Appendix L
Traffic Impact Analysis

L-1 Transportation Impact Study

LINSCOTT LAW & GREENSPAN engineers

TRANSPORTATION IMPACT STUDY
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

City of Los Angeles, California
August 8, 2018

Prepared for:

Kaiser Permanente
National Facilities Services, Southern California
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LLG Ref. 1-14-4081-5

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APPENDIX

TRANSPORTATION IMPACT STUDY
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT
City of Los Angeles, California
August 8, 2018

1.0 INTRODUCTION

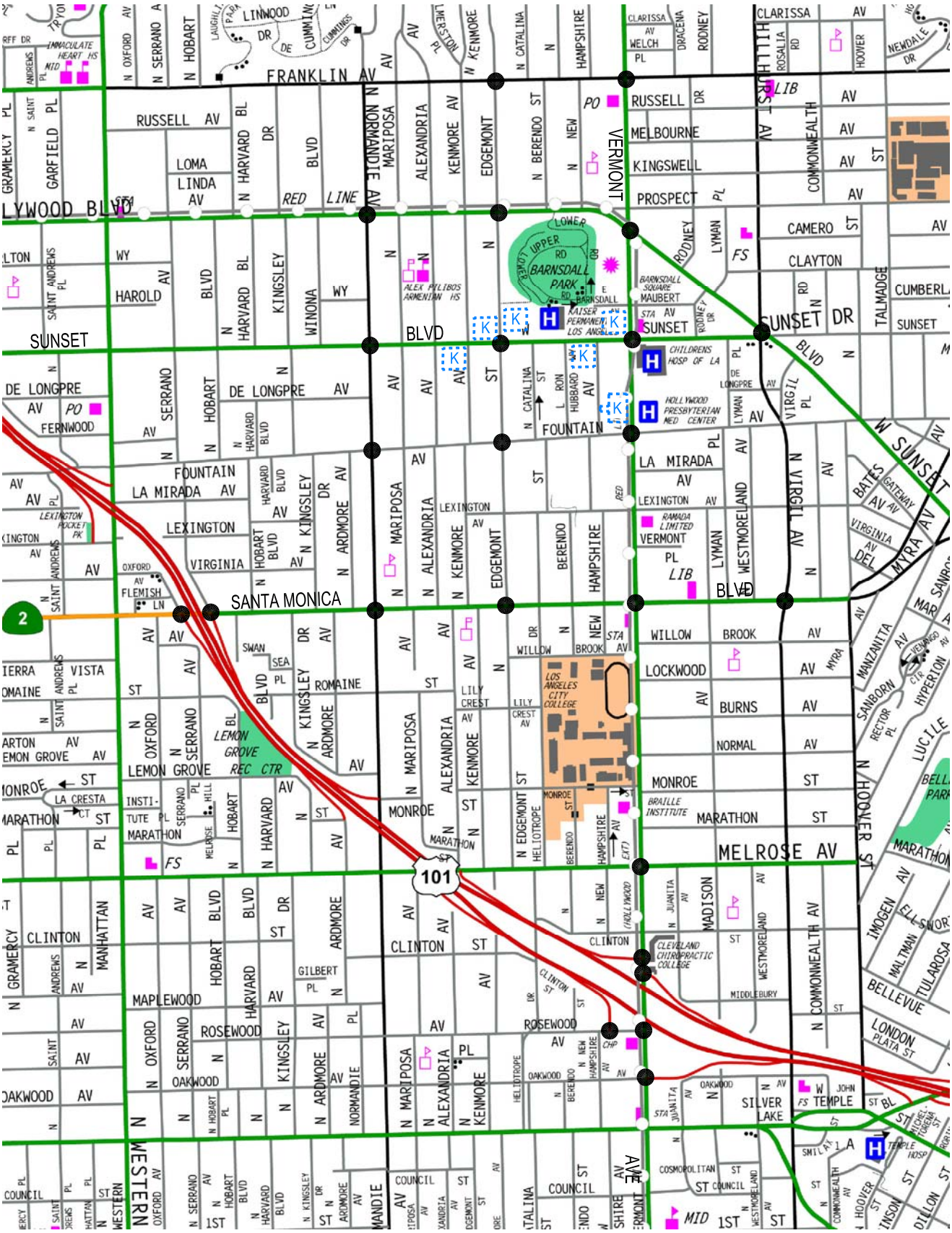
1.1 Traffic Study Overview

This traffic analysis has been conducted to identify and evaluate the potential traffic impacts of the proposed Kaiser Permanente Los Angeles Medical Center (LAMC) project (proposed project) on the surrounding street system. The existing Kaiser Permanente LAMC campus is situated within the Hollywood Community Plan area of the City of Los Angeles, California. The existing Kaiser Permanente LAMC campus is generally bounded by institutional and multi-family residential uses to the north and south, Vermont Avenue to the east and Alexandria Avenue to the west. The Kaiser Permanente LAMC Campus and general vicinity are shown in ***Figure 1-1***.

The traffic analysis follows City of Los Angeles (City) traffic study guidelines[1] and is consistent with traffic impact assessment guidelines set forth in the Los Angeles County Congestion Management Program (CMP)[2]. This traffic analysis evaluates potential project-related impacts at 24 key intersections in the vicinity of the project site. The study intersections were determined in consultation with City of Los Angeles Department of Transportation (LADOT) staff. The Critical Movement Analysis method was used to determine Volume-to-Capacity ratios and corresponding Levels of Service for all 24 study intersections. A review also was conducted of freeway and intersection monitoring stations to determine if a CMP transportation impact assessment analysis is required for the proposed project. In addition, a screening analysis based on the Highway Capacity Manual operational analysis methodologies was completed as it relates to the highway system and the ramp intersections under California Department of Transportation (Caltrans) jurisdiction.

