hour:	AM	Reviewed by:	RN	Project:	Museum Square Office

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	87	1	**87**	3	90	**90**	2	92	1	**92**	3	95	1	**95**	0	95	1	**95**
	Left-Through		0							0				0				0	
	Through	35	0	91	0	35	92	0	36	0	94	0	36	0	95	0	36	0	95
	Through-Right		1							1				1				1	
	Right	56	0	0	1	57	0	0	58	0	0	1	59	0	0	0	59	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	101	1	101	0	101	101	0	104	1	104	0	104	1	104	0	104	1	104
	Left-Through		0							0				0				0	
	Through	111	0	**177**	0	111	**177**	0	114	0	**182**	0	114	0	**182**	0	114	0	**182**
	Through-Right		1							1				1				1	
	Right	66	0	0	0	66	0	0	68	0	0	0	68	0	0	0	68	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	34	1	**34**	0	34	**34**	0	35	1	**35**	0	35	1	**35**	0	35	1	**35**
	Left-Through		0							0				0				0	
	Through	386	1	231	6	392	242	13	411	1	247	6	417	1	258	0	417	1	258
	Through-Right		1							1				1				1	
	Right	76	0	76	16	92	92	4	82	0	82	16	98	0	98	0	98	0	98
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	168	1	168	8	176	176	6	179	1	179	8	187	1	187	0	187	1	187
	Left-Through		0							0				0				0	
	Through	1197	1	**618**	1	1198	**618**	22	1255	1	**647**	1	1256	1	**648**	0	1256	1	**648**
	Through-Right		1							1				1				1	
	Right	38	0	38	0	38	38	0	39	0	39	0	39	0	39	0	39	0	39
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		264	*North-South:*		267	*North-South:*			274	*North-South:*			277	*North-South:*			277
		East-West:		652	*East-West:*		652	*East-West:*			682	*East-West:*			683	*East-West:*			683
		SUM:		916	*SUM:*		919	*SUM:*			956	*SUM:*			960	*SUM:*			960
VOLUME/CAPACITY *(V/C)* RATIO:				0.611			0.613				0.637				0.640				0.640
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.511**			**0.513**				**0.537**				**0.540**				**0.540**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Curson Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
8	East-West Street:	6th Street	Projection Year:	2016	Peak Hour:	PM	Reviewed by:	RN	Project:	Museum Square Office

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			1			1			1			1	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	121	1	121	22	143	143	6	131	1	131	22	153	1	153	0	153	1	153
	Left-Through		0							0				0				0	
	Through	115	0	**304**	0	115	**308**	0	118	0	**315**	0	118	0	**319**	0	118	0	**319**
	Through-Right		1							1				1				1	
	Right	189	0	0	4	193	0	2	197	0	0	4	201	0	0	0	201	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	52	1	**52**	0	52	**52**	0	54	1	**54**	0	54	1	**54**	0	54	1	**54**
	Left-Through		0							0				0				0	
	Through	61	0	85	0	61	85	0	63	0	88	0	63	0	88	0	63	0	88
	Through-Right		1							1				1				1	
	Right	24	0	0	0	24	0	0	25	0	0	0	25	0	0	0	25	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	51	1	51	0	51	51	0	53	1	53	0	53	1	53	0	53	1	53
	Left-Through		0							0				0				0	
	Through	777	1	**419**	1	778	**421**	23	824	1	**445**	1	825	1	**447**	0	825	1	**447**
	Through-Right		1							1				1				1	
	Right	60	0	60	3	63	63	4	66	0	66	3	69	0	69	0	69	0	69
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	64	1	**64**	2	66	**66**	1	67	1	**67**	2	69	1	**69**	0	69	1	**69**
	Left-Through		0							0				0				0	
	Through	506	1	288	8	514	292	16	537	1	305	8	545	1	309	0	545	1	309
	Through-Right		1							1				1				1	
	Right	70	0	70	0	70	70	0	72	0	72	0	72	0	72	0	72	0	72
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		356	*North-South:*		360	*North-South:*			369	*North-South:*			373	*North-South:*			373
		East-West:		483	*East-West:*		487	*East-West:*			512	*East-West:*			516	*East-West:*			516
		SUM:		839	*SUM:*		847	*SUM:*			881	*SUM:*			889	*SUM:*			889
VOLUME/CAPACITY *(V/C)* RATIO:				0.559			0.565				0.587				0.593				0.593
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.489**			**0.495**				**0.517**				**0.523**				**0.523**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Curson Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
9	East-West Street:	Wilshire Boulevard	Projection Year:	2016	Peak Hour:	AM	Reviewed by:	RN	Project:	Museum Square Office

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	48	0	48	0	48	48	1	50	0	50	0	50	0	50	0	50	0	50
	Left-Through		0							0				0				0	
	Through	166	0	**406**	18	184	**424**	1	172	0	**422**	18	190	0	**440**	-1	189	0	**439**
	Through-Right		0							0				0				0	
	Right	192	0	0	0	192	0	2	200	0	0	0	200	0	0	0	200	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	105	0	**105**	2	107	**107**	0	108	0	**108**	2	110	0	**110**	0	110	0	**110**
	Left-Through		0							0				0				0	
	Through	130	0	368	3	133	378	10	144	0	389	3	147	0	399	0	147	0	399
	Through-Right		0							0				0				0	
	Right	133	0	0	5	138	0	0	137	0	0	5	142	0	0	0	142	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	55	1	**55**	50	105	**105**	0	57	1	**57**	50	107	1	**107**	-2	105	1	**105**
	Left-Through		0							0				0				0	
	Through	890	2	305	12	902	309	112	1029	2	515	12	1041	2	521	-1	1040	2	520
	Through-Right		1							0				0				0	
	Right	24	0	24	0	24	24	12	37	1	37	0	37	1	37	0	37	1	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	24	1	24	0	24	24	12	37	1	37	0	37	1	37	0	37	1	37
	Left-Through		0							0				0				0	
	Through	1494	2	**500**	2	1496	**503**	125	1664	2	**832**	2	1666	2	**833**	0	1666	2	**833**
	Through-Right		1							0				0				0	
	Right	5	0	5	8	13	13	1	6	1	6	8	14	1	14	0	14	1	14
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		511	*North-South:*		531	*North-South:*			530	*North-South:*			550	*North-South:*			549
		East-West:		555	*East-West:*		608	*East-West:*			889	*East-West:*			940	*East-West:*			938
		SUM:		1066	*SUM:*		1139	*SUM:*			1419	*SUM:*			1490	*SUM:*			1487
	VOLUME/CAPACITY *(V/C)* RATIO:			0.711			0.759				0.946				0.993				0.991
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.611**			**0.659**				**0.846**				**0.893**				**0.891**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.047 **Δ*v/c* after mitigation:** 0.045

Significant impacted? YES **Fully mitigated?** NO

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Curson Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
9	East-West Street:	Wilshire Boulevard	Projection Year:	2016	Peak Hour:	PM	Reviewed by:	RN	Project:	Museum Square Office

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	40	0	40	0	40	**40**	11	52	0	52	0	52	0	52	0	52	0	52
	Left-Through		0							0				0				0	
	Through	172	0	**345**	4	176	349	7	184	0	**386**	4	188	0	**390**	0	188	0	**390**
	Through-Right		0							0				0				0	
	Right	133	0	0	0	133	0	13	150	0	0	0	150	0	0	0	150	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	51	0	**51**	14	65	65	2	55	0	**55**	14	69	0	**69**	-1	68	0	**68**
	Left-Through		0							0				0				0	
	Through	181	0	313	20	201	**387**	3	189	0	327	20	209	0	401	-1	208	0	397
	Through-Right		0							0				0				0	
	Right	81	0	0	40	121	0	0	83	0	0	40	123	0	0	-2	121	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	68	1	68	10	78	78	0	70	1	70	10	80	1	80	0	80	1	80
	Left-Through		0							0				0				0	
	Through	1434	2	**501**	2	1436	**502**	162	1639	2	**820**	2	1641	2	**821**	0	1641	2	**821**
	Through-Right		1							0				0				0	
	Right	69	0	69	0	69	69	3	74	1	74	0	74	1	74	0	74	1	74
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	30	1	**30**	0	30	**30**	3	34	1	**34**	0	34	1	**34**	0	34	1	**34**
	Left-Through		0							0				0				0	
	Through	977	2	327	12	989	332	146	1153	2	577	12	1165	2	583	-1	1164	2	582
	Through-Right		1							0				0				0	
	Right	4	0	4	2	6	6	1	5	1	5	2	7	1	7	0	7	1	7
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		396	*North-South:*		427	*North-South:*			441	*North-South:*			459	*North-South:*			458
		East-West:		531	*East-West:*		532	*East-West:*			854	*East-West:*			855	*East-West:*			855
		SUM:		927	*SUM:*		959	*SUM:*			1295	*SUM:*			1314	*SUM:*			1313
	VOLUME/CAPACITY *(V/C)* RATIO:			0.618			0.639				0.863				0.876				0.875
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.518**			**0.539**				**0.763**				**0.776**				**0.775**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.013	Δ*v/c* after mitigation:	0.012
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Curson Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/13/2013
10	East-West Street:	Olympic Boulevard	Projection Year:	2016	Peak Hour:	AM	Reviewed by:	RN	Project:	Museum Square Office

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	26	0	26	0	26	26	0	27	0	27	0	27	0	27	0	27	0	27
	Left-Through		0							0				0				0	
	Through	262	0	**325**	4	266	**329**	2	272	0	**337**	4	276	0	**341**	0	276	0	**341**
	Through-Right		0							0				0				0	
	Right	37	0	0	0	37	0	0	38	0	0	0	38	0	0	0	38	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	30	0	**30**	1	31	**31**	1	32	0	**32**	1	33	0	**33**	0	33	0	**33**
	Left-Through		0							0				0				0	
	Through	103	0	171	1	104	174	4	110	0	182	1	111	0	185	0	111	0	185
	Through-Right		0							0				0				0	
	Right	38	0	0	1	39	0	1	40	0	0	1	41	0	0	0	41	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	72	1	**72**	6	78	**78**	2	76	1	**76**	6	82	1	**82**	0	82	1	**82**
	Left-Through		0							0				0				0	
	Through	1209	2	411	2	1211	412	33	1279	2	435	2	1281	2	435	0	1281	2	435
	Through-Right		1							1				1				1	
	Right	24	0	24	0	24	24	0	25	0	25	0	25	0	25	0	25	0	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	37	1	37	0	37	37	1	39	1	39	0	39	1	39	0	39	1	39
	Left-Through		0							0				0				0	
	Through	1856	2	**643**	0	1856	**644**	47	1959	2	**680**	0	1959	2	**682**	0	1959	2	**682**
	Through-Right		1							1				1				1	
	Right	73	0	73	4	77	77	7	82	0	82	4	86	0	86	0	86	0	86
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		355	North-South:		360	North-South:			369	North-South:			374	North-South:			374
		East-West:		715	East-West:		722	East-West:			756	East-West:			764	East-West:			764
		SUM:		1070	SUM:		1082	SUM:			1125	SUM:			1138	SUM:			1138
VOLUME/CAPACITY (V/C) RATIO:				0.713			0.721				0.750				0.759				0.759
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.643**			**0.651**				**0.650**				**0.659**				**0.659**
LEVEL OF SERVICE (LOS):				B			B				B				B				B

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Curson Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/13/2013
10	East-West Street:	Olympic Boulevard	Projection Year:	2016	Peak Hour:	PM	Reviewed by:	RN	Project:	Museum Square Office

No. of Phases			2			2			2				2				2		
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0		
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2				2		
Override Capacity			0			0			0				0				0		

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	5	0	**5**	0	5	**5**	0	5	0	**5**	0	5	0	**5**	0	5	0	**5**
	Left-Through		0							0				0				0	
	Through	85	0	149	1	86	150	3	91	0	159	1	92	0	160	0	92	0	160
	Through-Right		0							0				0				0	
	Right	59	0	0	0	59	0	2	63	0	0	0	63	0	0	0	63	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	99	0	99	4	103	103	6	108	0	108	4	112	0	112	0	112	0	112
	Left-Through		0							0				0				0	
	Through	254	0	**409**	4	258	**423**	4	266	0	**435**	4	270	0	**449**	0	270	0	**449**
	Through-Right		0							0				0				0	
	Right	56	0	0	6	62	0	3	61	0	0	6	67	0	0	0	67	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	38	1	38	1	39	39	1	40	1	40	1	41	1	41	0	41	1	41
	Left-Through		0							0				0				0	
	Through	1543	2	**522**	0	1543	**522**	64	1654	2	**559**	0	1654	2	**559**	0	1654	2	**559**
	Through-Right		1							1				1				1	
	Right	23	0	23	0	23	23	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	56	1	**56**	0	56	**56**	1	59	1	**59**	0	59	1	**59**	0	59	1	**59**
	Left-Through		0							0				0				0	
	Through	1080	2	374	2	1082	375	51	1164	2	402	2	1166	2	403	0	1166	2	403
	Through-Right		1							1				1				1	
	Right	41	0	41	1	42	42	1	43	0	43	1	44	0	44	0	44	0	44
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		414	*North-South:*		428	*North-South:*			440	*North-South:*			454	*North-South:*			454
		East-West:		578	*East-West:*		578	*East-West:*			618	*East-West:*			618	*East-West:*			618
		SUM:		992	*SUM:*		1006	*SUM:*			1058	*SUM:*			1072	*SUM:*			1072
VOLUME/CAPACITY *(V/C)* RATIO:				0.661			0.671				0.705				0.715				0.715
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.591**			**0.601**				**0.605**				**0.615**				**0.615**
LEVEL OF SERVICE (LOS):				**A**			**B**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	Δ*v/c* after mitigation:	0.010
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Masselin Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
11	East-West Street:	Wilshire Boulevard	Projection Year:	2016	Peak Hour:	AM	Reviewed by:	RN	Project:	Museum Square Office

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	11	0	**11**	0	11	**11**	0	11	0	**11**	0	11	0	**11**	0	11	1	**11**
	Left-Through		0							0				0				0	
	Through	48	0	79	16	64	95	0	49	0	81	16	65	0	97	-1	64	0	85
	Through-Right		0							0				0				1	
	Right	20	0	0	0	20	0	0	21	0	0	0	21	0	0	0	21	0	0
	Left-Through-Right		1							1				1				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	19	0	19	8	27	27	0	20	0	20	8	28	0	28	-1	27	0	27
	Left-Through		0							0				0				0	
	Through	106	0	**194**	2	108	**206**	0	109	0	**200**	2	111	0	**212**	0	111	0	**211**
	Through-Right		0							0				0				0	
	Right	69	0	0	2	71	0	0	71	0	0	2	73	0	0	0	73	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	9	1	**9**	12	21	**21**	0	9	1	**9**	12	21	1	**21**	-1	20	1	**20**
	Left-Through		0							0				0				0	
	Through	796	2	302	2	798	303	116	936	2	468	2	938	2	469	0	938	2	469
	Through-Right		1							0				0				0	
	Right	110	0	110	0	110	110	0	113	1	113	0	113	1	113	0	113	1	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	107	1	107	0	107	107	1	111	1	111	0	111	1	111	0	111	1	111
	Left-Through		0							0				0				0	
	Through	1764	2	**612**	8	1772	**630**	138	1955	2	**978**	8	1963	2	**982**	0	1963	2	**982**
	Through-Right		1							0				0				0	
	Right	73	0	73	44	117	117	0	75	1	75	44	119	1	119	-2	117	1	117
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		205	*North-South:*		217	*North-South:*			211	*North-South:*			223	*North-South:*			222
		East-West:		621	*East-West:*		651	*East-West:*			987	*East-West:*			1003	*East-West:*			1002
		SUM:		826	*SUM:*		868	*SUM:*			1198	*SUM:*			1226	*SUM:*			1224
	VOLUME/CAPACITY *(V/C)* RATIO:			0.551			0.579				0.799				0.817				0.816
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.451**			**0.479**				**0.699**				**0.717**				**0.716**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.018	Δ*v/c* after mitigation:	0.017
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Masselin Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
11	East-West Street:	Wilshire Boulevard	Projection Year:	2016	Peak Hour:	PM	Reviewed by:	RN	Project:	Museum Square Office

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	58	0	58	0	58	58	1	61	0	61	0	61	0	61	0	61	1	**61**
Left-Through		0							0				0				0	
Through	47	0	**193**	3	50	**196**	0	48	0	**201**	3	51	0	**204**	0	51	0	143
Through-Right		0							0				0				1	
Right	88	0	0	0	88	0	1	92	0	0	0	92	0	0	0	92	0	0
Left-Through-Right		1							1				1				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	69	0	**69**	56	125	**125**	0	71	0	**71**	56	127	0	**127**	-3	124	0	124
Left-Through		0							0				0				0	
Through	69	0	169	16	85	253	0	71	0	174	16	87	0	258	-1	86	0	**253**
Through-Right		0							0				0				0	
Right	31	0	0	12	43	0	0	32	0	0	12	44	0	0	-1	43	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	61	1	61	2	63	63	0	63	1	63	2	65	1	65	0	65	1	65
Left-Through		0							0				0				0	
Through	1671	2	**591**	14	1685	**596**	177	1899	2	**950**	14	1913	2	**957**	-1	1912	2	**956**
Through-Right		1							0				0				0	
Right	103	0	103	0	103	103	1	107	1	107	0	107	1	107	0	107	1	77
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	12	1	**12**	0	12	**12**	0	12	1	**12**	0	12	1	**12**	0	12	1	**12**
Left-Through		0							0				0				0	
Through	985	2	340	2	987	343	148	1163	2	582	2	1165	2	583	0	1165	2	583
Through-Right		1							0				0				0	
Right	34	0	34	9	43	43	0	35	1	35	9	44	1	44	0	44	1	44
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		262	*North-South:*		321	*North-South:*			272	*North-South:*			331	*North-South:*			314
	East-West:		603	*East-West:*		608	*East-West:*			962	*East-West:*			969	*East-West:*			968
	SUM:		865	*SUM:*		929	*SUM:*			1234	*SUM:*			1300	*SUM:*			1282
VOLUME/CAPACITY *(V/C)* RATIO:			0.577			0.619				0.823				0.867				0.855
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.477			0.519				0.723				0.767				0.755
LEVEL OF SERVICE (LOS):			A			A				C				C				C

	NB--		SB--		EB--		WB--	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0
Existing Condition		0		0		0		0
Existing Plus Project		0		0		0		0
Future Condition W/O Project		0		0		0		0
Future Condition W/ Project		0		0		0		0
Future W/ Project W/ Mitigation		0		0		0		0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.044 — Δ*v/c* after mitigation: 0.032

Significant impacted? YES — Fully mitigated? YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Hauser Boulevard	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
12	East-West Street:	6th Street	Projection Year:	2016	Peak Hour:	AM	Reviewed by:	RN	Project:	Museum Square Office

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	72	1	**72**	0	72	**72**	0	74	1	**74**	0	74	1	**74**	0	74	1	**74**
Left-Through		0							0				0				0	
Through	331	0	359	0	331	359	16	357	0	386	0	357	0	386	0	357	0	386
Through-Right		1							1				1				1	
Right	28	0	0	0	28	0	0	29	0	0	0	29	0	0	0	29	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	44	1	44	0	44	44	0	45	1	45	0	45	1	45	0	45	1	45
Left-Through		0							0				0				0	
Through	418	1	**418**	0	418	**418**	16	447	1	**447**	0	447	1	**447**	0	447	1	**447**
Through-Right		0							0				0				0	
Right	182	1	182	6	188	188	0	188	1	188	6	194	1	194	0	194	1	194
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	10	0	**10**	0	10	**10**	0	10	0	**10**	0	10	0	**10**	0	10	0	**10**
Left-Through		1							1				1				1	
Through	524	0	314	2	526	315	12	552	0	329	2	554	0	330	0	554	0	330
Through-Right		1							1				1				1	
Right	44	0	314	0	44	315	0	45	0	329	0	45	0	330	0	45	0	330
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
Left-Through		1							1				1				1	
Through	1213	0	**628**	24	1237	**640**	26	1276	0	**660**	24	1300	0	**672**	0	1300	0	**672**
Through-Right		1							1				1				1	
Right	37	0	628	0	37	640	0	38	0	660	0	38	0	672	0	38	0	672
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		490	*North-South:*		490	*North-South:*			521	*North-South:*			521	*North-South:*			521
	East-West:		638	*East-West:*		650	*East-West:*			670	*East-West:*			682	*East-West:*			682
	SUM:		1128	*SUM:*		1140	*SUM:*			1191	*SUM:*			1203	*SUM:*			1203
VOLUME/CAPACITY *(V/C)* RATIO:			0.752			0.760				0.794				0.802				0.802
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.652**			**0.660**				**0.694**				**0.702**				**0.702**
LEVEL OF SERVICE (LOS):			**B**			**B**				**B**				**C**				**C**

	NB--	SB--	EB--	WB--	NB--	SB--	EB--	WB--	NB--	SB--	EB--	WB--	NB--	SB--	EB--	WB--	NB--	SB--	EB--	WB--
No. of Phases				2				2				2				2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?				2				2				2				2				2
Override Capacity				0				0				0				0				0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	Δ*v/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Hauser Boulevard	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
12	East-West Street:	6th Street	Projection Year:	2016	Peak Hour:	PM	Reviewed by:	RN	Project:	Museum Square Office