The proposed project is planned to be constructed in three development phases. As such, this traffic analysis evaluates the impacts of the proposed project as follows: Phase 1 Year 2024 Conditions - The effects of the removal of existing uses and addition of the proposed project components included on the Phase 1 development sites; Phase 2 Year 2028 Conditions - The combined effects of the removal of existing uses and addition of the proposed project components included on the Phases 1 and 2 development sites; and Phase 3 Year 2030 Conditions - The combined effects of the removal of existing uses and addition of the proposed project components included on the Phases 1, 2 and 3 development sites.

[1] *Transportation Impact Study Guidelines*, City of Los Angeles Department of Transportation, December 2016.
[2] *2010 Congestion Management Program*, Los Angeles County Metropolitan Transportation Authority, October 2010.



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MAP SOURCE: RAND MCNALLY & COMPANY

K KAISER PROJECT AREA

STUDY INTERSECTION

FIGURE 1-1
VICINITY MAP

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This study (i) presents existing traffic volumes, (ii) provides existing traffic volumes with the forecast traffic volumes from the proposed project, (iii) determines existing traffic volumes with project-related impacts; (iv) forecasts future cumulative baseline traffic volumes, (v) forecasts future cumulative traffic volumes with the proposed project, (vi) determines forecast of future cumulative traffic volumes with project-related impacts, and (vii) recommends mitigation measures, where necessary.

1.2 Study Area

Upon coordination with LADOT staff, 24 study intersections were identified for evaluation during the weekday morning and afternoon peak hours. The study intersections provide both regional and local access to the study area and define the extent of the boundaries for this traffic impact analysis. Further discussion of the existing street system and study area is provided in Section 4.0.

The general location of the project in relation to the study locations and surrounding street system is presented in *Figure 1–1*. The traffic analysis study area is generally comprised of those locations that have the greatest potential to experience significant traffic impacts due to the proposed project, as defined by the City as Lead Agency under the California Environmental Quality Act (CEQA). In the traffic engineering practice, the study area generally includes those intersections that are:

a. Immediately adjacent or in close proximity to the project site;

b. In the vicinity of the project site that are documented to have current or projected future adverse operational issues; and

c. In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements (e.g., at freeway ramp intersections).

The study intersections selected for analysis were based on the above criteria, the proposed project calculated peak hour vehicle trip generation, the anticipated distribution of project vehicular trips and existing intersection/corridor operations. LADOT confirmed the appropriateness of the 24 study intersections when it entered into a traffic study Memorandum of Understanding (MOU) for the proposed project with LLG as the consultant. The 24 study intersections are identified in *Figure 1-1* and in the traffic study MOU, which is attached to this report as ***Appendix A***.

Further, in accordance with the "Freeway Impact Analysis Procedures" agreement between Caltrans District 7 and LADOT executed in October 2013 and amended in December 2015 (the "Freeway Impact Procedures") [3], the approved MOU included a freeway impact screening analysis to determine whether further review of the Caltrans freeway system would be required for the proposed

[3] The Freeway Impact Procedures require project applicants to work with Caltrans and prepare a Freeway Impact Analysis utilizing Caltrans' *Guide for the Preparation of Traffic Impact Studies* for land use proposals that meet the established screening criteria.

project. As noted in the approved MOU, the amount of project-related traffic did not meet the criteria requiring a focused analysis of State Route 101 Freeway mainline segments and nearby off-ramps.

1.3 Overview of Senate Bill 743[4]

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743 (Steinberg, 2013). Among other things, SB 743 creates a process to change the methodology to analyze transportation impacts under CEQA (Public Resources Code section 21000 and following), which could include analysis based on project vehicle miles traveled (VMT) rather than impacts to intersection Level of Service. To date, however, the State of California Governor's Office of Planning and Research (OPR) has yet to revise and adopt the CEQA Guidelines to implement the CEQA traffic analysis component of SB 743. Thus, the analysis in this study utilizes existing, long-established protocols in accordance with CEQA, the existing state CEQA Guidelines, and the City's CEQA Thresholds Guide. (See Public Resources Code section 21099(b).)

This is also consistent with the current City of Los Angeles traffic impact analysis procedures. In August 2014, Councilmember Mike Bonin introduced a motion directing the Department of City Planning (DCP) and LADOT to begin preparation for the shift to VMT analysis (CF 14-1169). The City's VMT tools/metrics have not been finalized at the time this traffic study was completed for inclusion in the proposed project's Draft Environmental Impact Report (EIR). Should the City finalize those tools/metrics prior to the City decision makers' consideration of the proposed project's EIR and entitlements, this traffic study may be updated in consultation with LADOT to include a VMT analysis and a determination of whether the proposed project would result in significant impacts based on VMT-based significance thresholds.

In addition, the project is consistent with the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The proposed project would support the 2016 RTP-SCS's overall land use pattern of reinforcing the trend of locating new housing and employment in High Quality Transit Areas (HQTAs) with the intention of reducing VMT and greenhouses gases. The proposed project also would help increase the share of total trips that use transit for work and non-work trips as the project will be required to comply with the City's Transportation Demand Management (TDM) Ordinance.

[4] *An act to amend Sections 21181, 21186, 21187, 21189.1, and 21189.3 of, to repeal and add Section 21185 of, and to add and repeal Section 21186.6.6 of, the Public Resources Code, relating to environmental quality.*

2.0 PROJECT DESCRIPTION

2.1 Project Location

The Kaiser Permanente LAMC campus is situated within the Hollywood Community Plan area of the City and bounded by institutional and multi-family residential uses to the north and south, Vermont Avenue to the east and Alexandria Avenue to the west. An aerial photograph of the existing Kaiser Permanente LAMC Campus project development sites and general vicinity is contained in ***Figure 2-1***.