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	42	1	42	0	42	42	1	44	1	44	0	44	1	44	0	44	1	44
Left-Through		0							0				0				0	
Through	487	0	**525**	0	487	**525**	17	519	0	**559**	0	519	0	**559**	0	519	0	**559**
Through-Right		1							1				1				1	
Right	38	0	0	0	38	0	1	40	0	0	0	40	0	0	0	40	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	34	1	**34**	0	34	**34**	0	35	1	**35**	0	35	1	**35**	0	35	1	**35**
Left-Through		0							0				0				0	
Through	386	1	386	0	386	386	19	417	1	417	0	417	1	417	0	417	1	417
Through-Right		0							0				0				0	
Right	72	1	72	1	73	73	1	75	1	75	1	76	1	76	0	76	1	76
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	39	0	39	0	39	39	0	40	0	40	0	40	0	40	0	40	0	40
Left-Through		1							1				1				1	
Through	1042	0	**631**	12	1054	**637**	24	1098	0	**663**	12	1110	0	**669**	0	1110	0	**669**
Through-Right		1							1				1				1	
Right	64	0	631	0	64	637	1	67	0	663	0	67	0	669	0	67	0	669
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	1	0	**1**	0	1	**1**	0	1	0	**1**	0	1	0	**1**	0	1	0	**1**
Left-Through		1							1				1				1	
Through	573	0	313	5	578	316	18	608	0	331	5	613	0	334	0	613	0	334
Through-Right		1							1				1				1	
Right	47	0	313	0	47	316	0	48	0	331	0	48	0	334	0	48	0	334
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		559	*North-South:*		559	*North-South:*			594	*North-South:*			594	*North-South:*			594
	East-West:		632	*East-West:*		638	*East-West:*			664	*East-West:*			670	*East-West:*			670
	SUM:		1191	*SUM:*		1197	*SUM:*			1258	*SUM:*			1264	*SUM:*			1264
VOLUME/CAPACITY *(V/C)* RATIO:			0.794			0.798				0.839				0.843				0.843
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.694**			**0.698**				**0.739**				**0.743**				**0.743**
LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Hauser Boulevard	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
13	East-West Street:	Wilshire Boulevard	Projection Year:	2016	Peak Hour:	AM	Reviewed by:	RN	Project:	Museum Square Office

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2					2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0					0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	91	1	**91**	4	95	**95**	0	94	1	**94**	4	98	1	**98**	0	98	1	**98**
	Left-Through		0							0				0				0	
	Through	370	1	370	0	370	370	16	397	1	397	0	397	1	397	0	397	1	397
	Through-Right		0							0				0				0	
	Right	60	1	3	0	60	3	2	64	1	4	0	64	1	4	0	64	1	4
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	26	1	26	0	26	26	0	27	1	27	0	27	1	27	0	27	1	27
	Left-Through		0							0				0				0	
	Through	391	0	**457**	0	391	**457**	13	416	0	**488**	0	416	0	**488**	0	416	0	**488**
	Through-Right		1							1				1				1	
	Right	66	0	0	0	66	0	4	72	0	0	0	72	0	0	0	72	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	42	1	**42**	0	42	**42**	2	45	1	**45**	0	45	1	**45**	0	45	1	**45**
	Left-Through		0							0				0				0	
	Through	717	2	255	9	726	258	106	845	2	423	9	854	2	427	0	854	2	427
	Through-Right		1							0				0				0	
	Right	47	0	47	1	48	48	0	48	1	1	1	49	1	0	0	49	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	114	1	114	0	114	114	3	120	1	120	0	120	1	120	0	120	1	120
	Left-Through		0							0				0				0	
	Through	1386	2	**477**	48	1434	**493**	142	1570	2	**785**	48	1618	2	**809**	-2	1616	2	**808**
	Through-Right		1							0				0				0	
	Right	44	0	44	0	44	44	1	46	1	33	0	46	1	33	0	46	1	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		548	*North-South:*		552	*North-South:*			582	*North-South:*			586	*North-South:*			586
		East-West:		519	*East-West:*		535	*East-West:*			830	*East-West:*			854	*East-West:*			853
		SUM:		1067	*SUM:*		1087	*SUM:*			1412	*SUM:*			1440	*SUM:*			1439
	VOLUME/CAPACITY *(V/C)* RATIO:			0.711			0.725				0.941				0.960				0.959
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.611**			**0.625**				**0.841**				**0.860**				**0.859**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**D**				**D**				**D**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.019 **Δ*v/c* after mitigation:** 0.018

Significant impacted? NO **Fully mitigated?** N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Hauser Boulevard	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
13	East-West Street:	Wilshire Boulevard	Projection Year:	2016	Peak Hour:	PM	Reviewed by:	RN	Project:	Museum Square Office

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	52	1	52	1	53	53	0	54	1	54	1	55	1	55	0	55	1	55
	Left-Through		0							0				0				0	
	Through	505	1	**505**	0	505	**505**	17	537	1	**537**	0	537	1	**537**	0	537	1	**537**
	Through-Right		0							0				0				0	
	Right	130	1	94	0	130	94	2	136	1	98	0	136	1	98	0	136	1	98
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	51	1	**51**	0	51	**51**	2	55	1	**55**	0	55	1	**55**	0	55	1	**55**
	Left-Through		0							0				0				0	
	Through	422	0	452	0	422	452	20	455	0	487	0	455	0	487	0	455	0	487
	Through-Right		1							1				1				1	
	Right	30	0	0	0	30	0	1	32	0	0	0	32	0	0	0	32	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	131	1	131	0	131	131	3	138	1	138	0	138	1	138	0	138	1	138
	Left-Through		0							0				0				0	
	Through	1524	2	**560**	66	1590	**583**	181	1751	2	**876**	66	1817	2	**909**	-3	1814	2	**907**
	Through-Right		1							0				0				0	
	Right	155	0	155	4	159	159	0	160	1	133	4	164	1	137	0	164	1	137
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	72	1	**72**	0	72	**72**	3	77	1	**77**	0	77	1	**77**	0	77	1	**77**
	Left-Through		0							0				0				0	
	Through	872	2	309	10	882	312	140	1038	2	519	10	1048	2	524	-1	1047	2	524
	Through-Right		1							0				0				0	
	Right	55	0	55	0	55	55	1	58	1	31	0	58	1	31	0	58	1	31
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		556	*North-South:*		556	*North-South:*			592	*North-South:*			592	*North-South:*			592
		East-West:		632	*East-West:*		655	*East-West:*			953	*East-West:*			986	*East-West:*			984
		SUM:		1188	*SUM:*		1211	*SUM:*			1545	*SUM:*			1578	*SUM:*			1576
	VOLUME/CAPACITY *(V/C)* RATIO:			0.792			0.807				1.030				1.052				1.051
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.692**			**0.707**				**0.930**				**0.952**				**0.951**
	LEVEL OF SERVICE (LOS):			**B**			**C**				**E**				**E**				**E**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.022 **Δ*v/c* after mitigation:** 0.021

Significant impacted? YES **Fully mitigated?** NO

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Hauser Boulevard	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
14	East-West Street:	Olympic Boulevard	Projection Year:	2016	Peak Hour:	AM	Reviewed by:	RN	Project:	Museum Square Office

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	45	1	45	0	45	45	2	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0							0				0				0	
	Through	588	0	**639**	8	596	**647**	18	624	0	**679**	8	632	0	**687**	0	632	0	**687**
	Through-Right		1							1				1				1	
	Right	51	0	0	0	51	0	2	55	0	0	0	55	0	0	0	55	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	55	1	**55**	0	55	**55**	0	57	1	**57**	0	57	1	**57**	0	57	1	**57**
	Left-Through		0							0				0				0	
	Through	444	0	505	1	445	506	18	475	0	539	1	476	0	540	0	476	0	540
	Through-Right		1							1				1				1	
	Right	61	0	0	0	61	0	1	64	0	0	0	64	0	0	0	64	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	70	1	**70**	0	70	**70**	0	72	1	**72**	0	72	1	**72**	0	72	1	**72**
	Left-Through		0							0				0				0	
	Through	1239	2	421	1	1240	422	35	1312	2	446	1	1313	2	447	0	1313	2	447
	Through-Right		1							1				1				1	
	Right	25	0	25	0	25	25	1	27	0	27	0	27	0	27	0	27	0	27
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	74	1	74	0	74	74	1	77	1	77	0	77	1	77	0	77	1	77
	Left-Through		0							0				0				0	
	Through	1944	2	**675**	10	1954	**678**	52	2055	2	**712**	10	2065	2	**716**	0	2065	2	**716**
	Through-Right		1							1				1				1	
	Right	80	0	80	0	80	80	0	82	0	82	0	82	0	82	0	82	0	82
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		694	North-South:		702	North-South:			736	North-South:			744	North-South:			744
		East-West:		745	East-West:		748	East-West:			784	East-West:			788	East-West:			788
		SUM:		1439	SUM:		1450	SUM:			1520	SUM:			1532	SUM:			1532
VOLUME/CAPACITY (V/C) RATIO:				0.959			0.967				1.013				1.021				1.021
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.889**			**0.897**				**0.913**				**0.921**				**0.921**
LEVEL OF SERVICE (LOS):				D			D				E				E				E

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	Δ*v/c* after mitigation:	0.008
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Hauser Boulevard	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
14	East-West Street:	Olympic Boulevard	Projection Year:	2016	Peak Hour:	PM	Reviewed by:	RN	Project:	Museum Square Office

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	1	13	0	13	13	1	14	1	14	0	14	1	14	0	14	1	14
	Left-Through		0							0				0				0	
	Through	500	0	**561**	2	502	**563**	26	541	0	**605**	2	543	0	**607**	0	543	0	**607**
	Through-Right		1							1				1				1	
	Right	61	0	0	0	61	0	1	64	0	0	0	64	0	0	0	64	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	83	1	**83**	0	83	**83**	1	87	1	**87**	0	87	1	**87**	0	87	1	**87**
	Left-Through		0							0				0				0	
	Through	505	0	575	8	513	583	25	545	0	617	8	553	0	625	0	553	0	625
	Through-Right		1							1				1				1	
	Right	70	0	0	0	70	0	0	72	0	0	0	72	0	0	0	72	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	55	1	55	0	55	55	0	57	1	57	0	57	1	57	0	57	1	57
	Left-Through		0							0				0				0	
	Through	1771	2	**601**	10	1781	**605**	70	1895	2	**644**	10	1905	2	**647**	0	1905	2	**647**
	Through-Right		1							1				1				1	
	Right	33	0	33	0	33	33	3	37	0	37	0	37	0	37	0	37	0	37
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	43	1	**43**	0	43	**43**	2	46	1	**46**	0	46	1	**46**	0	46	1	**46**
	Left-Through		0							0				0				0	
	Through	1106	2	383	2	1108	384	53	1193	2	413	2	1195	2	414	0	1195	2	414
	Through-Right		1							1				1				1	
	Right	43	0	43	0	43	43	2	46	0	46	0	46	0	46	0	46	0	46
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		644	North-South:		646	North-South:			692	North-South:			694	North-South:			694
		East-West:		644	East-West:		648	East-West:			690	East-West:			693	East-West:			693
		SUM:		1288	SUM:		1294	SUM:			1382	SUM:			1387	SUM:			1387
VOLUME/CAPACITY (V/C) RATIO:				0.859			0.863				0.921				0.925				0.925
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.789			0.793				0.821				0.825				0.825
LEVEL OF SERVICE (LOS):				C			C				D				D				D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.004 — Δ*v/c* after mitigation: 0.004

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Hauser Boulevard	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
15	East-West Street:	San Vicente Boulevard	Projection Year:	2016	Peak Hour:	AM	Reviewed by:	RN	Project:	Museum Square Office

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			2			2			2				2				2	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			1			1			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	91	1	**91**	0	91	**91**	1	95	1	**95**	0	95	1	**95**	0	95	1	**95**
	Left-Through		0							0				0				0	
	Through	423	0	437	4	427	441	20	456	0	470	4	460	0	474	0	460	0	474
	Through-Right		1							1				1				1	
	Right	14	0	0	0	14	0	0	14	0	0	0	14	0	0	0	14	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	59	1	59	1	60	60	0	61	1	61	1	62	1	62	0	62	1	62
	Left-Through		0							0				0				0	
	Through	451	0	**465**	1	452	**466**	21	486	0	**500**	1	487	0	**501**	0	487	0	**501**
	Through-Right		1							1				1				1	
	Right	14	0	0	0	14	0	0	14	0	0	0	14	0	0	0	14	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	76	1	**76**	0	76	**76**	0	78	1	**78**	0	78	1	**78**	0	78	1	**78**
	Left-Through		0							0				0				0	
	Through	730	2	259	0	730	259	19	771	2	273	0	771	2	273	0	771	2	273
	Through-Right		1							1				1				1	
	Right	48	0	48	0	48	48	0	49	0	49	0	49	0	49	0	49	0	49
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	65	1	65	0	65	65	0	67	1	67	0	67	1	67	0	67	1	67
	Left-Through		0							0				0				0	
	Through	1428	3	**476**	2	1430	**477**	27	1498	3	**499**	2	1500	3	**500**	0	1500	3	**500**
	Through-Right		0							0				0				0	
	Right	130	1	101	4	134	104	0	134	1	104	4	138	1	107	0	138	1	107
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		556	*North-South:*		557	*North-South:*			595	*North-South:*			596	*North-South:*			596
		East-West:		552	*East-West:*		553	*East-West:*			577	*East-West:*			578	*East-West:*			578
		SUM:		1108	*SUM:*		1110	*SUM:*			1172	*SUM:*			1174	*SUM:*			1174
	VOLUME/CAPACITY *(V/C)* RATIO:			0.739			0.740				0.781				0.783				0.783
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.669**			**0.670**				**0.681**				**0.683**				**0.683**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Hauser Boulevard	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
15	East-West Street:	San Vicente Boulevard	Projection Year:	2016	Peak Hour:	PM	Reviewed by:	RN	Project:	Museum Square Office

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			1			1			2			2							2
Override Capacity			0			0			0			0							0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	55	1	**55**	0	55	**55**	1	58	1	**58**	0	58	1	**58**	0	58	1	**58**
	Left-Through		0							0				0				0	
	Through	427	0	453	1	428	454	26	466	0	493	1	467	0	494	0	467	0	494
	Through-Right		1							1				1				1	
	Right	26	0	0	0	26	0	0	27	0	0	0	27	0	0	0	27	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	84	1	84	4	88	88	0	87	1	87	4	91	1	91	0	91	1	91
	Left-Through		0							0				0				0	
	Through	472	0	**504**	4	476	**508**	27	513	0	**546**	4	517	0	**550**	0	517	0	**550**
	Through-Right		1							1				1				1	
	Right	32	0	0	0	32	0	0	33	0	0	0	33	0	0	0	33	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	79	1	79	0	79	79	1	82	1	82	0	82	1	82	0	82	1	82
	Left-Through		0							0				0				0	
	Through	1356	2	**476**	2	1358	**477**	34	1431	2	**502**	2	1433	2	**503**	0	1433	2	**503**
	Through-Right		1							1				1				1	
	Right	72	0	72	0	72	72	2	76	0	76	0	76	0	76	0	76	0	76
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	55	1	**55**	0	55	**55**	0	57	1	**57**	0	57	1	**57**	0	57	1	**57**
	Left-Through		0							0				0				0	
	Through	763	3	254	0	763	254	23	809	3	270	0	809	3	270	0	809	3	270
	Through-Right		0							0				0				0	
	Right	69	1	27	1	70	26	1	72	1	29	1	73	1	28	0	73	1	28
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		559	*North-South:*		563	*North-South:*			604	*North-South:*			608	*North-South:*			608
		East-West:		531	*East-West:*		532	*East-West:*			559	*East-West:*			560	*East-West:*			560
		SUM:		1090	*SUM:*		1095	*SUM:*			1163	*SUM:*			1168	*SUM:*			1168
VOLUME/CAPACITY *(V/C)* RATIO:				0.727			0.730				0.775				0.779				0.779
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.657**			**0.660**				**0.675**				**0.679**				**0.679**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**B**				**B**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	La Brea Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
16	East-West Street:	Beverly Boulevard	Projection Year:	2016	Peak Hour:	AM	Reviewed by:	RN	Project:	Museum Square Office

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4				4				4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--		0	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--		0	EB-- 3	WB--		0	EB-- 3	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			0			0				0				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	126	1	**126**	0	126	**126**	6	136	1	**136**	0	136	1	**136**	0	136	1	**136**
	Left-Through		0							0				0				0	
	Through	1229	2	431	2	1231	432	238	1504	2	528	2	1506	2	529	0	1506	2	529
	Through-Right		1							1				1				1	
	Right	63	0	63	1	64	64	14	79	0	79	1	80	0	80	0	80	0	80
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	111	1	111	0	111	111	15	129	1	129	0	129	1	129	0	129	1	129
	Left-Through		0							0				0				0	
	Through	1392	2	**536**	14	1406	**541**	187	1621	2	**631**	14	1635	2	**636**	0	1635	2	**636**
	Through-Right		1							1				1				1	
	Right	217	0	217	0	217	217	48	272	0	272	0	272	0	272	0	272	0	272
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	102	1	**102**	0	102	**102**	63	168	1	**168**	0	168	1	**168**	0	168	1	**168**
	Left-Through		0							0				0				0	
	Through	933	2	467	0	933	467	39	1000	2	500	0	1000	2	500	0	1000	2	500
	Through-Right		0							0				0				0	
	Right	102	1	0	0	102	0	1	106	1	0	0	106	1	0	0	106	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	98	1	98	10	108	108	6	107	1	107	10	117	1	117	0	117	1	117
	Left-Through		0							0				0				0	
	Through	1318	1	**673**	0	1318	**673**	61	1419	1	**733**	0	1419	1	**733**	0	1419	1	**733**
	Through-Right		1							1				1				1	
	Right	27	0	27	0	27	27	19	47	0	47	0	47	0	47	0	47	0	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		662	*North-South:*		667	*North-South:*			767	*North-South:*			772	*North-South:*			772
		East-West:		775	*East-West:*		775	*East-West:*			901	*East-West:*			901	*East-West:*			901
		SUM:		1437	*SUM:*		1442	*SUM:*			1668	*SUM:*			1673	*SUM:*			1673
VOLUME/CAPACITY *(V/C)* RATIO:				1.045			1.049				1.213				1.217				1.217
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.945**			**0.949**				**1.113**				**1.117**				**1.117**
LEVEL OF SERVICE (LOS):				E			E				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	La Brea Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
16	East-West Street:	Beverly Boulevard	Projection Year:	2016	Peak Hour:	PM	Reviewed by:	RN	Project:	Museum Square Office

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4				4				4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--		0	NB-- 0	SB--		0	NB-- 0	SB--		0
	EB-- 3	WB--	0	EB-- 3	WB--	0	EB-- 3	WB--		0	EB-- 3	WB--		0	EB-- 3	WB--		0
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			0			0				0				0				0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	141	1	141	0	141	141	4	149	1	149	0	149	1	149	0	149	1	149
	Left-Through		0							0				0				0	
	Through	1325	2	**493**	14	1339	**501**	252	1617	2	**595**	14	1631	2	**603**	0	1631	2	**603**
	Through-Right		1							1				1				1	
	Right	154	0	154	10	164	164	9	168	0	168	10	178	0	178	0	178	0	178
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	174	1	**174**	0	174	**174**	23	202	1	**202**	0	202	1	**202**	0	202	1	**202**
	Left-Through		0							0				0				0	
	Through	1326	2	505	3	1329	506	277	1643	2	637	3	1646	2	638	0	1646	2	638
	Through-Right		1							1				1				1	
	Right	190	0	190	0	190	190	71	267	0	267	0	267	0	267	0	267	0	267
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	136	1	136	0	136	136	62	202	1	**202**	0	202	1	**202**	0	202	1	**202**
	Left-Through		0							0				0				0	
	Through	1197	2	**599**	0	1197	**599**	68	1301	2	651	0	1301	2	651	0	1301	2	651
	Through-Right		0							0				0				0	
	Right	93	1	0	0	93	0	7	103	1	0	0	103	1	0	0	103	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	120	1	**120**	2	122	**122**	10	134	1	134	2	136	1	136	0	136	1	136
	Left-Through		0							0				0				0	
	Through	1039	1	557	0	1039	557	52	1122	1	**609**	0	1122	1	**609**	0	1122	1	**609**
	Through-Right		1							1				1				1	
	Right	74	0	74	0	74	74	20	96	0	96	0	96	0	96	0	96	0	96
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		667	*North-South:*		675	*North-South:*			797	*North-South:*			805	*North-South:*			805
		East-West:		719	*East-West:*		721	*East-West:*			811	*East-West:*			811	*East-West:*			811
		SUM:		1386	*SUM:*		1396	*SUM:*			1608	*SUM:*			1616	*SUM:*			1616
VOLUME/CAPACITY *(V/C)* RATIO:				1.008			1.015				1.169				1.175				1.175
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.908			0.915				1.069				1.075				1.075
LEVEL OF SERVICE (LOS):				E			E				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.006 — Δ*v/c* after mitigation: 0.006

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	La Brea Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
17	East-West Street:	3rd Street	Projection Year:	2016	Peak Hour:	AM	Reviewed by:	RN	Project:	Museum Square Office

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	177	1	**177**	0	177	**177**	29	211	1	**211**	0	211	1	**211**	0	211	1	**211**
Left-Through		0							0				0				0	
Through	1293	2	455	3	1296	456	191	1523	2	534	3	1526	2	535	0	1526	2	535
Through-Right		1							1				1				1	
Right	73	0	73	0	73	73	4	79	0	79	0	79	0	79	0	79	0	79
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	94	1	94	0	94	94	14	111	1	111	0	111	1	111	0	111	1	111
Left-Through		0							0				0				0	
Through	1423	2	**512**	24	1447	**520**	178	1644	2	**595**	24	1668	2	**603**	0	1668	2	**603**
Through-Right		1							1				1				1	
Right	112	0	112	0	112	112	25	140	0	140	0	140	0	140	0	140	0	140
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	77	1	**77**	0	77	**77**	36	115	1	**115**	0	115	1	**115**	0	115	1	**115**
Left-Through		0							0				0				0	
Through	922	2	461	0	922	461	39	989	2	495	0	989	2	495	0	989	2	495
Through-Right		0							0				0				0	
Right	121	1	33	0	121	33	33	158	1	53	0	158	1	53	0	158	1	53
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	121	1	121	8	129	129	3	128	1	128	8	136	1	136	0	136	1	136
Left-Through		0							0				0				0	
Through	1124	1	**585**	0	1124	**585**	33	1191	1	**626**	0	1191	1	**626**	0	1191	1	**626**
Through-Right		1							1				1				1	
Right	46	0	46	0	46	46	13	60	0	60	0	60	0	60	0	60	0	60
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		689	*North-South:*		697	*North-South:*			806	*North-South:*			814	*North-South:*			814
	East-West:		662	*East-West:*		662	*East-West:*			741	*East-West:*			741	*East-West:*			741
	SUM:		1351	*SUM:*		1359	*SUM:*			1547	*SUM:*			1555	*SUM:*			1555
VOLUME/CAPACITY *(V/C)* RATIO:			0.948			0.954				1.086				1.091				1.091
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.848**			**0.854**				**0.986**				**0.991**				**0.991**
LEVEL OF SERVICE (LOS):			D			D				E				E				E

	NB--	SB--	EB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0

No. of Phases	3	3	3	3	3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	La Brea Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
17	East-West Street:	3rd Street	Projection Year:	2016	Peak Hour:	PM	Reviewed by:	RN	Project:	Museum Square Office

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	130	1	130	0	130	130	22	156	1	156	0	156	1	156	0	156	1	156
Left-Through		0							0				0				0	
Through	1501	2	**536**	24	1525	**545**	230	1776	2	**630**	24	1800	2	**639**	0	1800	2	**639**
Through-Right		1							1				1				1	
Right	108	0	108	2	110	110	4	115	0	115	2	117	0	117	0	117	0	117
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	89	1	**89**	0	89	**89**	18	110	1	**110**	0	110	1	**110**	0	110	1	**110**
Left-Through		0							0				0				0	
Through	1317	2	477	5	1322	478	237	1594	2	580	5	1599	2	582	0	1599	2	582
Through-Right		1							1				1				1	
Right	113	0	113	0	113	113	31	147	0	147	0	147	0	147	0	147	0	147
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	110	1	110	0	110	110	34	147	1	147	0	147	1	147	0	147	1	147
Left-Through		0							0				0				0	
Through	1035	2	**518**	2	1037	**519**	38	1104	2	**552**	2	1106	2	**553**	0	1106	2	**553**
Through-Right		0							0				0				0	
Right	136	1	71	0	136	71	30	170	1	92	0	170	1	92	0	170	1	92
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	134	1	**134**	2	136	**136**	8	146	1	**146**	2	148	1	**148**	0	148	1	**148**
Left-Through		0							0				0				0	
Through	899	1	492	0	899	492	33	959	1	532	0	959	1	532	0	959	1	532
Through-Right		1							1				1				1	
Right	85	0	85	0	85	85	16	104	0	104	0	104	0	104	0	104	0	104
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		625	*North-South:*		634	*North-South:*			740	*North-South:*			749	*North-South:*			749
	East-West:		652	*East-West:*		655	*East-West:*			698	*East-West:*			701	*East-West:*			701
	SUM:		1277	*SUM:*		1289	*SUM:*			1438	*SUM:*			1450	*SUM:*			1450
VOLUME/CAPACITY *(V/C)* RATIO:			0.896			0.905				1.009				1.018				1.018
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.796**			**0.805**				**0.909**				**0.918**				**0.918**
LEVEL OF SERVICE (LOS):			**C**			**D**				**E**				**E**				**E**

	NB--	SB--	EB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0
Existing	0	0	0	0
Project	0	0	0	0
Total	0	0	0	0
Future	0	0	0	0
Future w/ Project	0	0	0	0
Future w/ Project w/ Mitigation	0	0	0	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.009	Δ*v/c* after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	La Brea Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
18	East-West Street:	6th Street	Projection Year:	2016	Peak Hour:	AM	Reviewed by:	RN	Project:	Museum Square Office

No. of Phases			2			2			2			2			2				2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	61	1	**61**	0	61	**61**	0	63	1	**63**	0	63	1	**63**	0	63	1	**63**
Left-Through		0							0				0				0	
Through	1389	2	468	4	1393	470	221	1652	2	556	4	1656	2	557	0	1656	2	557
Through-Right		1							1				1				1	
Right	16	0	16	0	16	16	0	16	0	16	0	16	0	16	0	16	0	16
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	85	1	85	0	85	85	3	91	1	91	0	91	1	91	0	91	1	91
Left-Through		0							0				0				0	
Through	1509	2	**550**	12	1521	**560**	201	1756	2	**637**	12	1768	2	**648**	0	1768	2	**648**
Through-Right		1							1				1				1	
Right	140	0	140	20	160	160	11	155	0	155	20	175	0	175	0	175	0	175
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	5	0	**5**	0	5	**5**	0	5	0	**5**	0	5	0	**5**	0	5	0	**5**
Left-Through		1							1				1				1	
Through	603	0	381	1	604	382	12	633	0	398	1	634	0	399	0	634	0	399
Through-Right		1							1				1				1	
Right	129	0	381	0	129	382	0	133	0	398	0	133	0	399	0	133	0	399
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
Left-Through		1							1				1				1	
Through	1027	0	**535**	4	1031	**537**	14	1072	0	**558**	4	1076	0	**560**	0	1076	0	**560**
Through-Right		1							1				1				1	
Right	39	0	535	0	39	537	0	40	0	558	0	40	0	560	0	40	0	560
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		611	North-South:		621	North-South:			700	North-South:			711	North-South:			711
	East-West:		540	East-West:		542	East-West:			563	East-West:			565	East-West:			565
	SUM:		1151	SUM:		1163	SUM:			1263	SUM:			1276	SUM:			1276
VOLUME/CAPACITY (V/C) RATIO:			0.767			0.775				0.842				0.851				0.851
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.667			0.675				0.742				0.751				0.751
LEVEL OF SERVICE (LOS):			B			B				C				C				C

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.009 — Δ*v/c* after mitigation: 0.009

Significant impacted? NO — Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	La Brea Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
18	East-West Street:	6th Street	Projection Year:	2016	Peak Hour:	PM	Reviewed by:	RN	Project:	Museum Square Office

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	69	1	69	0	69	69	0	71	1	71	0	71	1	71	0	71	1	71
	Left-Through		0							0				0				0	
	Through	1547	2	**535**	26	1573	**543**	254	1848	2	**636**	26	1874	2	**644**	0	1874	2	**644**
	Through-Right		1							1				1				1	
	Right	57	0	57	0	57	57	0	59	0	59	0	59	0	59	0	59	0	59
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	82	1	**82**	0	82	**82**	3	87	1	**87**	0	87	1	**87**	0	87	1	**87**
	Left-Through		0							0				0				0	
	Through	1402	2	495	2	1404	497	262	1706	2	601	2	1708	2	603	0	1708	2	603
	Through-Right		1							1				1				1	
	Right	83	0	83	4	87	87	11	97	0	97	4	101	0	101	0	101	0	101
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	10	0	10	0	10	10	0	10	0	10	0	10	0	10	0	10	0	10
	Left-Through		1							1				1				1	
	Through	936	0	**523**	4	940	**525**	17	981	0	**547**	4	985	0	**549**	0	985	0	**549**
	Through-Right		1							1				1				1	
	Right	70	0	523	0	70	525	0	72	0	547	0	72	0	549	0	72	0	549
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	5	0	**5**	0	5	**5**	0	5	0	**5**	0	5	0	**5**	0	5	0	**5**
	Left-Through		1							1				1				1	
	Through	583	0	349	1	584	349	12	613	0	367	1	614	0	367	0	614	0	367
	Through-Right		1							1				1				1	
	Right	84	0	349	0	84	349	3	90	0	367	0	90	0	367	0	90	0	367
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:		617	North-South:		625	North-South:			723	North-South:			731	North-South:			731
		East-West:		528	East-West:		530	East-West:			552	East-West:			554	East-West:			554
		SUM:		1145	SUM:		1155	SUM:			1275	SUM:			1285	SUM:			1285
VOLUME/CAPACITY (*V/C*) RATIO:				0.763			0.770				0.850				0.857				0.857
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.663**			**0.670**				**0.750**				**0.757**				**0.757**
LEVEL OF SERVICE (LOS):				B			B				C				C				C

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	Δ*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	La Brea Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
19	East-West Street:	Wilshire Boulevard	Projection Year:	2016	Peak Hour:	AM	Reviewed by:	RN	Project:	Museum Square Office

No. of Phases			4			4			4			4			4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB--	0
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2				2
Override Capacity			0			0			0			0			0				0

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	93	1	**93**	16	109	**109**	5	101	1	**101**	16	117	1	**117**	-1	116	1	**116**
Left-Through		0							0				0				0	
Through	1160	2	420	0	1160	420	176	1371	2	491	0	1371	2	491	0	1371	2	491
Through-Right		1							1				1				1	
Right	100	0	100	0	100	100	0	103	0	103	0	103	0	103	0	103	0	103
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	69	1	69	0	69	69	16	87	1	87	0	87	1	87	0	87	1	87
Left-Through		0							0				0				0	
Through	1414	2	**519**	0	1414	**523**	153	1610	2	**596**	0	1610	2	**600**	0	1610	2	**599**
Through-Right		1							1				1				1	
Right	142	0	142	12	154	154	31	177	0	177	12	189	0	189	-1	188	0	188
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	110	1	**110**	4	114	**114**	30	143	1	**143**	4	147	1	**147**	-1	146	1	**146**
Left-Through		0							0				0				0	
Through	856	2	315	3	859	317	89	971	2	486	3	974	2	487	0	974	2	487
Through-Right		1							0				0				0	
Right	89	0	89	2	91	91	7	99	1	49	2	101	1	43	0	101	1	43
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	122	1	122	0	122	122	0	126	1	126	0	126	1	126	0	126	1	126
Left-Through		0							0				0				0	
Through	1289	2	**456**	18	1307	**462**	103	1431	2	**716**	18	1449	2	**725**	-1	1448	2	**724**
Through-Right		1							0				0				0	
Right	80	0	80	0	80	80	13	95	1	52	0	95	1	52	0	95	1	52
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		612	*North-South:*		632	*North-South:*			697	*North-South:*			717	*North-South:*			715
	East-West:		566	*East-West:*		576	*East-West:*			859	*East-West:*			872	*East-West:*			870
	SUM:		1178	*SUM:*		1208	*SUM:*			1556	*SUM:*			1589	*SUM:*			1585
VOLUME/CAPACITY *(V/C)* RATIO:			0.857			0.879				1.132				1.156				1.153
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.757**			**0.779**				**1.032**				**1.056**				**1.053**
LEVEL OF SERVICE (LOS):			C			C				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.024	Δ*v/c* after mitigation:	0.021
Significant impacted?	YES	Fully mitigated?	NO

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	La Brea Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
19	East-West Street:	Wilshire Boulevard	Projection Year:	2016	Peak Hour:	PM	Reviewed by:	RN	Project:	Museum Square Office

		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
	No. of Phases			4			4			4				4				4	
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB--		0	NB-- 0 SB--		0	NB-- 0 SB--		0		NB-- 0 SB--		0		NB-- 0 SB--		0	
		EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--		0		EB-- 0 WB--		0		EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	135	1	**135**	3	138	**138**	9	148	1	**148**	3	151	1	**151**	0	151	1	**151**
	Left-Through		0							0				0				0	
	Through	1250	2	453	0	1250	453	191	1479	2	531	0	1479	2	531	0	1479	2	531
	Through-Right		1							1				1				1	
	Right	110	0	110	0	110	110	0	113	0	113	0	113	0	113	0	113	0	113
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	132	1	132	0	132	132	17	153	1	153	0	153	1	153	0	153	1	153
	Left-Through		0							0				0				0	
	Through	1270	2	**469**	0	1270	**470**	208	1516	2	**565**	0	1516	2	**565**	0	1516	2	**565**
	Through-Right		1							1				1				1	
	Right	137	0	137	2	139	139	37	178	0	178	2	180	0	180	0	180	0	180
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	220	1	220	26	246	246	43	270	1	270	26	296	1	296	-1	295	1	295
	Left-Through		0							0				0				0	
	Through	1337	2	**500**	22	1359	**513**	133	1511	2	**756**	22	1533	2	**767**	-1	1532	2	**766**
	Through-Right		1							0				0				0	
	Right	163	0	163	16	179	179	7	175	1	101	16	191	1	116	-1	190	1	115
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	198	1	**198**	0	198	**198**	0	204	1	**204**	0	204	1	**204**	0	204	1	**204**
	Left-Through		0							0				0				0	
	Through	951	2	354	4	955	356	116	1096	2	548	4	1100	2	550	0	1100	2	550
	Through-Right		1							0				0				0	
	Right	112	0	112	0	112	112	19	134	1	58	0	134	1	58	0	134	1	58
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		604	*North-South:*		608	*North-South:*			713	*North-South:*			716	*North-South:*			716
		East-West:		698	*East-West:*		711	*East-West:*			960	*East-West:*			971	*East-West:*			970
		SUM:		1302	*SUM:*		1319	*SUM:*			1673	*SUM:*			1687	*SUM:*			1686
	VOLUME/CAPACITY *(V/C)* RATIO:			0.947			0.959				1.217				1.227				1.226
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.847**			**0.859**				**1.117**				**1.127**				**1.126**
	LEVEL OF SERVICE (LOS):			**D**			**D**				**F**				**F**				**F**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	Δ*v/c* after mitigation:	0.009
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	La Brea Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
20	East-West Street:	Olympic Boulevard	Projection Year:	2016	Peak Hour:	AM	Reviewed by:	RN	Project:	Museum Square Office

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	4	4	4	4	4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	1	1	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	119	1	119	0	119	119	3	126	1	126	0	126	1	126	0	126	1	126
	Left-Through		0							0				0				0	
	Through	1419	2	488	14	1433	492	162	1624	2	556	14	1638	2	561	0	1638	2	561
	Through-Right		1							1				1				1	
	Right	44	0	44	0	44	44	0	45	0	45	0	45	0	45	0	45	0	45
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	146	1	146	0	146	146	17	167	1	167	0	167	1	167	0	167	1	167
	Left-Through		0							0				0				0	
	Through	1394	2	510	2	1396	511	153	1589	2	581	2	1591	2	582	0	1591	2	582
	Through-Right		1							1				1				1	
	Right	136	0	136	0	136	136	15	155	0	155	0	155	0	155	0	155	0	155
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	65	1	65	0	65	65	13	80	1	80	0	80	1	80	0	80	1	80
	Left-Through		0							0				0				0	
	Through	1230	2	425	1	1231	425	21	1288	2	445	1	1289	2	445	0	1289	2	445
	Through-Right		1							1				1				1	
	Right	44	0	44	0	44	44	1	46	0	46	0	46	0	46	0	46	0	46
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	138	1	138	0	138	138	0	142	1	142	0	142	1	142	0	142	1	142
	Left-Through		0							0				0				0	
	Through	1883	2	666	10	1893	670	34	1974	2	701	10	1984	2	705	0	1984	2	705
	Through-Right		1							1				1				1	
	Right	114	0	114	2	116	116	11	128	0	128	2	130	0	130	0	130	0	130
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	

	Existing Condition		Existing Plus Project		Future Condition W/O Project		Future Condition W/ Project		Future W/ Project W/ Mitigation	
CRITICAL VOLUMES	*North-South:*	634	*North-South:*	638	*North-South:*	723	*North-South:*	728	*North-South:*	728
	East-West:	731	*East-West:*	735	*East-West:*	781	*East-West:*	785	*East-West:*	785
	SUM:	1365	*SUM:*	1373	*SUM:*	1504	*SUM:*	1513	*SUM:*	1513
VOLUME/CAPACITY *(V/C)* RATIO:		0.993		0.999		1.094		1.100		1.100
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.923		0.929		0.994		1.000		1.000
LEVEL OF SERVICE (LOS):		E		E		E		F		F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	La Brea Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
20	East-West Street:	Olympic Boulevard	Projection Year:	2016	Peak Hour:	PM	Reviewed by:	RN	Project:	Museum Square Office

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	55	1	55	0	55	55	3	60	1	60	0	60	1	60	0	60	1	60
Left-Through		0							0				0				0	
Through	1322	2	**459**	3	1325	**460**	193	1555	2	**537**	3	1558	2	**538**	0	1558	2	**538**
Through-Right		1							1				1				1	
Right	54	0	54	0	54	54	0	56	0	56	0	56	0	56	0	56	0	56
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	193	1	**193**	2	195	**195**	15	214	1	**214**	2	216	1	**216**	0	216	1	**216**
Left-Through		0							0				0				0	
Through	1485	2	546	14	1499	551	198	1728	2	635	14	1742	2	640	0	1742	2	640
Through-Right		1							1				1				1	
Right	154	0	154	0	154	154	18	177	0	177	0	177	0	177	0	177	0	177
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	128	1	128	0	128	128	19	151	1	151	0	151	1	151	0	151	1	151
Left-Through		0							0				0				0	
Through	1726	2	**604**	10	1736	**608**	47	1825	2	**640**	10	1835	2	**643**	0	1835	2	**643**
Through-Right		1							1				1				1	
Right	87	0	87	0	87	87	4	94	0	94	0	94	0	94	0	94	0	94
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	96	1	**96**	0	96	**96**	0	99	1	**99**	0	99	1	**99**	0	99	1	**99**
Left-Through		0							0				0				0	
Through	1036	2	380	2	1038	381	37	1104	2	410	2	1106	2	410	0	1106	2	410
Through-Right		1							1				1				1	
Right	104	0	104	0	104	104	18	125	0	125	0	125	0	125	0	125	0	125
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		652	*North-South:*		655	*North-South:*			751	*North-South:*			754	*North-South:*			754
	East-West:		700	*East-West:*		704	*East-West:*			739	*East-West:*			742	*East-West:*			742
	SUM:		1352	*SUM:*		1359	*SUM:*			1490	*SUM:*			1496	*SUM:*			1496
VOLUME/CAPACITY *(V/C)* RATIO:			0.983			0.988				1.084				1.088				1.088
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.913			0.918				0.984				0.988				0.988
LEVEL OF SERVICE (LOS):			E			E				E				E				E

	NB--	SB--	EB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0
Existing Plus Project	0	0	0	0
Future Condition W/O Project	0	0	0	0
Future Condition W/ Project	0	0	0	0
Future W/ Project W/ Mitigation	0	0	0	0

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	4	4	4	4	4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	1	1	2	2	2
Override Capacity	0	0	0	0	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	La Brea Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
21	East-West Street:	San Vicente Boulevard	Projection Year:	2016	Peak Hour:	AM	Reviewed by:	RN	Project:	Museum Square Office

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	381	1	**381**	0	381	**381**	6	399	1	**399**	0	399	1	**399**	0	399	1	**399**
Left-Through		0							0				0				0	
Through	1822	2	617	14	1836	622	155	2032	2	688	14	2046	2	692	0	2046	2	692
Through-Right		1							1				1				1	
Right	30	0	30	0	30	30	0	31	0	31	0	31	0	31	0	31	0	31
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	148	1	148	0	148	148	11	163	1	163	0	163	1	163	0	163	1	163
Left-Through		0							0				0				0	
Through	1922	2	**674**	2	1924	**674**	144	2124	2	**742**	2	2126	2	**743**	0	2126	2	**743**
Through-Right		1							1				1				1	
Right	99	0	99	0	99	99	0	102	0	102	0	102	0	102	0	102	0	102
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	69	1	**69**	0	69	**69**	0	71	1	**71**	0	71	1	**71**	0	71	1	**71**
Left-Through		0							0				0				0	
Through	579	2	245	1	580	245	16	613	2	259	1	614	2	259	0	614	2	259
Through-Right		1							1				1				1	
Right	156	0	156	0	156	156	2	163	0	163	0	163	0	163	0	163	0	163
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	54	1	54	0	54	54	0	56	1	56	0	56	1	56	0	56	1	56
Left-Through		0							0				0				0	
Through	973	2	**376**	6	979	**378**	22	1024	2	**398**	6	1030	2	**400**	0	1030	2	**400**
Through-Right		1							1				1				1	
Right	156	0	156	0	156	156	8	169	0	169	0	169	0	169	0	169	0	169
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		1055	*North-South:*		1055	*North-South:*			1141	*North-South:*			1142	*North-South:*			1142
	East-West:		445	*East-West:*		447	*East-West:*			469	*East-West:*			471	*East-West:*			471
	SUM:		1500	*SUM:*		1502	*SUM:*			1610	*SUM:*			1613	*SUM:*			1613
VOLUME/CAPACITY *(V/C)* RATIO:			1.053			1.054				1.130				1.132				1.132
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.983			0.984				1.030				1.032				1.032
LEVEL OF SERVICE (LOS):			E			E				F				F				F

	NB--	SB--	EB--	WB--	NB--	SB--	EB--	WB--	NB--	SB--	EB--	WB--	NB--	SB--	EB--	WB--	NB--	SB--	EB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	EXISTING CONDITION	EXISTING PLUS PROJECT	FUTURE CONDITION W/O PROJECT	FUTURE CONDITION W/ PROJECT	FUTURE W/ PROJECT W/ MITIGATION
No. of Phases	3	3	3	3	3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
ATSAC-1 or ATSAC+ATCS-2?	1	1	2	2	2
Override Capacity	0	0	0	0	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	La Brea Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
21	East-West Street:	San Vicente Boulevard	Projection Year:	2016	Peak Hour:	PM	Reviewed by:	RN	Project:	Museum Square Office

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	3	3	3	3	3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	1	1	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	206	1	206	0	206	206	5	217	1	217	0	217	1	217	0	217	1	217
	Left-Through		0							0				0				0	
	Through	1816	2	**619**	3	1819	**620**	185	2056	2	**699**	3	2059	2	**700**	0	2059	2	**700**
	Through-Right		1							1				1				1	
	Right	41	0	41	0	41	41	0	42	0	42	0	42	0	42	0	42	0	42
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	215	1	**215**	0	215	**215**	12	234	1	**234**	0	234	1	**234**	0	234	1	**234**
	Left-Through		0							0				0				0	
	Through	1765	2	610	14	1779	615	191	2009	2	692	14	2023	2	697	0	2023	2	697
	Through-Right		1							1				1				1	
	Right	66	0	66	0	66	66	0	68	0	68	0	68	0	68	0	68	0	68
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	116	1	116	0	116	116	0	120	1	120	0	120	1	120	0	120	1	120
	Left-Through		0							0				0				0	
	Through	1016	2	**414**	6	1022	**416**	25	1072	2	**438**	6	1078	2	**440**	0	1078	2	**440**
	Through-Right		1							1				1				1	
	Right	225	0	225	0	225	225	9	241	0	241	0	241	0	241	0	241	0	241
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	28	1	**28**	0	28	**28**	0	29	1	**29**	0	29	1	**29**	0	29	1	**29**
	Left-Through		0							0				0				0	
	Through	632	2	258	1	633	258	19	670	2	275	1	671	2	276	0	671	2	276
	Through-Right		1							1				1				1	
	Right	141	0	141	0	141	141	11	156	0	156	0	156	0	156	0	156	0	156
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	

CRITICAL VOLUMES	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
North-South:	834	835	933	934	934
East-West:	442	444	467	469	469
SUM:	1276	1279	1400	1403	1403
VOLUME/CAPACITY (*V/C*) RATIO:	0.895	0.898	0.982	0.985	0.985
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.825	0.828	0.882	0.885	0.885
LEVEL OF SERVICE (LOS):	D	D	D	D	D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Highland Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
22	East-West Street:	3rd Street	Projection Year:	2016	Peak Hour:	AM	Reviewed by:	RN	Project:	Museum Square Office

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			3			3			3				3				3	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0				0				0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0		NB-- 0	SB--	0		NB-- 0	SB--	0	
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0		EB-- 0	WB--	0		EB-- 0	WB--	0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
Override Capacity			0			0			0				0				0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		1							1				1				1	
	Through	1183	0	633	1	1184	634	85	1304	0	695	1	1305	0	696	0	1305	0	696
	Through-Right		1							1				1				1	
	Right	82	0	633	1	83	634	2	86	0	695	1	87	0	696	0	87	0	696
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		1							1				1				1	
	Through	1352	0	**744**	4	1356	**746**	58	1451	0	**799**	4	1455	0	**801**	0	1455	0	**801**
	Through-Right		1							1				1				1	
	Right	135	0	744	0	135	746	7	146	0	799	0	146	0	801	0	146	0	801
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	196	1	**196**	0	196	**196**	13	215	1	**215**	0	215	1	**215**	0	215	1	**215**
	Left-Through		0							0				0				0	
	Through	954	1	481	1	955	482	40	1023	1	516	1	1024	1	517	0	1024	1	517
	Through-Right		1							1				1				1	
	Right	8	0	8	0	8	8	1	9	0	9	0	9	0	9	0	9	0	9
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	105	1	105	0	105	105	1	109	1	109	0	109	1	109	0	109	1	109
	Left-Through		0							0				0				0	
	Through	1167	1	**599**	8	1175	**603**	41	1243	1	**638**	8	1251	1	**642**	0	1251	1	**642**
	Through-Right		1							1				1				1	
	Right	31	0	31	0	31	31	0	32	0	32	0	32	0	32	0	32	0	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		744	*North-South:*		746	*North-South:*			799	*North-South:*			801	*North-South:*			801
		East-West:		795	*East-West:*		799	*East-West:*			853	*East-West:*			857	*East-West:*			857
		SUM:		1539	*SUM:*		1545	*SUM:*			1652	*SUM:*			1658	*SUM:*			1658
VOLUME/CAPACITY *(V/C)* RATIO:				1.080			1.084				1.159				1.164				1.164
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.980**			**0.984**				**1.059**				**1.064**				**1.064**
LEVEL OF SERVICE (LOS):				E			E				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Highland Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
22	East-West Street:	3rd Street	Projection Year:	2016	Peak Hour:	PM	Reviewed by:	RN	Project:	Museum Square Office

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	1	0	**1**	0	1	**1**	0	1	0	**1**	0	1	0	**1**	0	1	0	**1**
Left-Through		1							1				1				1	
Through	1242	0	660	4	1246	664	72	1352	0	717	4	1356	0	721	0	1356	0	721
Through-Right		1							1				1				1	
Right	72	0	660	4	76	664	1	75	0	717	4	79	0	721	0	79	0	721
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through		1							1				1				1	
Through	1313	0	**726**	1	1314	**727**	93	1446	0	**800**	1	1447	0	**801**	0	1447	0	**801**
Through-Right		1							1				1				1	
Right	139	0	726	0	139	727	11	154	0	800	0	154	0	801	0	154	0	801
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	159	1	159	0	159	159	8	172	1	172	0	172	1	172	0	172	1	172
Left-Through		0							0				0				0	
Through	1162	1	**595**	4	1166	**597**	50	1247	1	**638**	4	1251	1	**640**	0	1251	1	**640**
Through-Right		1							1				1				1	
Right	27	0	27	0	27	27	0	28	0	28	0	28	0	28	0	28	0	28
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	84	1	**84**	0	84	**84**	1	88	1	**88**	0	88	1	**88**	0	88	1	**88**
Left-Through		0							0				0				0	
Through	899	1	480	2	901	481	43	969	1	517	2	971	1	518	0	971	1	518
Through-Right		1							1				1				1	
Right	61	0	61	0	61	61	1	64	0	64	0	64	0	64	0	64	0	64
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		727	*North-South:*		728	*North-South:*			801	*North-South:*			802	*North-South:*			802
	East-West:		679	*East-West:*		681	*East-West:*			726	*East-West:*			728	*East-West:*			728
	SUM:		1406	*SUM:*		1409	*SUM:*			1527	*SUM:*			1530	*SUM:*			1530
VOLUME/CAPACITY *(V/C)* RATIO:			0.987			0.989				1.072				1.074				1.074
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.887**			**0.889**				**0.972**				**0.974**				**0.974**
LEVEL OF SERVICE (LOS):			**D**			**D**				**E**				**E**				**E**

Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2
Override Capacity	0	0	0

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Highland Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
23	East-West Street:	Wilshire Boulevard	Projection Year:	2016	Peak Hour:	AM	Reviewed by:	RN	Project:	Museum Square Office

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
MOVEMENT	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Left-Through		0							0				0				0	
Through	900	2	450	0	900	450	49	976	2	488	0	976	2	488	0	976	2	488
Through-Right		0							0				0				0	
Right	80	1	0	0	80	0	0	82	1	0	0	82	1	0	0	82	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	117	1	117	0	117	117	6	127	1	127	0	127	1	127	0	127	1	127
Left-Through		0							0				0				0	
Through	729	1	**729**	0	729	**729**	33	784	1	**784**	0	784	1	**784**	0	784	1	**784**
Through-Right		0							0				0				0	
Right	455	1	235	4	459	238	21	490	1	232	4	494	1	235	0	494	1	235
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	220	1	**220**	1	221	**221**	31	258	1	**258**	1	259	1	**259**	0	259	1	**259**
Left-Through		0							0				0				0	
Through	946	2	325	2	948	325	77	1052	2	526	2	1054	2	527	0	1054	2	527
Through-Right		1							0				0				0	
Right	28	0	28	0	28	28	2	31	1	31	0	31	1	31	0	31	1	31
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	117	1	117	0	117	117	0	121	1	121	0	121	1	121	0	121	1	121
Left-Through		0							0				0				0	
Through	1467	2	**527**	14	1481	**531**	82	1593	2	**797**	14	1607	2	**804**	0	1607	2	**804**
Through-Right		1							0				0				0	
Right	113	0	113	0	113	113	7	123	1	60	0	123	1	60	0	123	1	60
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		729	*North-South:*		729	*North-South:*			784	*North-South:*			784	*North-South:*			784
	East-West:		747	*East-West:*		752	*East-West:*			1055	*East-West:*			1063	*East-West:*			1063
	SUM:		1476	*SUM:*		1481	*SUM:*			1839	*SUM:*			1847	*SUM:*			1847
VOLUME/CAPACITY *(V/C)* RATIO:			1.073			1.077				1.337				1.343				1.343
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.973**			**0.977**				**1.237**				**1.243**				**1.243**
LEVEL OF SERVICE (LOS):			**E**			**E**				**F**				**F**				**F**

	NB--	SB--	EB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	1	3	0	0
ATSAC-1 or ATSAC+ATCS-2?		2		
Override Capacity		0		

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Highland Avenue	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	2/21/2013
23	East-West Street:	Wilshire Boulevard	Projection Year:	2016	Peak Hour:	PM	Reviewed by:	RN	Project:	Museum Square Office

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
No. of Phases			4			4				4				4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0				0				0				0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1 SB--		3	NB-- 1 SB--		3	NB-- 1 SB--			3	NB-- 1 SB--			3	NB-- 1 SB--			3
	EB-- 0 WB--		0	EB-- 0 WB--		0	EB-- 0 WB--			0	EB-- 0 WB--			0	EB-- 0 WB--			0
ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
Override Capacity			0			0				0				0				0

MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Left-Through		0							0				0				0	
	Through	839	2	420	0	839	420	41	905	2	453	0	905	2	453	0	905	2	453
	Through-Right		0							0				0				0	
	Right	108	1	0	0	108	0	0	111	1	0	0	111	1	0	0	111	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	166	1	166	0	166	166	9	180	1	180	0	180	1	180	0	180	1	180
	Left-Through		0							0				0				0	
	Through	738	1	**738**	0	738	**738**	52	812	1	**812**	0	812	1	**812**	0	812	1	**812**
	Through-Right		0							0				0				0	
	Right	347	1	110	1	348	103	34	392	1	120	1	393	1	113	0	393	1	113
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	237	1	**237**	8	245	**245**	28	272	1	**272**	8	280	1	**280**	0	280	1	**280**
	Left-Through		0							0				0				0	
	Through	1285	2	435	14	1299	440	106	1430	2	715	14	1444	2	722	0	1444	2	722
	Through-Right		1							0				0				0	
	Right	21	0	21	0	21	21	0	22	1	22	0	22	1	22	0	22	1	22
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	91	1	91	0	91	91	0	94	1	94	0	94	1	94	0	94	1	94
	Left-Through		0							0				0				0	
	Through	1070	2	**396**	3	1073	**397**	109	1211	2	**606**	3	1214	2	**607**	0	1214	2	**607**
	Through-Right		1							0				0				0	
	Right	119	0	119	0	119	119	7	130	1	40	0	130	1	40	0	130	1	40
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		738	*North-South:*		738	*North-South:*			812	*North-South:*			812	*North-South:*			812
		East-West:		633	*East-West:*		642	*East-West:*			878	*East-West:*			887	*East-West:*			887
		SUM:		1371	*SUM:*		1380	*SUM:*			1690	*SUM:*			1699	*SUM:*			1699
VOLUME/CAPACITY *(V/C)* RATIO:				0.997			1.004				1.229				1.236				1.236
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.897**			**0.904**				**1.129**				**1.136**				**1.136**
LEVEL OF SERVICE (LOS):				D			E				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	Δ*v/c* after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

APPENDIX D

RELATED PROJECT TRIP RATES AND EQUATIONS

Appendix D
Related Project Trip Rates and Equations

Mini-Warehouse, ITE LUC 151 (trips per 1,000 square feet gross floor area)

Daily:	T = 2.50 (A)
AM Peak Hour:	T = 0.14 (A); I/B = 55%, O/B = 45%
PM Peak Hour:	T = 0.26 (A); I/B = 50%, O/B = 50%

Apartment, ITE LUC 220 (trips per dwelling unit)

Daily:	T = 6.65 (DU)
AM Peak Hour:	T = 0.51 (DU); I/B = 20%, O/B = 80%
PM Peak Hour:	T = 0.62 (DU); I/B = 65%, O/B = 35%

Residential Condominium/Townhouse, ITE LUC 230 (trips per dwelling unit)

Daily:	T = 5.81 (DU)
AM Peak Hour:	T = 0.44 (DU); I/B = 17%, O/B = 83%
PM Peak Hour:	T = 0.52 (DU); I/B = 67%, O/B = 33%

Day Care Center, ITE LUC 565 (trips per student)

Daily:	T = 4.38 (ST)
AM Peak Hour:	T = 0.80 (ST); I/B = 53%, O/B = 47%
PM Peak Hour:	T = 0.81 (ST); I/B = 47%, O/B = 53%

General Office Building, ITE LUC 710 (trips per 1,000 square feet gross floor area)

Equations:

Daily:	Ln (T) = 0.76 Ln (A) + 3.68
AM Peak Hour:	Ln (T) = 0.80 Ln (A) + 1.57; I/B = 88%, O/B = 12%
PM Peak Hour:	T = 1.12 (A) + 78.45; I/B = 17%, O/B = 83%

Rates:

Daily:	T = 11.03 (A)
AM Peak Hour:	T = 1.56 (A); I/B = 88%, O/B = 12%
PM Peak Hour:	T = 1.49 (A); I/B = 17%, O/B = 83%

Shopping Center, ITE LUC 820 (trips per 1,000 square feet gross leasable area)

Equations:

Daily:	Ln (T) = 0.65 Ln (A) + 5.83
AM Peak Hour:	Ln (T) = 0.61 Ln (A) + 2.24; I/B = 62%, O/B = 38%
PM Peak Hour:	Ln (T) = 0.67 Ln (A) + 3.31; I/B = 48%, O/B = 52%

Rates:

Daily:	T = 42.70 (A)
AM Peak Hour:	T = 0.96 (A); I/B = 62%, O/B = 38%
PM Peak Hour:	T = 3.71 (A); I/B = 48%, O/B = 52%

Appendix D (cont.)
Related Project Trip Rates and Equations

Supermarket, ITE LUC 850 (trips per 1,000 square feet gross floor area)

Daily:	T = 102.24 (A)
AM Peak Hour:	T = 3.40 (A); I/B = 62%, O/B = 38%
PM Peak Hour:	T = 9.48 (A); I/B = 51%, O/B = 49%

Quality Restaurant, ITE LUC 931 (trips per 1,000 square feet gross floor area)

Daily:	T = 89.95 (A)
AM Peak Hour:	T = 0.81 (A); I/B = N/A, O/B = N/A
PM Peak Hour:	T = 7.49 (A); I/B = 67%, O/B = 33%

Where:

T = trip ends
I/B = inbound percentages
O/B = outbound percentages
N/A = not available

A = building area in 1,000's of square feet
DU = dwelling units
ST = students

Sources:

Trip Generation (9th Edition), Institute of Transportation Engineers (ITE), Washington D.C., 2012.

APPENDIX E

CONCEPTUAL MITIGATION PLAN
(MASSELIN AVE./WILSHIRE BLVD.)

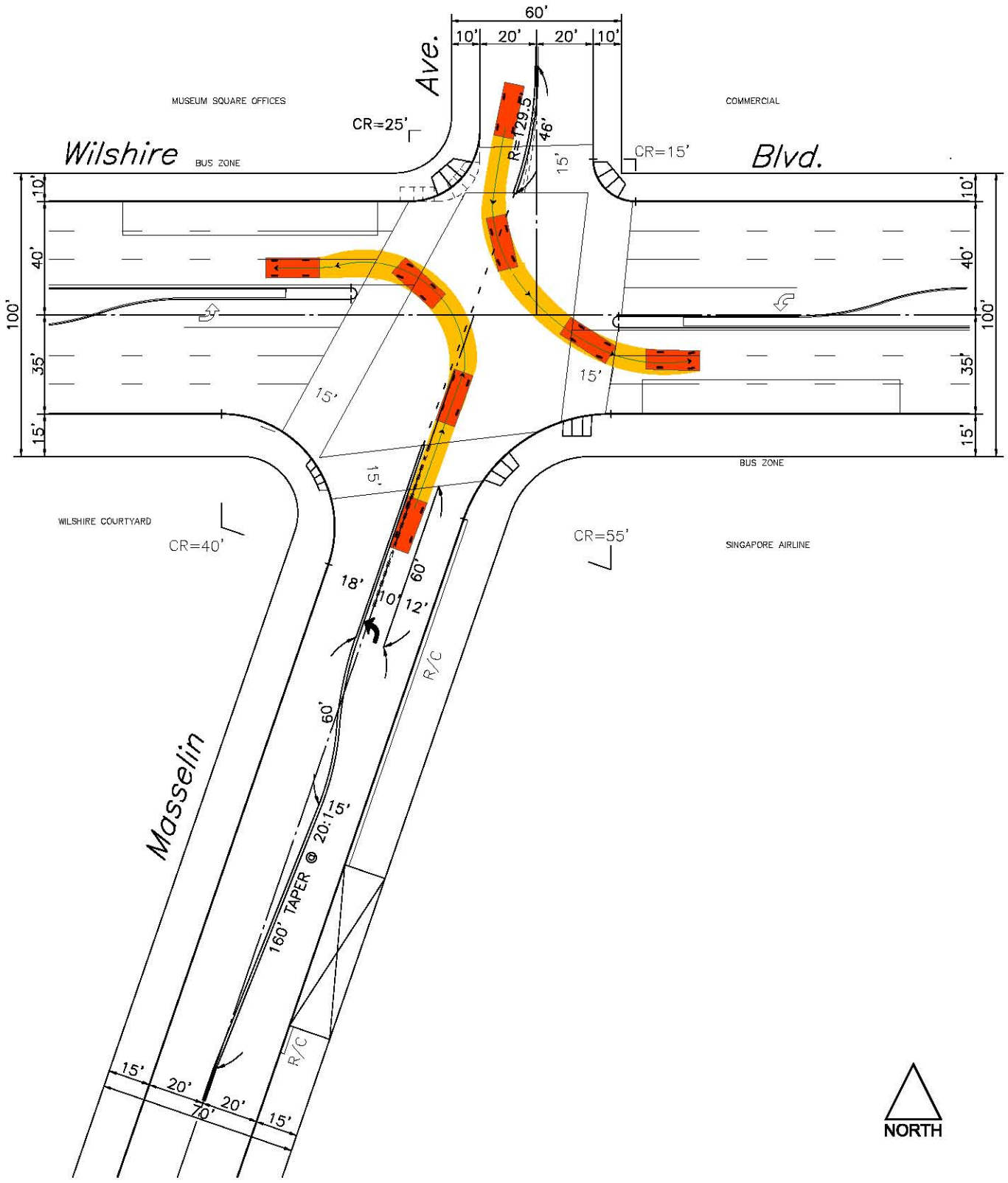


FIGURE E-1

3/12/2013

MUSEUM SQUARE OFFICE/CONCEPT/MASSELINSTRP

CONCEPTUAL MITIGATION PLAN (MASSELIN AVE. / WILSHIRE BLVD.)

CRAIN & ASSOCIATES
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CRAIN & ASSOCIATES
Transportation Planning / Traffic Engineering

VIA EMAIL

July 2, 2013

Mr. Wes Pringle
Transportation Engineering Associate III
Environmental Review Section Metro
Department of Transportation
100 S. Main Street, 9th Floor
Los Angeles, CA 90012

RE: Proposed Museum Square Office Building at 5757 Wilshire Boulevard
Supplemental Intersection Analysis

Dear Wes,

Based on comments received from the public during the Notice of Preparation (NOP) public scoping meeting held on May 22, 2013 for the proposed Museum Square Office Building project (the "Project"), Crain & Associates has conducted a supplemental traffic impact analysis at the intersection of Martel Avenue-Hauser Boulevard/3rd Street. A member of the public noted that the Martel Avenue-Hauser Boulevard corridor is a popular north-south route for motorists between Fairfax Avenue and La Brea Avenue and specifically requested the addition of this intersection to the Project study area. The traffic impact study for the Project, submitted to the City of Los Angeles Department of Transportation (LADOT) in March 2013 and approved on July 1, 2013, included an analysis of 23 study intersections and two residential street segments. Thus, the supplemental analysis herein represents the 24th study intersection for the Project.

The supplemental analysis at the intersection of Martel Avenue-Hauser Boulevard/3rd Street has been performed using the same analysis procedures as those in the Project traffic impact study. Traffic volumes for existing conditions at this location were obtained from a manual traffic count conducted on Tuesday, June 4, 2013. The intersection traffic count data sheets are provided in Attachment A, and the Existing (2013) AM and PM peak-hour volumes are depicted in Attachment B.

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The Project trip generation characteristics were determined previously in the traffic impact study. The distribution and assignment of Project trips have been expanded through the intersection of Martel Avenue-Hauser Boulevard/3rd Street. Applying the inbound and outbound percentages to the Project trip generation, the Project only traffic volumes at this intersection were determined. The Existing (2013) Plus Project traffic volumes were then determined by superimposing the Project only traffic volumes onto the Existing (2013) traffic volumes. Figures showing the Project trip distribution percentages, Project only traffic volumes and Existing (2013) Plus Project traffic volumes at the study intersection are included in Attachment B.

The future traffic conditions were developed in the same manner as described in the traffic impact study. An ambient growth factor of 1.0 percent per year was applied to the Existing (2013) traffic volumes to develop future (2016) baseline traffic volumes. Traffic volumes expected to be generated by "related projects" were then added to these future baseline traffic volumes to form the Future (2016) Without Project traffic volumes. The Project only traffic volumes were added to the Future (2016) Without Project traffic volumes to generate the Future (2016) With Project traffic volumes. Figures illustrating the total related project, Future (2016) Without Project and Future (2016) With Project traffic volumes are included in Attachment B.

The results of the analysis of existing and future traffic conditions at the supplemental study intersection are summarized in the CMA/LOS calculation worksheets in Attachment C. As shown in Attachment C, the addition of project-related traffic to this intersection would not deteriorate the LOS under existing or future conditions. Under Existing (2013) and Existing (2013) Plus Project conditions, the intersection would operate at LOS C during both the AM and PM peak hours. Under Future (2016) Without Project and Future (2016) With Project conditions, the intersection would operate at LOS C during the AM peak hour and at LOS D during the PM peak hour. Based on the LADOT criteria for significant intersection traffic impacts, no significant impacts are expected to result due to the Project under Existing or Future conditions. Therefore, no mitigation measures are required at this location.

If you have any questions, please feel free to call me.

Sincerely,

Ryan J. Kelly
Transportation Engineer (T.E. 2547)

RK:rn
C20917

attachments

Cc: Kacy Keys
Lynn Kaufman

ATTACHMENT A

TRAFFIC COUNT DATA SHEETS

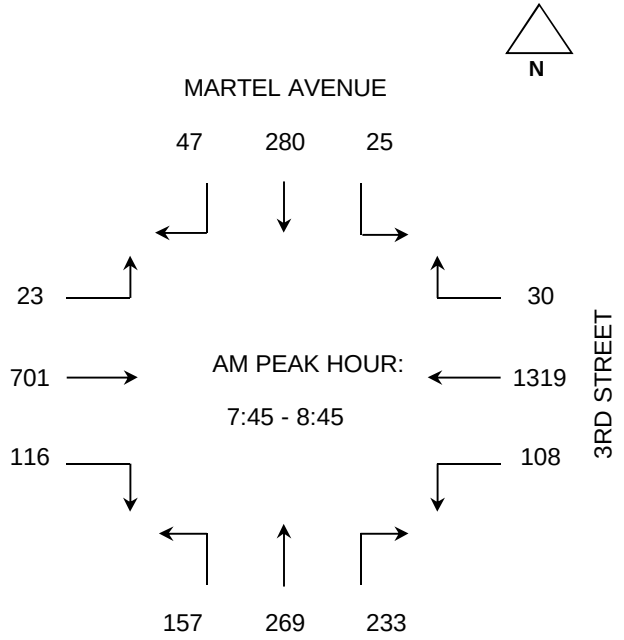
VEHICLE TURNING MOVEMENT COUNT SUMMARY

Crain & Associates
300 Corporate Pointe, Suite 470
Culver City, CA 90230
Tel: (310) 473-6508

N/S STREET: MARTEL AVENUE **E/W STREET:** 3RD STREET
PERIOD: AM PEAK HOUR **DATE:** TUES June 4, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	19	191	4	2	73	5	15	15	26	2	22	2	376
7:15 - 7:30	12	214	6	3	105	8	20	31	33	4	34	5	475
7:30 - 7:45	21	298	6	4	118	13	23	38	43	4	47	8	623
7:45 - 8:00	29	334	6	3	149	15	30	54	41	7	54	11	733
8:00 - 8:15	26	364	10	3	158	21	32	75	65	4	61	11	830
8:15 - 8:30	30	341	8	8	188	39	51	65	69	6	85	10	900
8:30 - 8:45	23	280	6	9	206	41	44	75	58	8	80	15	845
8:45 - 9:00	16	215	6	8	169	32	36	84	39	6	84	19	714
9:00 - 9:15	15	234	8	7	172	29	48	93	42	6	100	22	776
9:15 - 9:30	22	217	8	8	146	26	50	86	46	3	92	21	725
9:30 - 9:45	18	227	11	10	158	26	58	74	50	7	86	19	744
9:45 - 10:00	20	205	12	6	160	33	44	74	38	3	74	15	684

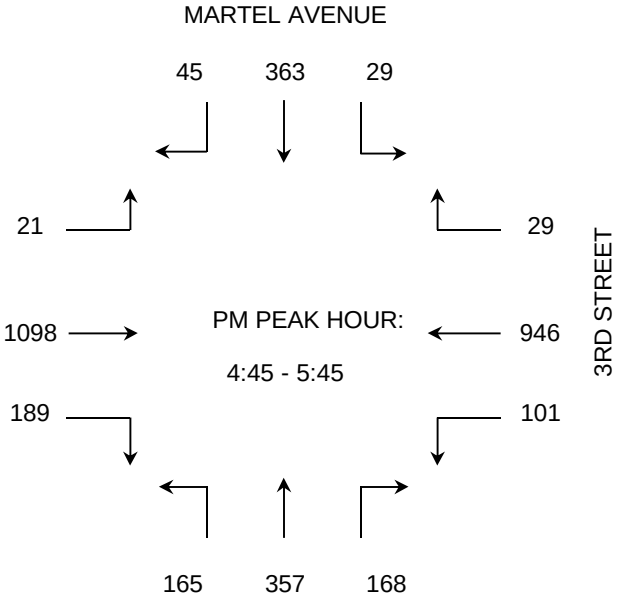
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	81	1,037	22	12	445	41	88	138	143	17	157	26	2,207
7:15 - 8:15	88	1,210	28	13	530	57	105	198	182	19	196	35	2,661
7:30 - 8:30	106	1,337	30	18	613	88	136	232	218	21	247	40	3,086
7:45 - 8:45	108	1,319	30	23	701	116	157	269	233	25	280	47	3,308 *
8:00 - 9:00	95	1,200	30	28	721	133	163	299	231	24	310	55	3,289
8:15 - 9:15	84	1,070	28	32	735	141	179	317	208	26	349	66	3,235
8:30 - 9:30	76	946	28	32	693	128	178	338	185	23	356	77	3,060
8:45 - 9:45	71	893	33	33	645	113	192	337	177	22	362	81	2,959
9:00 - 10:00	75	883	39	31	636	114	200	327	176	19	352	77	2,929



PERIOD: PM PEAK HOUR **DATE:** TUES June 4, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 3:15	28	272	13	13	261	51	40	68	33	8	63	12	862
3:15 - 3:30	25	258	10	13	249	54	46	73	35	8	74	13	858
3:30 - 3:45	28	221	9	10	284	69	47	71	37	4	91	15	886
3:45 - 4:00	20	239	10	9	247	31	54	97	34	4	75	10	830
4:00 - 4:15	22	275	11	11	264	45	50	71	35	6	102	16	908
4:15 - 4:30	15	229	7	8	279	51	40	86	33	6	83	11	848
4:30 - 4:45	19	218	12	6	286	50	43	61	40	5	72	13	825
4:45 - 5:00	25	249	11	7	269	46	37	86	45	9	80	12	876
5:00 - 5:15	24	258	9	6	294	54	47	89	37	4	88	11	921
5:15 - 5:30	22	220	5	4	269	44	38	95	42	9	100	11	859
5:30 - 5:45	30	219	4	4	266	45	43	87	44	7	95	11	855
5:45 - 6:00	23	219	5	6	246	57	38	93	40	5	77	13	822

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 4:00	101	990	42	45	1,041	205	187	309	139	24	303	50	3,436
3:15 - 4:15	95	993	40	43	1,044	199	197	312	141	22	342	54	3,482
3:30 - 4:30	85	964	37	38	1,074	196	191	325	139	20	351	52	3,472
3:45 - 4:45	76	961	40	34	1,076	177	187	315	142	21	332	50	3,411
4:00 - 5:00	81	971	41	32	1,098	192	170	304	153	26	337	52	3,457
4:15 - 5:15	83	954	39	27	1,128	201	167	322	155	24	323	47	3,470
4:30 - 5:30	90	945	37	23	1,118	194	165	331	164	27	340	47	3,481
4:45 - 5:45	101	946	29	21	1,098	189	165	357	168	29	363	45	3,511 *
5:00 - 6:00	99	916	23	20	1,075	200	166	364	163	25	360	46	3,457



VEHICLE TURNING MOVEMENT COUNT SUMMARY

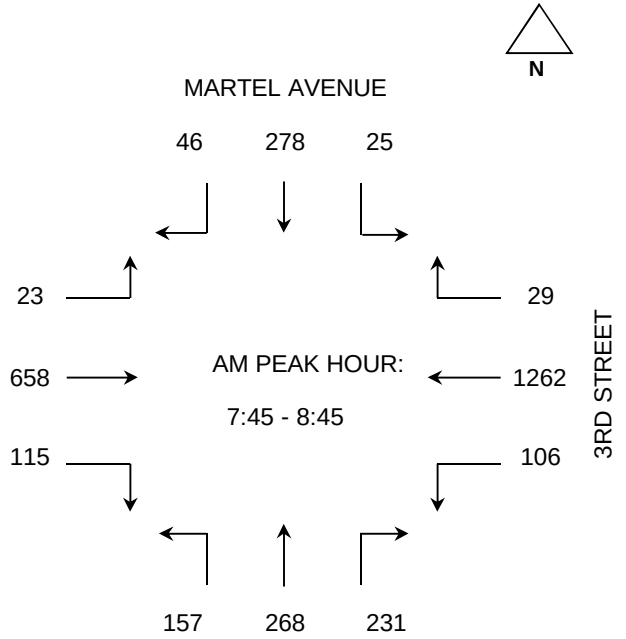
CAR

Crain & Associates
300 Corporate Pointe, Suite 470
Culver City, CA 90230
Tel: (310) 473-6508

N/S STREET: MARTEL AVENUE **E/W STREET:** 3RD STREET
PERIOD: AM PEAK HOUR **DATE:** TUES June 4, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	19	180	4	2	66	5	15	15	26	2	22	2	358
7:15 - 7:30	12	203	5	3	92	8	20	29	33	3	34	5	447
7:30 - 7:45	21	279	6	3	107	12	23	37	43	4	46	8	589
7:45 - 8:00	28	319	6	3	140	15	30	54	40	7	53	11	706
8:00 - 8:15	25	350	10	3	145	21	32	74	65	4	60	10	799
8:15 - 8:30	30	324	7	8	175	39	51	65	68	6	85	10	868
8:30 - 8:45	23	269	6	9	198	40	44	75	58	8	80	15	825
8:45 - 9:00	15	202	6	7	160	31	36	84	39	6	84	19	689
9:00 - 9:15	15	224	7	5	163	28	48	91	42	6	99	22	750
9:15 - 9:30	22	206	8	7	141	26	50	85	46	3	92	20	706
9:30 - 9:45	17	217	11	10	151	26	57	73	50	6	85	19	722
9:45 - 10:00	19	197	11	6	152	33	44	73	38	3	74	15	665

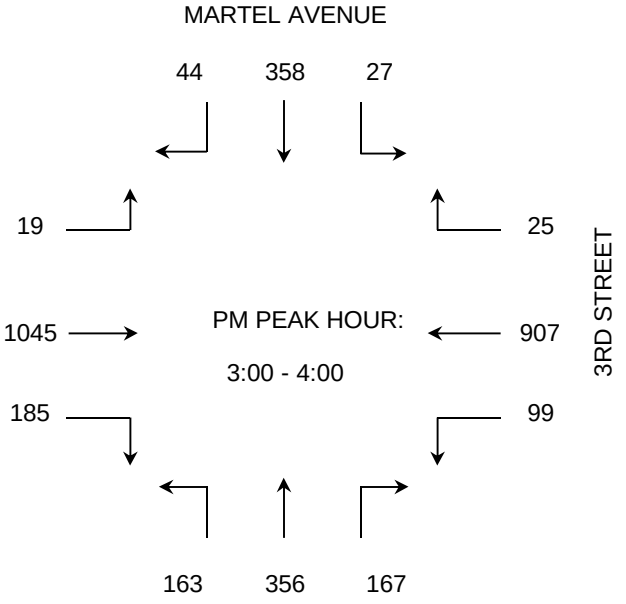
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	80	981	21	11	405	40	88	135	142	16	155	26	2,100
7:15 - 8:15	86	1,151	27	12	484	56	105	194	181	18	193	34	2,541
7:30 - 8:30	104	1,272	29	17	567	87	136	230	216	21	244	39	2,962
7:45 - 8:45	106	1,262	29	23	658	115	157	268	231	25	278	46	3,198 *
8:00 - 9:00	93	1,145	29	27	678	131	163	298	230	24	309	54	3,181
8:15 - 9:15	83	1,019	26	29	696	138	179	315	207	26	348	66	3,132
8:30 - 9:30	75	901	27	28	662	125	178	335	185	23	355	76	2,970
8:45 - 9:45	69	849	32	29	615	111	191	333	177	21	360	80	2,867
9:00 - 10:00	73	844	37	28	607	113	199	322	176	18	350	76	2,843



PERIOD: PM PEAK HOUR **DATE:** TUES June 4, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 3:15	27	267	13	13	254	51	40	66	32	7	63	12	845
3:15 - 3:30	25	251	10	13	235	54	46	72	34	8	72	13	833
3:30 - 3:45	27	212	8	10	267	68	47	69	37	4	90	15	854
3:45 - 4:00	20	230	8	7	235	30	54	96	34	4	75	10	803
4:00 - 4:15	22	264	10	10	248	44	49	70	33	6	102	16	874
4:15 - 4:30	15	221	7	7	263	51	39	86	33	6	82	11	821
4:30 - 4:45	17	208	12	6	266	48	43	60	40	5	72	12	789
4:45 - 5:00	24	237	9	6	255	45	36	86	45	8	78	12	841
5:00 - 5:15	24	250	8	5	280	54	46	88	37	4	86	11	893
5:15 - 5:30	21	210	4	4	254	43	38	95	41	8	100	11	829
5:30 - 5:45	30	210	4	4	256	43	43	87	44	7	94	10	832
5:45 - 6:00	23	213	5	5	237	57	38	93	40	5	76	12	804

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 4:00	99	960	39	43	991	203	187	303	137	23	300	50	3,335
3:15 - 4:15	94	957	36	40	985	196	196	307	138	22	339	54	3,364
3:30 - 4:30	84	927	33	34	1,013	193	189	321	137	20	349	52	3,352
3:45 - 4:45	74	923	37	30	1,012	173	185	312	140	21	331	49	3,287
4:00 - 5:00	78	930	38	29	1,032	188	167	302	151	25	334	51	3,325
4:15 - 5:15	80	916	36	24	1,064	198	164	320	155	23	318	46	3,344
4:30 - 5:30	86	905	33	21	1,055	190	163	329	163	25	336	46	3,352
4:45 - 5:45	99	907	25	19	1,045	185	163	356	167	27	358	44	3,395 *
5:00 - 6:00	98	883	21	18	1,027	197	165	363	162	24	356	44	3,358



VEHICLE TURNING MOVEMENT COUNT SUMMARY

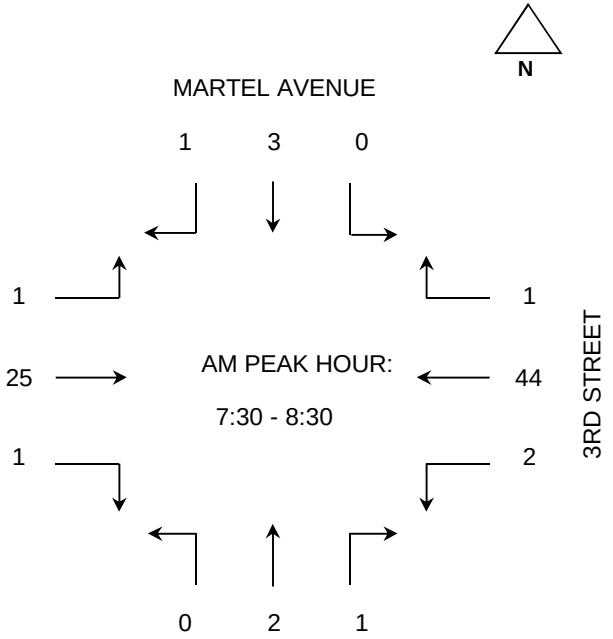
TRUCK

Crain & Associates
300 Corporate Pointe, Suite 470
Culver City, CA 90230
Tel: (310) 473-6508

N/S STREET: MARTEL AVENUE **E/W STREET:** 3RD STREET
PERIOD: AM PEAK HOUR **DATE:** TUES June 4, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	0	5	0	0	1	0	0	0	0	0	0	0	6
7:15 - 7:30	0	8	1	0	4	0	0	2	0	1	0	0	16
7:30 - 7:45	0	12	0	1	5	1	0	1	0	0	1	0	21
7:45 - 8:00	1	10	0	0	6	0	0	0	0	0	1	0	18
8:00 - 8:15	1	11	0	0	7	0	0	1	0	0	1	1	22
8:15 - 8:30	0	11	1	0	7	0	0	0	1	0	0	0	20
8:30 - 8:45	0	9	0	0	6	1	0	0	0	0	0	0	16
8:45 - 9:00	1	10	0	1	6	1	0	0	0	0	0	0	19
9:00 - 9:15	0	7	1	2	5	1	0	1	0	0	1	0	18
9:15 - 9:30	0	8	0	1	4	0	0	1	0	0	0	1	15
9:30 - 9:45	1	6	0	0	4	0	0	0	0	1	1	0	13
9:45 - 10:00	1	6	1	0	6	0	0	1	0	0	0	0	15

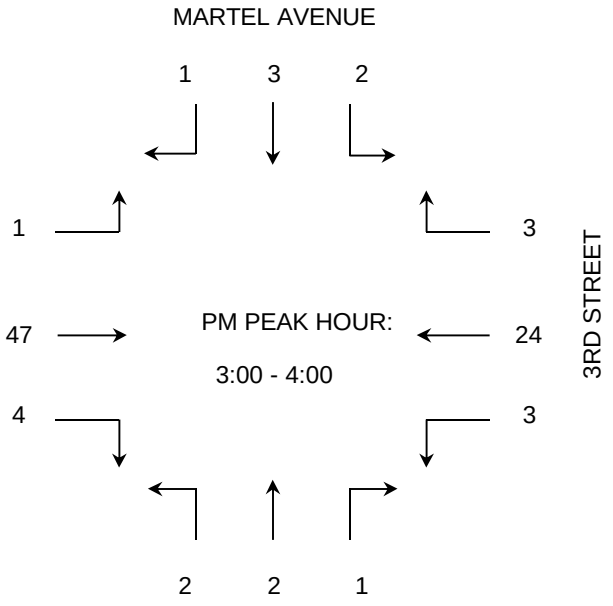
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	1	35	1	1	16	1	0	3	0	1	2	0	61
7:15 - 8:15	2	41	1	1	22	1	0	4	0	1	3	1	77
7:30 - 8:30	2	44	1	1	25	1	0	2	1	0	3	1	81 *
7:45 - 8:45	2	41	1	0	26	1	0	1	1	0	2	1	76
8:00 - 9:00	2	41	1	1	26	2	0	1	1	0	1	1	77
8:15 - 9:15	1	37	2	3	24	3	0	1	1	0	1	0	73
8:30 - 9:30	1	34	1	4	21	3	0	2	0	0	1	1	68
8:45 - 9:45	2	31	1	4	19	2	0	2	0	1	2	1	65
9:00 - 10:00	2	27	2	3	19	1	0	3	0	1	2	1	61



PERIOD: PM PEAK HOUR **DATE:** TUES June 4, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 3:15	1	2	0	0	5	0	0	2	1	1	0	0	12
3:15 - 3:30	0	5	0	0	8	0	0	1	1	0	2	0	17
3:30 - 3:45	1	3	1	0	13	1	0	2	0	0	1	0	22
3:45 - 4:00	0	4	2	2	10	1	0	1	0	0	0	0	20
4:00 - 4:15	0	6	0	1	11	1	1	1	2	0	0	0	23
4:15 - 4:30	0	5	0	0	10	0	1	0	0	0	1	0	17
4:30 - 4:45	2	5	0	0	15	2	0	1	0	0	0	1	26
4:45 - 5:00	1	6	1	1	12	1	1	0	0	1	2	0	26
5:00 - 5:15	0	6	1	0	9	0	1	1	0	0	1	0	19
5:15 - 5:30	0	7	1	0	11	1	0	0	1	1	0	0	22
5:30 - 5:45	0	5	0	0	6	2	0	0	0	0	1	1	15
5:45 - 6:00	0	3	0	1	7	0	0	0	0	0	1	1	13

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 4:00	2	14	3	2	36	2	0	6	2	1	3	0	71
3:15 - 4:15	1	18	3	3	42	3	1	5	3	0	3	0	82
3:30 - 4:30	1	18	3	3	44	3	2	4	2	0	2	0	82
3:45 - 4:45	2	20	2	3	46	4	2	3	2	0	1	1	86
4:00 - 5:00	3	22	1	2	48	4	3	2	2	1	3	1	92
4:15 - 5:15	3	22	2	1	46	3	3	2	0	1	4	1	88
4:30 - 5:30	3	24	3	1	47	4	2	2	1	2	3	1	93 *
4:45 - 5:45	1	24	3	1	38	4	2	1	1	2	4	1	82
5:00 - 6:00	0	21	2	1	33	3	1	1	1	1	3	2	69



VEHICLE TURNING MOVEMENT COUNT SUMMARY

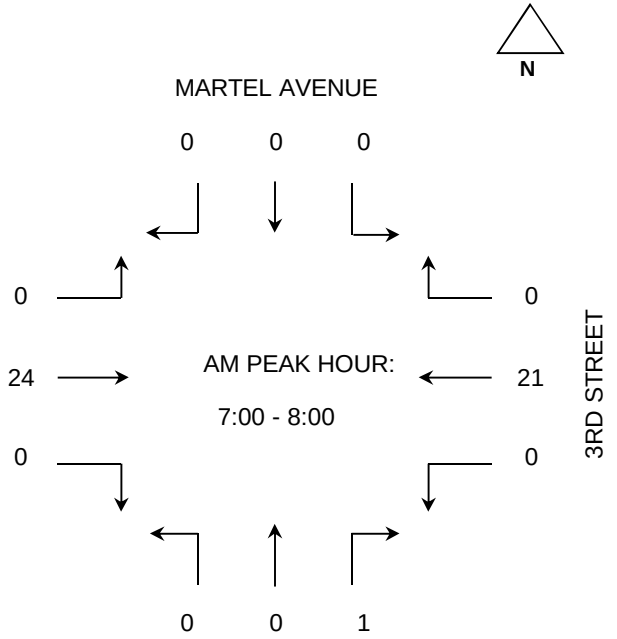
BUS

Crain & Associates
300 Corporate Pointe, Suite 470
Culver City, CA 90230
Tel: (310) 473-6508

N/S STREET: MARTEL AVENUE **E/W STREET:** 3RD STREET
PERIOD: AM PEAK HOUR **DATE:** TUES June 4, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 7:15	0	6	0	0	6	0	0	0	0	0	0	0	12
7:15 - 7:30	0	3	0	0	9	0	0	0	0	0	0	0	12
7:30 - 7:45	0	7	0	0	6	0	0	0	0	0	0	0	13
7:45 - 8:00	0	5	0	0	3	0	0	0	1	0	0	0	9
8:00 - 8:15	0	3	0	0	6	0	0	0	0	0	0	0	9
8:15 - 8:30	0	6	0	0	6	0	0	0	0	0	0	0	12
8:30 - 8:45	0	2	0	0	2	0	0	0	0	0	0	0	4
8:45 - 9:00	0	3	0	0	3	0	0	0	0	0	0	0	6
9:00 - 9:15	0	3	0	0	4	0	0	1	0	0	0	0	8
9:15 - 9:30	0	3	0	0	1	0	0	0	0	0	0	0	4
9:30 - 9:45	0	4	0	0	3	0	1	1	0	0	0	0	9
9:45 - 10:00	0	2	0	0	2	0	0	0	0	0	0	0	4

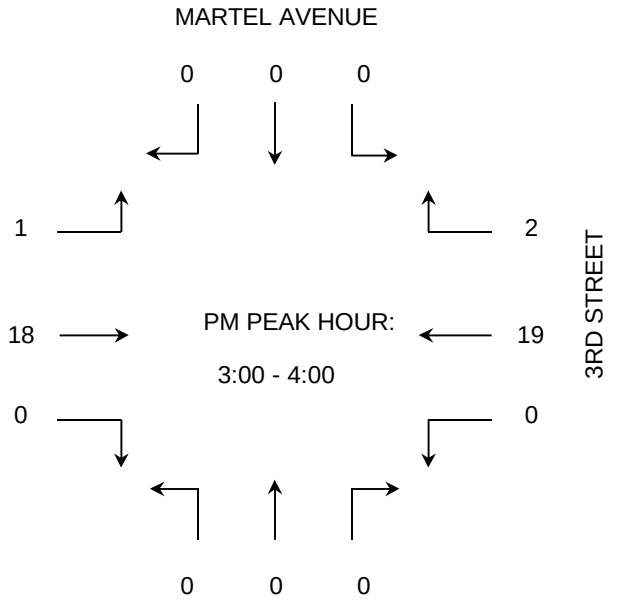
1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 - 8:00	0	21	0	0	24	0	0	0	1	0	0	0	46 *
7:15 - 8:15	0	18	0	0	24	0	0	0	1	0	0	0	43
7:30 - 8:30	0	21	0	0	21	0	0	0	1	0	0	0	43
7:45 - 8:45	0	16	0	0	17	0	0	0	1	0	0	0	34
8:00 - 9:00	0	14	0	0	17	0	0	0	0	0	0	0	31
8:15 - 9:15	0	14	0	0	15	0	0	1	0	0	0	0	30
8:30 - 9:30	0	11	0	0	10	0	0	1	0	0	0	0	22
8:45 - 9:45	0	13	0	0	11	0	1	2	0	0	0	0	27
9:00 - 10:00	0	12	0	0	10	0	1	2	0	0	0	0	25



PERIOD: PM PEAK HOUR **DATE:** TUES June 4, 2013

15-MINUTE	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 3:15	0	3	0	0	2	0	0	0	0	0	0	0	5
3:15 - 3:30	0	2	0	0	6	0	0	0	0	0	0	0	8
3:30 - 3:45	0	6	0	0	4	0	0	0	0	0	0	0	10
3:45 - 4:00	0	5	0	0	2	0	0	0	0	0	0	0	7
4:00 - 4:15	0	5	1	0	5	0	0	0	0	0	0	0	11
4:15 - 4:30	0	3	0	1	6	0	0	0	0	0	0	0	10
4:30 - 4:45	0	5	0	0	5	0	0	0	0	0	0	0	10
4:45 - 5:00	0	6	1	0	2	0	0	0	0	0	0	0	9
5:00 - 5:15	0	2	0	1	5	0	0	0	0	0	1	0	9
5:15 - 5:30	1	3	0	0	4	0	0	0	0	0	0	0	8
5:30 - 5:45	0	4	0	0	4	0	0	0	0	0	0	0	8
5:45 - 6:00	0	3	0	0	2	0	0	0	0	0	0	0	5

1-HOUR	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			
TOTALS	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
3:00 - 4:00	0	16	0	0	14	0	0	0	0	0	0	0	30
3:15 - 4:15	0	18	1	0	17	0	0	0	0	0	0	0	36
3:30 - 4:30	0	19	1	1	17	0	0	0	0	0	0	0	38
3:45 - 4:45	0	18	1	1	18	0	0	0	0	0	0	0	38
4:00 - 5:00	0	19	2	1	18	0	0	0	0	0	0	0	40 *
4:15 - 5:15	0	16	1	2	18	0	0	0	0	0	1	0	38
4:30 - 5:30	1	16	1	1	16	0	0	0	0	0	1	0	36
4:45 - 5:45	1	15	1	1	15	0	0	0	0	0	1	0	34
5:00 - 6:00	1	12	0	1	15	0	0	0	0	0	1	0	30



PEDESTRIAN COUNT SUMMARY

Crain & Associates
300 Corporate Pointe, Suite 470
Culver City, CA 90230
Tel: (310) 473-6508

N/S STREET: MARTEL AVENUE **E/W STREET:** 3RD STREET
PERIOD: AM PEAK HOUR **DATE:** TUES June 4, 2013

15-MINUTE	WEST LEG		EAST LEG		NORTH LEG		SOUTH LEG		
TOTALS	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	TOTAL
7:00 - 7:15	1	0	7	0	6	0	6	0	20
7:15 - 7:30	7	0	8	0	9	0	6	0	30
7:30 - 7:45	3	0	4	0	4	0	5	0	16
7:45 - 8:00	5	0	5	0	9	1	9	0	29
8:00 - 8:15	2	0	4	0	10	0	6	0	22
8:15 - 8:30	5	0	7	0	11	1	7	0	31
8:30 - 8:45	5	2	15	1	13	0	12	0	48
8:45 - 9:00	5	1	8	0	8	0	13	1	36
9:00 - 9:15	2	0	2	0	7	0	5	0	16
9:15 - 9:30	4	0	5	0	15	0	14	0	38
9:30 - 9:45	5	0	4	0	7	1	11	0	28
9:45 - 10:00	8	2	9	0	11	0	8	0	38

1-HOUR	WEST LEG		EAST LEG		NORTH LEG		SOUTH LEG		
TOTALS	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	TOTAL
7:00 - 8:00	16	0	24	0	28	1	26	0	95
7:15 - 8:15	17	0	21	0	32	1	26	0	97
7:30 - 8:30	15	0	20	0	34	2	27	0	98
7:45 - 8:45	17	2	31	1	43	2	34	0	130
8:00 - 9:00	17	3	34	1	42	1	38	1	137
8:15 - 9:15	17	3	32	1	39	1	37	1	131
8:30 - 9:30	16	3	30	1	43	0	44	1	138 *
8:45 - 9:45	16	1	19	0	37	1	43	1	118
9:00 - 10:00	19	2	20	0	40	1	38	0	120

PERIOD: PM PEAK HOUR **DATE:** TUES June 4, 2013

15-MINUTE	WEST LEG		EAST LEG		NORTH LEG		SOUTH LEG		
TOTALS	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	TOTAL
3:00 - 3:15	8	1	11	2	19	4	10	1	56
3:15 - 3:30	3	1	15	3	13	0	11	0	46
3:30 - 3:45	9	2	7	0	11	0	10	2	41
3:45 - 4:00	9	0	12	1	8	1	14	2	47
4:00 - 4:15	9	0	9	0	10	0	19	3	50
4:15 - 4:30	5	0	11	0	12	0	15	4	47
4:30 - 4:45	7	2	9	2	19	5	13	2	59
4:45 - 5:00	7	0	8	0	13	2	9	3	42
5:00 - 5:15	7	0	12	0	9	0	16	0	44
5:15 - 5:30	8	0	11	0	10	0	8	1	38
5:30 - 5:45	6	1	11	1	16	2	16	1	54
5:45 - 6:00	9	0	9	0	14	0	14	0	46

1-HOUR	WEST LEG		EAST LEG		NORTH LEG		SOUTH LEG		
TOTALS	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	ADULT	CHILD	TOTAL
3:00 - 4:00	29	4	45	6	51	5	45	5	190
3:15 - 4:15	30	3	43	4	42	1	54	7	184
3:30 - 4:30	32	2	39	1	41	1	58	11	185
3:45 - 4:45	30	2	41	3	49	6	61	11	203 *
4:00 - 5:00	28	2	37	2	54	7	56	12	198
4:15 - 5:15	26	2	40	2	53	7	53	9	192
4:30 - 5:30	29	2	40	2	51	7	46	6	183
4:45 - 5:45	28	1	42	1	48	4	49	5	178
5:00 - 6:00	30	1	43	1	49	2	54	2	182

BICYCLE COUNT SUMMARY

Crain & Associates
300 Corporate Pointe, Suite 470
Culver City, CA 90230
Tel: (310) 473-6508

N/S STREET: MARTEL AVENUE **E/W STREET:** 3RD STREET
PERIOD: AM PEAK HOUR **DATE: TUES** June 4, 2013

15-MINUTE TOTALS	WEST LEG	EAST LEG	NORTH LEG	SOUTH LEG	TOTAL
7:00 - 7:15	0	1	0	3	4
7:15 - 7:30	0	1	0	1	2
7:30 - 7:45	1	2	2	0	5
7:45 - 8:00	0	0	1	0	1
8:00 - 8:15	1	3	1	2	7
8:15 - 8:30	0	1	0	1	2
8:30 - 8:45	1	1	5	0	7
8:45 - 9:00	1	0	1	0	2
9:00 - 9:15	0	2	3	0	5
9:15 - 9:30	1	1	0	3	5
9:30 - 9:45	1	1	1	2	5
9:45 - 10:00	0	0	2	0	2

1-HOUR TOTALS	WEST LEG	EAST LEG	NORTH LEG	SOUTH LEG	TOTAL
7:00 - 8:00	1	4	3	4	12
7:15 - 8:15	2	6	4	3	15
7:30 - 8:30	2	6	4	3	15
7:45 - 8:45	2	5	7	3	17
8:00 - 9:00	3	5	7	3	18
8:15 - 9:15	2	4	9	1	16
8:30 - 9:30	3	4	9	3	19 *
8:45 - 9:45	3	4	5	5	17
9:00 - 10:00	2	4	6	5	17

PERIOD: PM PEAK HOUR **DATE: TUES** June 4, 2013

15-MINUTE TOTALS	WEST LEG	EAST LEG	NORTH LEG	SOUTH LEG	TOTAL
3:00 - 3:15	0	2	4	1	7
3:15 - 3:30	0	1	3	2	6
3:30 - 3:45	1	2	3	4	10
3:45 - 4:00	1	3	3	0	7
4:00 - 4:15	3	2	2	6	13
4:15 - 4:30	4	0	3	1	8
4:30 - 4:45	1	2	1	2	6
4:45 - 5:00	1	3	3	2	9
5:00 - 5:15	0	3	5	4	12
5:15 - 5:30	2	4	5	1	12
5:30 - 5:45	1	1	3	3	8
5:45 - 6:00	4	1	2	1	8

1-HOUR TOTALS	WEST LEG	EAST LEG	NORTH LEG	SOUTH LEG	TOTAL
3:00 - 4:00	2	8	13	7	30
3:15 - 4:15	5	8	11	12	36
3:30 - 4:30	9	7	11	11	38
3:45 - 4:45	9	7	9	9	34
4:00 - 5:00	9	7	9	11	36
4:15 - 5:15	6	8	12	9	35
4:30 - 5:30	4	12	14	9	39
4:45 - 5:45	4	11	16	10	41 *
5:00 - 6:00	7	9	15	9	40

TRAFFIC COUNT SUMMARY

City of Los Angeles
Department of Transportation

STREET:
North/South MARTEL AVENUE
East/West 3RD STREET

Count by: The Traffic Solution

Day: AM 06/04/13 **Date:** Tuesday, June 04, 2013 **Weather:** CLEAR
PM 06/04/13 Tuesday, June 04, 2013
Hours: 7-10 AM 3-6 PM

School Day: Yes **District:** Los Angeles

	N/B	S/B	E/B	W/B
DUAL-WHEELED	26	24	201	180
BIKES	39	53	24	37
BUSES	4	1	100	97

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	185	8:15	128	9:00	256	8:30	400	8:00
PM PK 15 MIN	185	3:45	124	4:00	363	3:30	313	3:00
AM PK HOUR	706	8:45	465	8:45	908	8:15	1,473	7:30
PM PK HOUR	693	5:00	437	4:45	1,356	4:15	1,133	3:00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	88	138	143	369
8 - 9	163	299	231	693
9 - 10	200	327	176	703
3 - 4	187	309	139	635
4 - 5	170	304	153	627
5 - 6	166	364	163	693
TOTAL	974	1,741	1,005	3,720

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	17	157	26	200
8 - 9	24	310	55	389
9 - 10	19	352	77	448
3 - 4	24	303	50	377
4 - 5	26	337	52	415
5 - 6	25	360	46	431
TOTAL	135	1,819	306	2,260

TOTAL	XING S/L		XING N/L	
N-S	Ped	Sch	Ped	Sch
569	26	0	29	1
1,082	39	1	43	1
1,151	38	0	41	1
1,012	50	5	56	5
1,042	68	12	61	7
1,124	56	2	51	2
5,980	277	20	281	17

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	12	445	41	498
8 - 9	28	721	133	882
9 - 10	31	636	114	781
3 - 4	45	1,041	205	1,291
4 - 5	32	1,098	192	1,322
5 - 6	20	1,075	200	1,295
TOTAL	168	5,016	885	6,069

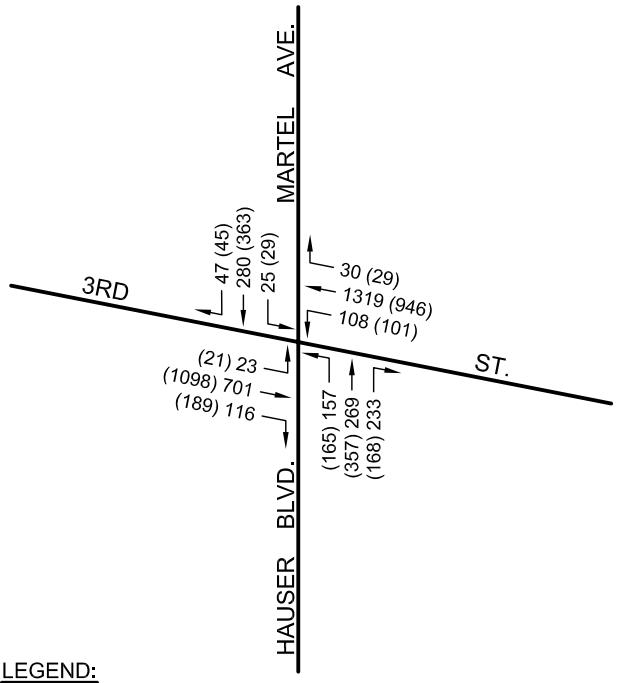
WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7 - 8	81	1,037	22	1,140
8 - 9	95	1,200	30	1,325
9 - 10	75	883	39	997
3 - 4	101	990	42	1,133
4 - 5	81	971	41	1,093
5 - 6	99	916	23	1,038
TOTAL	532	5,997	197	6,726

TOTAL	XING W/L		XING E/L	
E-W	Ped	Sch	Ped	Sch
1,638	16	0	24	0
2,207	20	3	35	1
1,778	21	2	20	0
2,424	33	4	51	6
2,415	30	2	39	2
2,333	31	1	44	1
12,795	151	12	213	10

ATTACHMENT B

MARTEL AVENUE-HAUSER BOULEVARD/3RD STREET
PEAK-HOUR TRAFFIC VOLUMES
& PROJECT TRIP DISTRIBUTION PERCENTAGES

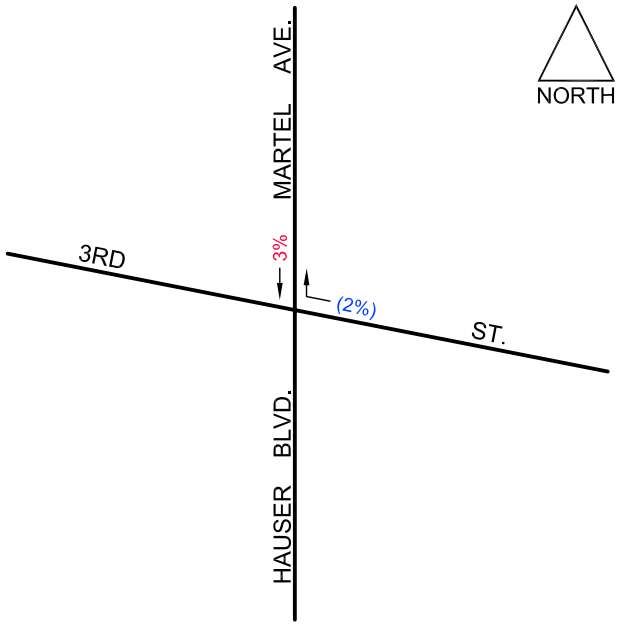


LEGEND:

XX - AM VOLUMES

(XX) - PM VOLUMES

EXISTING (2013) TRAFFIC VOLUMES

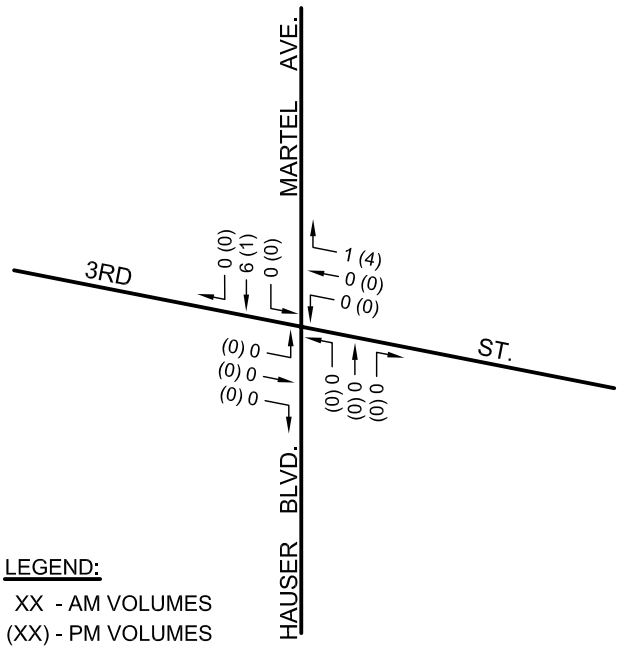


LEGEND:

XX% - INBOUND PERCENTAGES

(XX%) - OUTBOUND PERCENTAGES

PROJECT TRIP DISTRIBUTION PERCENTAGES

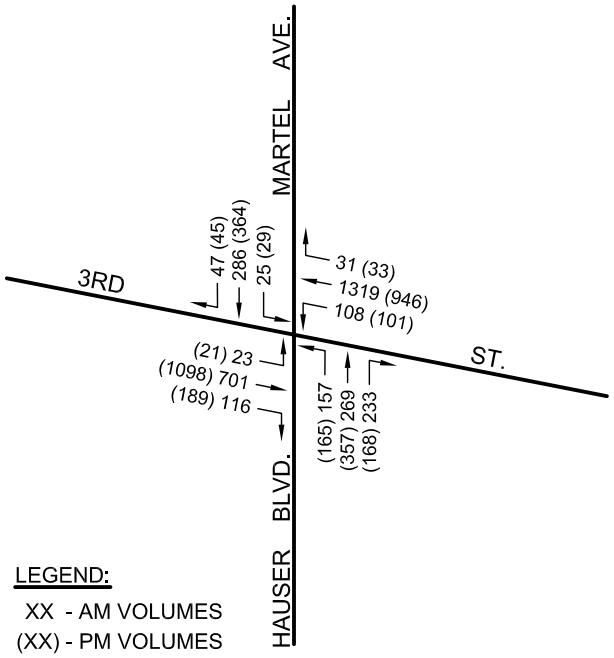


LEGEND:

XX - AM VOLUMES

(XX) - PM VOLUMES

PROJECT ONLY TRAFFIC VOLUMES



LEGEND:

XX - AM VOLUMES

(XX) - PM VOLUMES

EXISTING (2013) PLUS PROJECT TRAFFIC VOLUMES

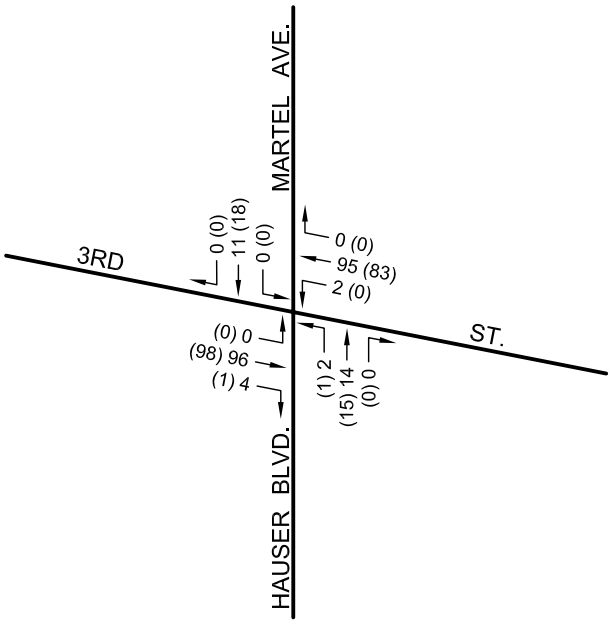
ATTACHMENT B-1

6/25/13

FN: MUSEUM SQUARE OFFICE\2013-06\PROJ-TRIP-DIST

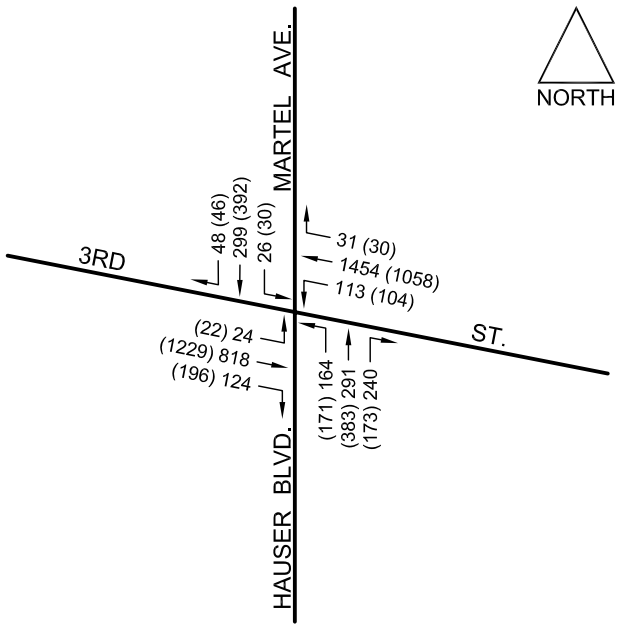
MARTEL AVENUE-HAUSER BOULEVARD/3RD STREET PEAK HOUR TRAFFIC VOLUMES & PROJECT TRIP DISTRIBUTION PERCENTAGES

CRAIN & ASSOCIATES
Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com



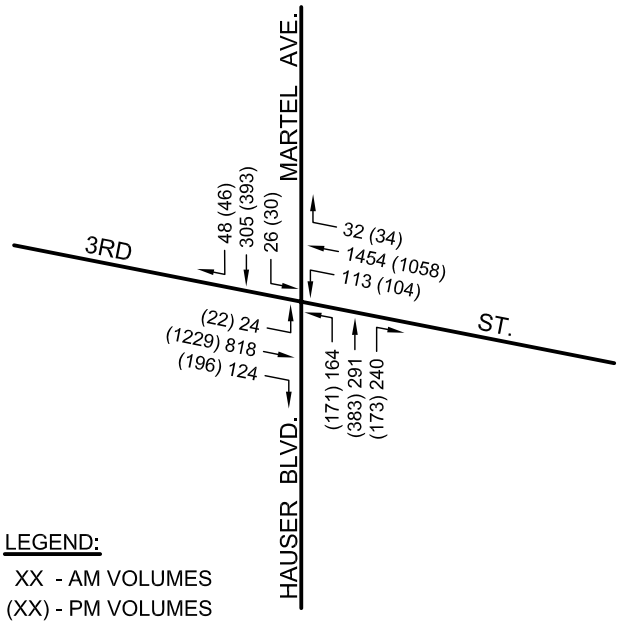
LEGEND:
XX - AM VOLUMES
(XX) - PM VOLUMES

TOTAL RELATED PROJECT TRAFFIC VOLUMES



LEGEND:
XX - AM VOLUMES
(XX) - PM VOLUMES

FUTURE (2016) WITHOUT PROJECT TRAFFIC VOLUMES



LEGEND:
XX - AM VOLUMES
(XX) - PM VOLUMES

FUTURE (2016) WITH PROJECT TRAFFIC VOLUMES

ATTACHMENT B-2

6/25/13

FN: MUSEUM SQUARE OFFICE\2013-06\PEAK_TRAFFIC_VOLS

MARTEL AVENUE-HAUSER BOULEVARD/3RD STREET
PEAK HOUR TRAFFIC VOLUMES

CRAIN & ASSOCIATES
Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

ATTACHMENT C

CMA/LOS CALCULATION WORKSHEETS

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Martel Avenue-Hauser Boulevard	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	6/4/2013
24	East-West Street:	3rd Street	Projection Year:	2016	Peak Hour:	AM	Reviewed by:	RN	Project:	Museum Square Office

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	157	1	**157**	0	157	**157**	2	164	1	**164**	0	164	1	**164**	0	164	1	**164**
Left-Through		0							0				0				0	
Through	269	1	269	0	269	269	14	291	1	291	0	291	1	291	0	291	1	291
Through-Right		0							0				0				0	
Right	233	1	179	0	233	179	0	240	1	184	0	240	1	184	0	240	1	184
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	25	0	25	0	25	25	0	26	0	26	0	26	0	26	0	26	0	26
Left-Through		0							0				0				0	
Through	280	0	**352**	6	286	**358**	11	299	0	**373**	6	305	0	**379**	0	305	0	**379**
Through-Right		0							0				0				0	
Right	47	0	0	0	47	0	0	48	0	0	0	48	0	0	0	48	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	23	1	**23**	0	23	**23**	0	24	1	**24**	0	24	1	**24**	0	24	1	**24**
Left-Through		0							0				0				0	
Through	701	1	409	0	701	409	96	818	1	471	0	818	1	471	0	818	1	471
Through-Right		1							1				1				1	
Right	116	0	116	0	116	116	4	124	0	124	0	124	0	124	0	124	0	124
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	108	1	108	0	108	108	2	113	1	113	0	113	1	113	0	113	1	113
Left-Through		0							0				0				0	
Through	1319	1	**675**	0	1319	**675**	95	1454	1	**743**	0	1454	1	**743**	0	1454	1	**743**
Through-Right		1							1				1				1	
Right	30	0	30	1	31	31	0	31	0	31	1	32	0	32	0	32	0	32
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		509	*North-South:*		515	*North-South:*			537	*North-South:*			543	*North-South:*			543
	East-West:		698	*East-West:*		698	*East-West:*			767	*East-West:*			767	*East-West:*			767
	SUM:		1207	*SUM:*		1213	*SUM:*			1304	*SUM:*			1310	*SUM:*			1310
VOLUME/CAPACITY *(V/C)* RATIO:			0.805			0.809				0.869				0.873				0.873
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.705**			**0.709**				**0.769**				**0.773**				**0.773**
LEVEL OF SERVICE (LOS):			**C**			**C**				**C**				**C**				**C**

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Martel Avenue-Hauser Boulevard	Year of Count:	2013	Ambient Growth: (%):	1	Conducted by:	RK	Date:	6/4/2013
24	East-West Street:	3rd Street	Projection Year:	2016	Peak Hour:	PM	Reviewed by:	RN	Project:	Museum Square Office

No. of Phases			2			2			2			2			2			2	
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0			0	
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	NB--	0	SB-- 0	
	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	EB--	0	WB-- 0	
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2			2	
Override Capacity			0			0			0			0			0			0	

MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND																		
Left	165	1	**165**	0	165	**165**	1	171	1	**171**	0	171	1	**171**	0	171	1	**171**
Left-Through		0							0				0				0	
Through	357	1	357	0	357	357	15	383	1	383	0	383	1	383	0	383	1	383
Through-Right		0							0				0				0	
Right	168	1	118	0	168	118	0	173	1	121	0	173	1	121	0	173	1	121
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	29	0	29	0	29	29	0	30	0	30	0	30	0	30	0	30	0	30
Left-Through		0							0				0				0	
Through	363	0	**437**	1	364	**438**	18	392	0	**468**	1	393	0	**469**	0	393	0	**469**
Through-Right		0							0				0				0	
Right	45	0	0	0	45	0	0	46	0	0	0	46	0	0	0	46	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	21	1	21	0	21	21	0	22	1	22	0	22	1	22	0	22	1	22
Left-Through		0							0				0				0	
Through	1098	1	**644**	0	1098	**644**	98	1229	1	**713**	0	1229	1	**713**	0	1229	1	**713**
Through-Right		1							1				1				1	
Right	189	0	189	0	189	189	1	196	0	196	0	196	0	196	0	196	0	196
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	101	1	**101**	0	101	**101**	0	104	1	**104**	0	104	1	**104**	0	104	1	**104**
Left-Through		0							0				0				0	
Through	946	1	488	0	946	490	83	1058	1	544	0	1058	1	546	0	1058	1	546
Through-Right		1							1				1				1	
Right	29	0	29	4	33	33	0	30	0	30	4	34	0	34	0	34	0	34
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:		602	North-South:		603	North-South:			639	North-South:			640	North-South:			640
	East-West:		745	East-West:		745	East-West:			817	East-West:			817	East-West:			817
	SUM:		1347	SUM:		1348	SUM:			1456	SUM:			1457	SUM:			1457
VOLUME/CAPACITY (V/C) RATIO:			0.898			0.899				0.971				0.971				0.971
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.798			0.799				0.871				0.871				0.871
LEVEL OF SERVICE (LOS):			C			C				D				D				D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — Δ*v/c* after mitigation: 0.000

Significant impacted? NO — Fully mitigated? N/A

MUSEUM SQUARE OFFICE PROJECT
CONSTRUCTION TRAFFIC IMPACTS, DEIR

Project construction is anticipated to begin shortly after project approvals are granted, with estimated completion approximately mid-2016. There would be four basic construction phases with an approximate duration of 24 months. These phases are expected to be consecutive, as shown in the estimated schedule below.

Phase 1	Demolition	1 month
Phase 2	Site / Foundation Preparation	6 months
Phase 3	Building Framing	8 months
Phase 4	Finishing	9 months
		24 months

The proposed construction hours would be within the period of 7:00 AM - 9:00 PM, Monday - Friday, and 8:00 AM - 6:00 PM, Saturday, as permitted by City building and noise regulations. Construction activity on Saturday would generally be less intense compared to weekday activity. Some Saturdays would likely have minimal construction activity.

Construction Traffic Impacts

Project construction would generate traffic from construction worker travel, trucks hauling debris generated by on-site demolition activities, trucks delivering construction materials, and minor, miscellaneous activities. Both the number of construction workers and trucks would vary throughout the construction process in order to maintain a reasonable schedule of completion.

Construction Worker Trips

Construction workers would not be allowed to park on public streets in the surrounding area. Construction worker parking would be accommodated in the existing on-site parking structure. Construction workers would also be able to park in the project's additional on-site parking levels after they have been completed. Should these parking facilities be insufficient, arrangements would be made for construction worker parking in other nearby parking facilities, along with supplemental shuttle service as necessary.

It is estimated that the number of construction workers (including management supervisors) would average approximately 105 persons the majority of the time. In general, it is anticipated that the large majority of these workers would arrive at and depart the site during off-peak hours; i.e., arrive prior to 7:00 AM, before the beginning of the heaviest morning commute period, and

depart prior to 4:00 PM, before the beginning of the heaviest afternoon commute period. The work force would likely be from all parts of the Los Angeles region and, therefore, has been assumed to arrive from all directions. Consequently, the impact of construction worker traffic on peak-hour traffic in the vicinity of the site would be minimal. Given the off-peak nature of construction worker traffic, a less than significant impact is anticipated with regard to the street and freeway systems.

Construction Truck Trips

Construction trucks would not be allowed to stage on public streets. They would also not be allowed to interfere with pedestrian or vehicular traffic, or block access to nearby residences and businesses.

Depending on the specific nature of the construction activity, it is assumed that the majority of truck traffic would be distributed evenly across the workday. It is conservatively estimated that up to approximately 5,000 cubic yards of demolished materials would be transported from the project site by haul trucks. It is anticipated that hauling would be limited to the weekday six-hour period of 9:00 AM - 3:00 PM, and that during peak hauling operations, there would be up to 20 truckloads per day of demolished materials being transported off-site. This would amount to 3.3 inbound and 3.3 outbound haul truck trips per hour. Assuming a passenger car equivalence (PCE) factor of 2.5, these haul truck trips would be equivalent to approximately 8 inbound and 8 outbound passenger car trips per hour.

At this time, it is indeterminate as to the location of the site that would be receiving the demolished materials and, therefore, it is indeterminate as to the specific route that would be likely be used by the haul trucks. The project would be required to obtain approval of a Haul Route Permit by the City's Department of Building and Safety, which would specify the destination site and the route requirements for the haul trucks. It is anticipated that the route for the haul trucks would be oriented toward major arterials and freeways as much as feasible.

For purposes of providing an estimate of haul truck impacts, it is assumed that a haul route candidate would consist of Curson Avenue, Masselin Avenue, 6th Street, Wilshire Boulevard, and La Brea Avenue to and from the I-10 Freeway. Departing the project site, it is anticipated that haul trucks would turn right onto Curson Avenue, turn right onto 6th Street, turn right onto Masselin Avenue, turn left onto Wilshire Boulevard and travel eastbound to La Brea Avenue, and turn right onto La Brea Avenue and travel southbound to the I-10 Freeway. Returning to the site, it is anticipated that haul trucks would travel northbound on La Brea Avenue from the I-10 Freeway to Wilshire Boulevard, turn left onto Wilshire Boulevard and travel westbound, and

turn right onto Curson Avenue. This routing pattern would minimize left turns by the haul trucks, which would lessen delay to the haul trucks and overall traffic. Assuming a haul truck peak generation of 8inbound and 8 outbound PCE trips per hour, it is estimated the haul truck impacts at the six study intersections along the candidate haul route would be as follows:

Table __
Critical Movement Analysi (CMA) & Level of Service (LOS) Summary
Haul Truck Construction Traffic - Future (2016) Conditions

No.	Intersection	Peak Hour	Without Const. CMA	Without Const. LOS	With Const. CMA	With Const. LOS	Impact
9	Curson Avenue /	AM	0.846	D	0.846	D	0.000
	Wilshire Boulevard	PM	0.763	C	0.763	C	0.000
11	Masselin Avenue /	AM	0.699	B	0.707	C	0.008
	Wilshire Boulevard	PM	0.723	C	0.728	C	0.005
13	Hauser Boulevard /	AM	0.841	D	0.844	D	0.003
	Wilshire Boulevard	PM	0.930	E	0.933	E	0.003
19	La Brea Avenue /	AM	1.032	F	1.037	F	0.005
	Wilshire Boulevard	PM	1.117	F	1.123	F	0.006
20	La Brea Avenue /	AM	0.994	E	0.996	E	0.002
	Olympic Boulevard	PM	0.984	E	0.986	E	0.002
21	La Brea Avenue /	AM	1.030	F	1.032	F	0.002
	San Vicente Boulevard	PM	0.882	D	0.885	D	0.003

As shown in Table __, and based on the City's significant intersection impact criteria, the traffic impacts of the haul trucks would be less than significant.

Trucks would also be delivering construction materials to the project site. It is assumed that weekday deliveries would be restricted to the 11-hour period of 7:00 AM - 6:00 PM. It is estimated that the number of truck deliveries would average 30 per day the majority of the time, with up to 50 deliveries per day on peak occasions. At peak times, there would be approximately 4.5 inbound and 4.5 outbound delivery truck trips per hour. Applying the PCE factor of 2.5, these trips would be equivalent to approximately 11 inbound and 11 outbound passenger car trips per hour. Extrapolating the impact results of the preceding haul truck analysis, and assuming that the delivery trucks would travel the same route, it is estimated that the impacts of the delivery trucks at the six study intersections would also be less than significant. If the delivery trucks access the project site via more than one route, their trips would be more dispersed, further reducing the potential for significant impacts.

While there may be occasions when haul truck and delivery truck activities would be concurrent, those occasions would be minimal and sporadic, and would be managed to balance truck flow into and out of the project site, and to minimize disruptions to the street system.

Miscellaneous Trips

In addition to the trips generated by construction workers and trucks, a nominal amount of miscellaneous trips would be generated by visitors, vendors, inspectors, small delivery vehicles (e.g., UPS and Federal Express), and lunch vans. It is anticipated that these miscellaneous trips would typically average 20 inbound and 20 outbound trips per day, and would generally occur during off-peak traffic hours and have no significant impact.

Emergency Access

Short-term, construction activities, such as lane closures, sidewalk closures and utility line construction, could have implications with regard to response times for emergency vehicles. Other implications of construction include reduced travel time due to flagging or stopping of traffic to accommodate trucks entering and exiting the site.

Construction access and activities would be primarily located on Curson Avenue, a Collector Street between Wilshire Boulevard and 6th Street. It is not anticipated that the construction activities would impede any pass-through emergency vehicles or other traffic, as one travel lane in each direction on Curson Avenue would be maintained at all times. There would be no street closures, and access to the project site and nearby uses would be provided at all times. Since no blockage or significant slowing of emergency vehicles is anticipated, the construction activities would constitute a less than significant impact relative to emergency access. Furthermore, traffic management personnel (flag persons) would be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with emergency vehicle access. With coordination between project construction managers and the agencies providing emergency service, the potential impact of construction on emergency access would be reduced to a less than significant level.

Other Impacts

There would be no striping changes to Curson Avenue to allow storage of construction equipment and materials on the street, as all such items would be stored on-site.

Construction fencing would be installed along most of the project perimeter. It is possible that the sidewalk on the east side of Curson Avenue between Wilshire Boulevard and 6th Street would be closed. In that case, pedestrians would be directed to use the sidewalk on the west side

of Curson Avenue, which would be facilitated by the signals and crosswalks at the intersections of Wilshire Boulevard and Curson Avenue, and 6th Street and Curson Avenue.

Construction Design Features

Although no significant construction traffic impacts are anticipated, the following design features are recommended during project construction to maintain pedestrian and vehicular safety, and to avoid substantial inconvenience to pedestrians, motorists, transit service, residents, businesses and driveway access proximate to the project site.

- A Construction Staging and Traffic Management Plan (CSTMP) shall be prepared for approval by LADOT and other appropriate agencies, and implemented during project construction. The CSTMP shall describe the traffic control measures and devices to be implemented for the various construction phases, along with any sidewalk closures, traffic lane closures, temporary walkway installations, K-rail installations, temporary traffic lane modifications, temporary signal modifications, etc. The CSTMP shall also include the name and phone number of a construction project manager who can be reached 24 hours a day regarding construction complaints or emergency situations. In addition, the CSTMP shall take into account and be coordinated with other construction traffic management plans that may be in effect or have been proposed for other projects in the vicinity.

- In the event that any portion of the sidewalk along the east side of Curson Avenue between Wilshire Boulevard and 6th Street is closed due to project construction, appropriate signage shall be installed directing pedestrians to use the sidewalk along the west side of Curson Avenue, and to cross Curson Avenue at the signalized intersections with Wilshire Boulevard and 6th Street.

- Construction vehicles, including construction worker vehicles, shall not park on public streets within one-half mile of the project site.

- Construction vehicles shall not stage on public streets, or stage or queue where they interfere with pedestrian or vehicular traffic, or block access to nearby residences or businesses.

- One northbound and one southbound travel lane on Curson Avenue between Wilshire Boulevard and 6th Street shall be maintained at all times.

- An adequate number of flag persons in adequate number shall be provided to minimize impacts to traffic flow, and to ensure safe access into and out of the project site.

- To the extent feasible, the delivery of construction materials shall be scheduled during off-peak traffic periods.

- Heavy-duty construction vehicles, except haul trucks, shall arrive at the project site no sooner than 7:00 AM and depart no later than 6:00 PM.

- The hours, operation and route for haul trucks shall be determined and approved by the City's Department of Building and Safety.

Crain & Associates
October 18, 2013
Rev. 1/13/14
Draft

WESTSIDE SUBWAY EXTENSION (PURPLE LINE) PROJECT
CONSTRUCTION TRANSPORTATION IMPACTS

The Westside Subway Extension Project (the "subway project") includes two stations within approximately 0.4 to 0.5 miles of the proposed project. The two stations, Wilshire/La Brea and Wilshire/Fairfax, are to be constructed during Phase 1 of the subway project. Based on current information on the Metro website, as of summer 2013, construction of Phase 1 is scheduled to begin sometime in 2014 and be completed sometime in 2023. Construction-related transportation impacts for the Wilshire/La Brea and Wilshire/Fairfax Stations, as well as the other stations, were discussed and evaluated in Section 3.8 of the Final EIS/EIR for the subway project.

Section 3.8.2 discussed the traffic- and circulation-related impacts resulting from this construction. These impacts would be associated with contractor work and storage areas; stations; crossovers; mining entry/exit locations; tunnel boring machine operations and support activities; truck haul routes; transportation of oversized construction materials; station entrances; station appendages; grout injection; and drop holes. This section specifically evaluated impacts due to the following:

- Truck Haul Routes (location, length, overlaps, truck trips, and land uses)
- Traffic Handling (traffic lane requirements, temporary street closures and detour routes, construction-related effects on emergency vehicle access, and access and impacts on commercial driveways)

Section 3.8.3 of the Final EIS/EIR evaluated construction-related impacts/consequences related to public transit.

Section 3.8.4 of the Final EIS/EIR evaluated construction-related impacts/consequences related to parking. It may be necessary to prohibit on-street parking when traffic lanes are closed or temporarily eliminated. Existing on-street parking and loading zones will be temporarily removed for the duration of construction. Parking meters within traffic control zones and affected by construction will be removed or covered, as directed by the agency having jurisdiction.

Section 3.8.5 of the Final EIS/EIR evaluated construction-related impacts/consequences related to pedestrian and bicycle access.

The Final EIS/EIR determined that transportation impacts due to the subway construction would significant and unavoidable where they result in substantial increase in traffic delay or degradation in levels of service for traffic operation or alternatives modes. Measures to mitigate these impacts, which are fully described in Section 3.8.6 of the Final EIS/EIR, include the following:

- Traffic and Circulation Mitigation Measures
  - Traffic Control Plans
  - Designated Haul Routes
  - Emergency Vehicle Access
  - Transportation Management Plan
  - Coordination with Planned Roadway Improvements
- Public Transit Mitigation Measures
  - Temporary Bus Stops and route Diversions
- Parking Mitigation Measures
  - Parking Management Program
  - Parking Monitoring and Community Outreach
  - Construction
  - Worker Parking
- Pedestrian and Bicycle Mitigation Measures
  - Pedestrian Routes and Access
  - Bicycle Paths and Access

With the implementation of the above mitigation measures, the Final EIS/EIR concluded that the adverse transportation effects related to the subway construction would be reduced for adjacent commercial and residential neighborhoods. Although the majority of the construction impacts on traffic and circulation, transit, pedestrians, and bicycles would be temporary, impacts and/or residual impacts after mitigation would remain significant and unavoidable during the construction period.

Concurrent Project Construction

The Proposed Project is of much smaller scale than the subway project and will be completed within a much shorter time frame. As previously discussed and analyzed, the Proposed Project's construction-related impacts would be less than significant. It is possible that the construction periods for Metro Rail and Rail and the Academy Museum of Motion Pictures ("AAMP") project could overlap with the construction of the Proposed Project. In the event of concurrent construction activity involving the AAMP project, Metro Rail project and Proposed Project, cumulative traffic impacts would be significant and unavoidable during the construction period

as described in the Metro Rail EIS/EIR and the Proposed Project would contribute incrementally to this impact. Traffic conditions and facilities in the vicinity of Wilshire Boulevard, La Brea Avenue, Fairfax Avenue and other nearby streets would be cumulatively and more severely impacted during periods when these construction activities are concurrent. To avoid substantial inconvenience and disruption as much as feasible, the Construction Staging and Traffic Management Plan, as described earlier under "Construction Design Features" for the Proposed Project, as well as a similar plan that would be required for the AAMP project by the City, will take into account and be coordinated with other construction traffic management plans in the vicinity. In addition, Metro will implement the measures outlined in the Final EIS/EIR to minimize impacts during the construction of the subway project. However, even with implementation of the maximum feasible implementation of mitigation measures, cumulative construction traffic impacts would be temporarily significant and unavoidable in the event of concurrent construction of these three projects.

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

5757 Wilshire Bl
DOT Case No. CEN 12-40768

Date: July 1, 2013

To: Karen Hoo, City Planner
Department of City Planning

From: Tomas Carranza, Senior Transportation Engineer
Department of Transportation

Subject: **TRAFFIC IMPACT ASSESSMENT FOR THE MUSEUM SQUARE OFFICE PROJECT LOCATED AT 5757 WILSHIRE BOULEVARD**

The Department of Transportation (DOT) has reviewed the traffic analysis, dated March 27, 2013, prepared by Crain and Associates for the Museum Square Office Project located on the on 5757 Wilshire Boulevard. The project site is bounded by Curson Avenue to the west, Wilshire Boulevard to the south, Masselin Avenue to the east, and two multi-family residential developments to the north. Based on DOT's traffic impact criteria[1], the traffic study included the detailed analysis of 23 intersections. The traffic study determined that five of the study intersections would be significantly impacted by project related traffic. Transportation mitigation measures to fully or partially mitigate these impacts are described in this report.

DISCUSSION AND FINDINGS

A. Project Description

The proposed project would construct an additional 253,962 square-feet of office space on a site currently occupied by a 502,175 square-feet of office space. Therefore, the total office square-footage for the site including the proposed project would be 756,137. The project would expand the current parking supply to provide 2,040 parking spaces on-site. Vehicular access to the project's parking facilities would remain generally unchanged with the construction of the additional office space. The project driveways on the east side of Curson Avenue will remain unchanged with the exception of the northernmost driveway which is proposed to be modified to provide one entry lane and two exit lanes (currently provides two entry lanes and one exit). The existing project driveways on Masselin Avenue will remain unchanged. The project is expected to be completed by year 2016.

B. Trip Generation

The proposed project is expected to generate approximately 1,388 net new daily trips, 228 net new trips in the a.m. peak hour and 242 net new trips in the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 9th Edition." These trip generation rates are typically derived from surveys of similar land use developments but

[1] Per the DOT Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.010 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

in areas with little to no transit service. Therefore, DOT's traffic study guidelines allow projects to reduce their total trip generation to account for potential transit usage to and from the site. Consistent with DOT's guidelines, the estimated trip generation includes trip credits to account for the existing uses and for the expected transit mode share. A copy of the trip generation estimates table from the traffic study is attached and identified as **Attachment 1**.

C. Traffic Impacts

In order to evaluate the effects of the project traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to DOT's established threshold standards to assess the project-related traffic impacts. DOT has determined that the project would result in significant traffic impacts at five intersections before mitigation based on a project build-out year of 2016. To off-set these significant traffic impacts, the traffic study proposed a transportation mitigation program designed to fully or partially reduce these impacts (discussed in the "Project Requirements" section). The results of the traffic impact analysis are summarized in **Attachment 2**.

D. Unmitigated Traffic Impacts

While the mitigation program reduces the significant traffic impacts at the impacted intersections, a significant and unavoidable impact is expected to remain at the following four intersections:

1. Fairfax Avenue and Wilshire Boulevard
2. Curson Avenue and Wilshire Boulevard
3. Hauser Boulevard and Wilshire Boulevard
4. La Brea Avenue and Wilshire Boulevard

Physical traffic mitigation improvement options at these impacted intersections were evaluated in an attempt to fully mitigate the impacts; however, no feasible mitigations were identified due to the constraints of the existing physical conditions. Street widening was not an option since it was neither considered practical nor desirable to widen the street at the expense of reduced sidewalk widths or the loss of on-street parking spaces. It should be noted that the traffic mitigation program includes a transportation demand management (TDM) plan to reduce vehicle trips to and from the site. However, the traffic study conservatively estimated that the TDM plan would only achieve a five-percent reduction.

PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

B. Traffic Mitigation Program

Sustainability, smart growth and the reduction of greenhouse gas emissions have become prime concerns for the City in addition to traditional mobility considerations. Therefore, under the direction of DOT, the project mitigation program first focuses on developing a comprehensive trip reduction program and on solutions that promote other modes of travel. The traffic mitigation program includes the following improvements:

1. **Transportation Demand Management (TDM) Program**

The purpose of a TDM plan should be to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. To minimize external trips, the project should be designed to provide tenants, employees, and patrons with convenient access to the existing transit services within the area. Through strategic building design and orientation, this project can facilitate access to transit, can provide a pedestrian-friendly environment, can promote non-automobile travel and can support the goals of an aggressive trip-reduction program.

Given the amount of transit services provided in the area, there is an inherent incentive for project employees and visitors to search for alternative commute options other than driving. In the future, the project site will be served by the Wilshire Boulevard Bus Rapid Transit project that is currently under construction and the programmed extension of the Metro Purple Line. The design of the development should contribute to minimizing traffic impacts by emphasizing non-auto modes of transportation. Also, to substantially reduce SOV trips to the project, a transit-friendly project with safe and walkable sidewalks should be included in the overall design of this project.

A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The TDM program should include, but not be limited to, the following strategies:

- flexible/alternative work schedules and telecommuting programs;
- bicycle and pedestrian-friendly environment;
- bicycle amenities like racks and showers for employees;
- education and information on alternative transportation modes;
- transportation information center, which would provide a centrally-located commuter information center that allows employees to obtain information on ridesharing, telecommuting, transit schedules, bicycle plans, etc.;
- Transportation Management Coordination Program with an on-site transportation coordinator;
- parking strategies, including compliance with the State parking cash out law and unbundling the site's parking spaces;
- a guaranteed ride home program;
- subsidized transit passes provided to all eligible project employees;
- administrative support for the formation of carpools/vanpools;
- provide car share amenities on site to potentially incorporate into the City's future Integrated Mobility Hubs project (a shared bike and car program planned within transit-rich areas scheduled for implementation in 2016);

- self-service bicycle repair area and shared tools for employees;
- bike and walk to work promotions;
- preferential rideshare loading/unloading or parking location;
- financial contribution of a one-time fixed fee in the amount of **$100,000** to the City's Bicycle Plan Trust Fund (funds would be used by DOT, in coordination with the affected Council office and the Department of City Planning, to implement strategies identified in the 2010 Bicycle Plan within the project study area).

As discussed above, the traffic study conservatively estimated that the TDM plan would only achieve a five-percent reduction in the project's vehicle trip generation. It is likely that the benefits provided from implementing parking strategies, subsidizing transit passes, improving pedestrian/bicyclist environments, and providing car and/or bike share services would afford a larger vehicle trip reduction percentage than assumed in the study. Therefore, the project impacts after mitigation are likely overstated.

2. **Pedestrian Enhancements**
The project should provide a pedestrian friendly environment through sidewalk pavement reconstruction/improvements, and improved amenities such as landscaping and shading particularly along the sidewalks on Wilshire Boulevard.

3. **Intersection Improvement**
To off-set the project impact at the intersection of Masselin Avenue and Wilshire Boulevard, the applicant should restripe the northbound approach to provide a left-turn only lane and a shared through/right-turn lane. A copy of the conceptual design from the traffic study is included as **Attachment 3**.

C. Highway Dedication and Street Widening Requirements
Highway dedication and widening may be required along the streets that front the proposed project. Along the project's frontage, Wilshire Boulevard is designated a Major Highways Class II, Curson Avenue is designated a Collector and Local Street, and Masselin Avenue is designated as Local Street. According to the standard street dimensions of the Department of Public Works, Bureau of Engineering (BOE), a Major Highway Class II requires a 40-foot half-width roadway on a 52-foot half width right-of-way, a Collector Street requires a 22-foot half-width roadway within a 32-foot half-width right-of-way, and a Local Street requires an 18 to 20-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any highway dedication, street widening and/or sidewalk requirements for this project.

D. Implementation of Improvements and Mitigation Measures
The applicant should be responsible for the cost and implementation of any necessary traffic signal equipment modifications and bus stop relocations associated with the proposed transportation improvements described above. Unless otherwise noted, all transportation improvements and associated traffic signal work within the City of Los Angeles must be **guaranteed** through the B-Permit process of the Bureau of Engineering, prior to the issuance of any building permits and **completed** prior to the issuance of any certificates of occupancy. Temporary certificates of occupancy may be

granted in the event of any delay through no fault of the applicant, provided that, in each case, the applicant has demonstrated reasonable efforts and due diligence to the satisfaction of DOT. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor contact DOT's B-Permit Coordinator, at (213) 928-9663, to arrange a pre-design meeting to finalize the proposed design needed for the project.

If a proposed traffic mitigation measure does not receive the required approval, a substitute mitigation measure may be provided subject to the approval of DOT, upon demonstration that the substitute measure is environmentally equivalent or superior to the original measure in mitigating the project's significant traffic impact. To the extent that a mitigation measure proves to be infeasible and no substitute mitigation is available, then a significant traffic impact would remain.

E. Parking Analysis

As referenced in the Project Description section above, the project will provide 2,040 parking spaces on-site. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for this project.

F. Driveway Access

The conceptual project site plan is acceptable to DOT. Vehicular access to the project's parking facilities will remain generally unchanged. However, should any changes to the site plan be considered at a later date, then a separate review and approval should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024). Prior to the commencement of building or parking layout design efforts, the applicant should contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes. All delivery truck loading and unloading should take place on site with no vehicles having to back into the project via any of the project driveways. A copy of the site plan from the traffic study is included as **Attachment 4**.

G. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to the Department of Transportation for permit issuance activities was adopted by the Los Angeles City Council. Ordinance No. 180542, effective March 28, 2009, identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Weston Pringle of my staff at (213) 972-8482.

Attachments

s:\letters\CEN12-40768_5757 wilshire museum office ts ltr.wpd

c: Rene Weitzer, Council District 4
Jeannie Shen, Hollywood-Wilshire District Office, DOT
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Carl Mills, Central District, BOE
Roy Nakamura, Crain and Associates

Table 5
Project Trip Generation

Proposed Use	Size (gsf)[1]	Daily	AM Peak Hour I/B	AM Peak Hour O/B	AM Peak Hour Total	PM Peak Hour I/B	PM Peak Hour O/B	PM Peak Hour Total
Proposed Office Building (253,962 sf) + Existing Office Building (502,175 sf), [A]	756,137	6,109	849	116	965	157	768	925
Existing Office Building, [B]	502,175	4,476	612	84	696	109	532	641
Proposed Office Bldg. Trips, [A] - [B]		1,633	237	32	269	48	236	284
Less Transit/Walk Credit	15%	(245)	(36)	(5)	(41)	(7)	(35)	(42)
Net Proposed Office Building Trips		**1,388**	**201**	**27**	**228**	**41**	**201**	**242**

Notes:
[1] gsf = Gross Square Feet.

Table 8
Critical Movement Analysis (CMA) & Level of Service (LOS) Summary
Existing (2013) and Future (2016) Traffic Conditions

			Existing (2013) Conditions					Future (2016) Conditions					
		Peak	Existing		Plus Project			Without Project		With Project			
No.	Intersection	Hour	CMA	LOS	CMA	LOS	Impact	CMA	LOS	CMA	LOS	Impact	Sig.?
1	Crescent Heights Blvd./	AM	0.748	C	0.750	C	0.002	0.805	D	0.808	D	0.003	No
	3rd St.	PM	0.603	B	0.606	B	0.003	0.661	B	0.663	B	0.002	No
2	Crescent Heights Blvd./	AM	0.635	B	0.638	B	0.003	0.686	B	0.689	B	0.003	No
	6th St.	PM	0.577	A	0.577	A	0.000	0.631	B	0.631	B	0.000	No
3	Fairfax Ave./	AM	0.875	D	0.880	D	0.005	0.991	E	0.997	E	0.006	No
	Beverly Blvd.	PM	0.848	D	0.856	D	0.008	0.971	E	0.979	E	0.008	No
4	Fairfax Ave./	AM	0.887	D	0.896	D	0.009	0.995	E	1.004	F	0.009	No
	3rd St.	PM	0.845	D	0.855	D	0.010	0.957	E	0.966	E	0.009	No
5	Fairfax Ave./	AM	0.714	C	0.719	C	0.005	0.796	C	0.801	D	0.005	No
	6th St.	PM	0.679	B	0.685	B	0.006	0.755	C	0.762	C	0.007	No
6	Fairfax Ave./	AM	0.921	E	0.923	E	0.002	1.229	F	1.231	F	0.002	No
	Wilshire Blvd.	PM	0.759	C	0.768	C	0.009	1.019	F	1.032	F	0.013	Yes
7	Fairfax Ave./	AM	0.836	D	0.842	D	0.006	0.876	D	0.882	D	0.006	No
	Olympic Blvd.	PM	0.764	C	0.771	C	0.007	0.814	D	0.821	D	0.007	No
8	Curson Ave./	AM	0.511	A	0.513	A	0.002	0.537	A	0.540	A	0.003	No
	6th St.	PM	0.489	A	0.495	A	0.006	0.517	A	0.523	A	0.006	No
9	Curson Ave./	AM	0.611	B	0.659	B	0.048	0.846	D	0.893	D	0.047	Yes
	Wilshire Blvd.	PM	0.518	A	0.539	A	0.021	0.763	C	0.776	C	0.013	No
10	Curson Ave./	AM	0.643	B	0.651	B	0.008	0.650	B	0.659	B	0.009	No
	Olympic Blvd.	PM	0.591	A	0.601	B	0.010	0.605	B	0.615	B	0.010	No

Table 8 (continued)
Critical Movement Analysis (CMA) & Level of Service (LOS) Summary
Existing (2013) and Future (2016) Traffic Conditions

			Existing (2013) Conditions					Future (2016) Conditions					
		Peak	Existing		Plus Project			Without Project		With Project			
No.	Intersection	Hour	CMA	LOS	CMA	LOS	Impact	CMA	LOS	CMA	LOS	Impact	Sig.?
11	Masselin Ave./	AM	0.451	A	0.479	A	0.028	0.699	B	0.717	C	0.018	No
	Wilshire Blvd.	PM	0.477	A	0.519	A	0.042	0.723	C	0.767	C	0.044	Yes
12	Hauser Blvd./	AM	0.652	B	0.660	B	0.008	0.694	B	0.702	C	0.008	No
	6th St.	PM	0.694	B	0.698	B	0.004	0.739	C	0.743	C	0.004	No
13	Hauser Blvd./	AM	0.611	B	0.625	B	0.014	0.841	D	0.860	D	0.019	No
	Wilshire Blvd.	PM	0.692	B	0.707	C	0.015	0.930	E	0.952	E	0.022	Yes
14	Hauser Blvd./	AM	0.889	D	0.897	D	0.008	0.913	E	0.921	E	0.008	No
	Olympic Blvd.	PM	0.789	C	0.793	C	0.004	0.821	D	0.825	D	0.004	No
15	Hauser Blvd./	AM	0.669	B	0.670	B	0.001	0.681	B	0.683	B	0.002	No
	San Vicente Blvd.	PM	0.657	B	0.660	B	0.003	0.675	B	0.679	B	0.004	No
16	La Brea Av./	AM	0.945	E	0.949	E	0.004	1.113	F	1.117	F	0.004	No
	Beverly Blvd.	PM	0.908	E	0.915	E	0.007	1.069	F	1.075	F	0.006	No
17	La Brea Ave./	AM	0.848	D	0.854	D	0.006	0.986	E	0.991	E	0.005	No
	3rd St.	PM	0.796	C	0.805	D	0.009	0.909	E	0.918	E	0.009	No
18	La Brea Ave./	AM	0.667	B	0.675	B	0.008	0.742	C	0.751	C	0.009	No
	6th St.	PM	0.663	B	0.670	B	0.007	0.750	C	0.757	C	0.007	No
19	La Brea Ave./	AM	0.757	C	0.779	C	0.022	1.032	F	1.056	F	0.024	Yes
	Wilshire Blvd.	PM	0.847	D	0.859	D	0.012	1.117	F	1.127	F	0.010	Yes
20	La Brea Ave./	AM	0.923	E	0.929	E	0.006	0.994	E	1.000	F	0.006	No
	Olympic Blvd.	PM	0.913	E	0.918	E	0.005	0.984	E	0.988	E	0.004	No

Table 8 (continued)
Critical Movement Analysis (CMA) & Level of Service (LOS) Summary
Existing (2013) and Future (2016) Traffic Conditions

			Existing (2013) Conditions					Future (2016) Conditions					
		Peak	Existing		Plus Project			Without Project		With Project			
No.	Intersection	Hour	CMA	LOS	CMA	LOS	Impact	CMA	LOS	CMA	LOS	Impact	Sig.?
21	La Brea Ave./	AM	0.983	E	0.984	E	0.001	1.030	F	1.032	F	0.002	No
	San Vicente Blvd.	PM	0.825	D	0.828	D	0.003	0.882	D	0.885	D	0.003	No
22	Highland Ave./	AM	0.980	E	0.984	E	0.004	1.059	F	1.064	F	0.005	No
	3rd St.	PM	0.887	D	0.889	D	0.002	0.972	E	0.974	E	0.002	No
23	Highland Ave./	AM	0.973	E	0.977	E	0.004	1.237	F	1.243	F	0.006	No
	Wilshire Blvd.	PM	0.897	D	0.904	E	0.007	1.129	F	1.136	F	0.007	No

Attachment 3: Conceptual Site Plan (5757 Wilshire)

FIGURE 3

3/12/2013

FN: MUSEUM SQUARE OFFICE\SITEPLAN

CONCEPTUAL PROJECT SITE PLAN

CRAIN & ASSOCIATES
Transportation Planning
Traffic Engineering
300 Corporate Pointe, Suite 470
Culver City, California 90230
PH (310) 473 6508 F (310) 444 9771
www.crainandassociates.com

Attachment 4

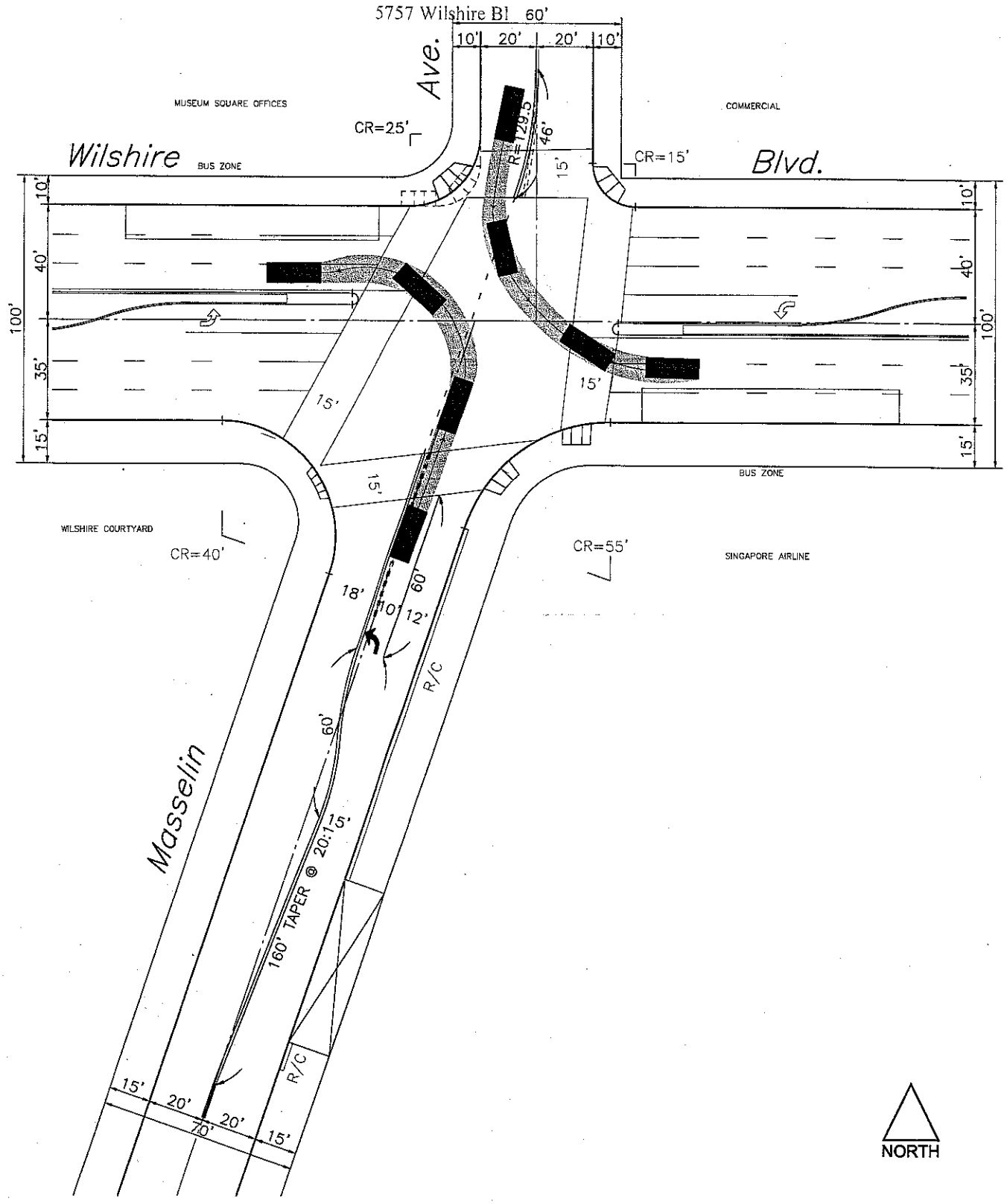


FIGURE E-1

3/12/2013

MUSEUM SQUARE OFFICE/CONCEPT/MASSELINSTRP

CONCEPTUAL MITIGATION PLAN (MASSELIN AVE. / WILSHIRE BLVD.)

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