The Kaiser Permanente LAMC campus is a major medical center that provides medical and health care service on a local and regional basis. It includes an emergency trauma center, inpatient care, outpatient treatment, and other medical center facilities. The Kaiser Permanente LAMC campus consists of a 460-bed hospital, approximately 635,200 square feet of medical office, and associated structured parking garages. This campus is highlighted in ***Figure 2-2***.

Surrounding uses to the Kaiser Permanente LAMC campus include medical buildings associated with Children's Hospital Los Angeles and Hollywood Presbyterian Medical Center to the east, Barnsdall Park to the north, and Church of Scientology of Los Angeles to the south. Commercial uses are located directly adjacent to the campus along the Vermont Avenue and Sunset Boulevard corridors, including a commercial center situated along the west side of Vermont Avenue directly north of the campus. In addition, a mix of multi-family and single-family residential dwellings is located along nearby local streets throughout the area.

The Kaiser Permanente LAMC campus is well-located to facilitate pedestrian activity, bicycle usage and use of public transit services, particularly due to the proximity of the adjacent Metro Red Line Vermont station and nearby commercial corridors. The campus is immediately across from the Red Line Vermont station (i.e., northeast corner of the Vermont Avenue/Sunset Boulevard intersection) and includes a portal for access to and from the station within the campus at the northwest corner of the Vermont Avenue/Sunset Boulevard intersection. The Kaiser Permanente LAMC campus is situated within easy walking distance to retail, restaurant, and other commercial businesses located along the Vermont Avenue, Hollywood Boulevard and Sunset Boulevard corridors. Further, regional and local public bus transit stops are provided throughout the campus along Vermont Avenue, Hollywood Boulevard, Sunset Boulevard and other nearby roadways.

2.2 Proposed Project Description

The proposed project is planned to expand the existing Kaiser Permanente Los Angeles Medical Center campus by replacing facilities and adding new buildings and other structures. The proposed project would proceed under a Master Plan/Development Plan Permit for the Los Angeles Medical Center. The proposed project is planned to be constructed in three development phases:

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MAP SOURCE: GOOGLE EARTH

KAISER PROJECT AREA

FIGURE 2-1

KAISER PERMANENTE LAMC CAMPUS AND DEVELOPMENT SITES

LINSCOTT, LAW & GREENSPAN, engineers

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

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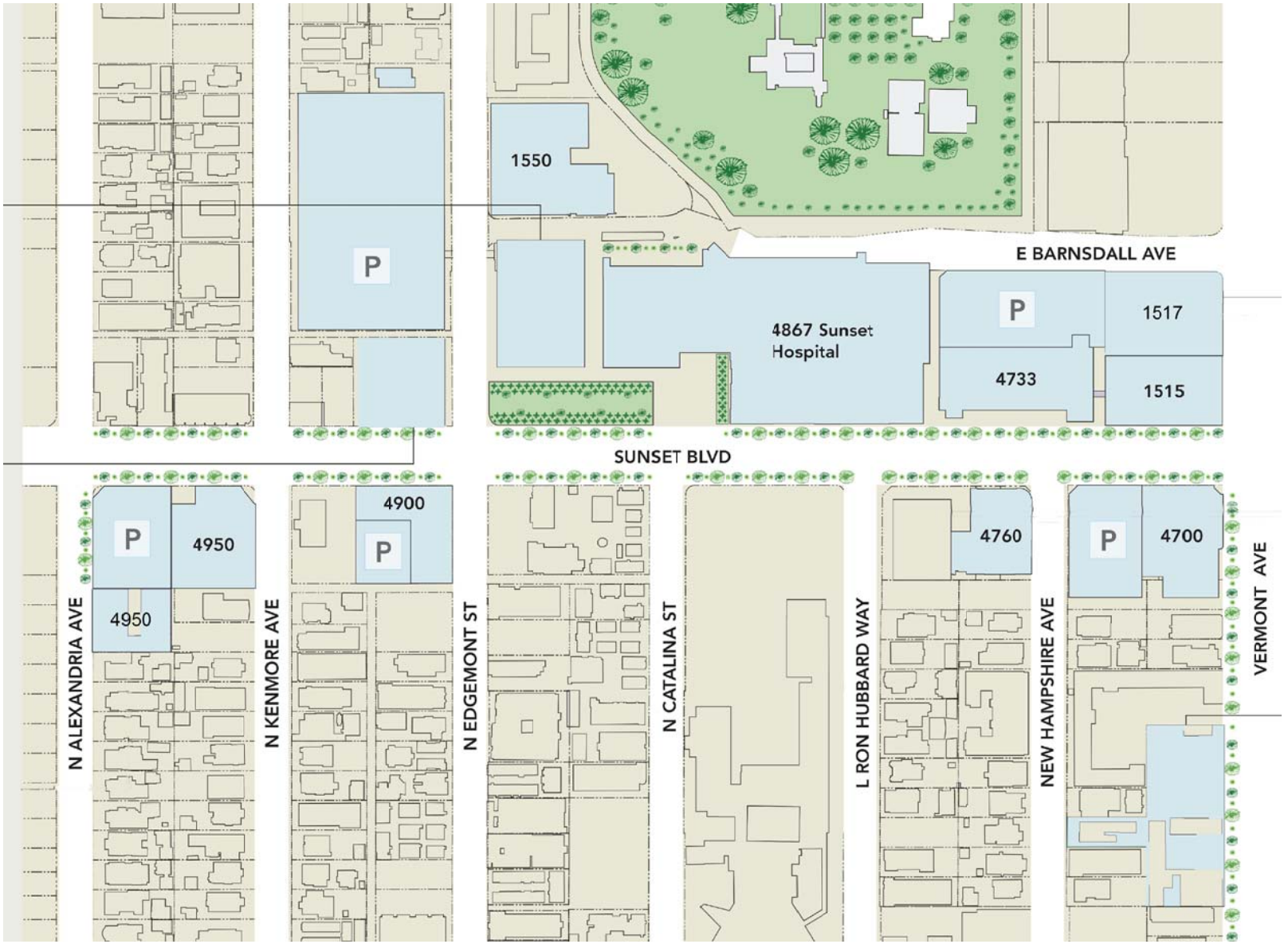

MAP SOURCE: PERKINS + WILL ARCHITECTS

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FIGURE 2-2
EXISTING KAISER PERMANENTE LAMC CAMPUS

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KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

- Phase 1 Project – Years 2020 to 2024

  The first phase of development would include the demolition of existing commercial and duplex structures at 1345 North Vermont Avenue and the construction of a parking structure and medical office building at 1321 North Vermont Avenue, 1345 North Vermont Avenue, and 1328 North New Hampshire Avenue; construction of a procedure center addition to the 4760 Sunset Boulevard building; and demolition of the 1505 North Edgemont Street and 1526 North Edgemont Street medical office buildings. Upon completion of Phase 1, the Kaiser Permanente LAMC campus land uses and density would be similar to the existing conditions and would be as follows:

  - Hospital: 460 beds

  - Medical Office: 615,287 square feet

- Phase 2 Project – Years 2024 to 2028

  The second phase of the development would include the demolition and reconstruction of the 1517 North Vermont Avenue parking structure with 2,300 square feet of ground floor retail space and construction of an addition to the existing hospital at 4867 Sunset Boulevard or, alternatively, construction of a medical office building at 1526 North Edgemont Street. Assuming the more intensive alternative from a trip generation perspective for traffic analysis purposes (i.e., the medical office use), upon completion of Phase 2, the Kaiser Permanente LAMC campus land use totals would be as follows:

  - Hospital: 460 beds

  - Medical Office: 773,388 gross square feet

  - Retail: 2,300 gross leasable square feet

- Phase 3 Project – Years 2028 to 2030

  The third phase of the development would include the construction of an addition to the 4950 Sunset Boulevard parking structure and construction of a new medical office building at 1505 North Edgemont Street. Upon completion of Phase 3, the Kaiser Permanente LAMC campus land use totals would be as follows:

  - Hospital: 460 beds

  - Medical Office: 814,888 gross square feet

  - Retail: 2,300 gross leasable square feet

A summary of the project land use components by phase, including existing uses to be removed and proposed project land uses for each development site within the campus, is provided in ***Table 2-1***. The proposed Kaiser Permanente LAMC campus plan showing the location of the development sites by phase is presented in ***Figure 2-3***.

Table 2-1
SUMMARY OF PROJECT LAND USE COMPONENTS BY PHASE [1]

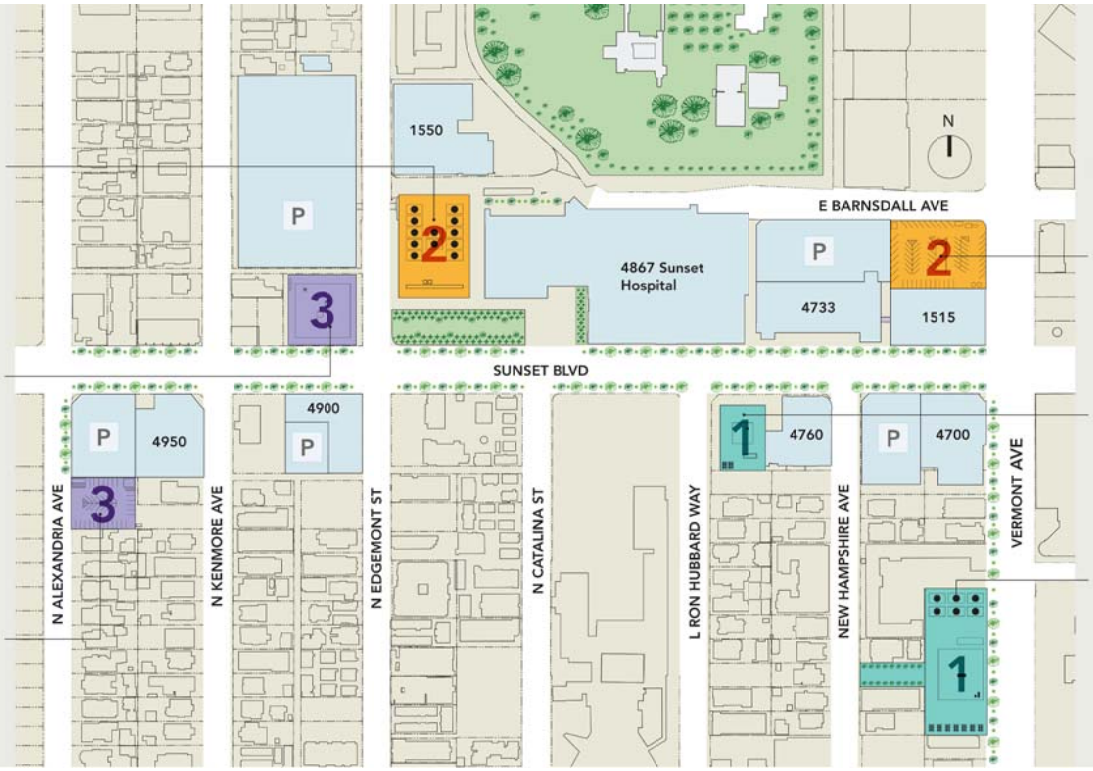
CAMPUS SITE	LOCATION	EXISTING USE(S) TO BE REMOVED		PROPOSED USE(S)	
		SIZE	LAND USE	SIZE	LAND USE
PHASE 1 (YEARS 2020-2024)					
SITE 1	1345 North Vermont Avenue	15,113 SF 2 DU	Six (6) Commercial & Residential Structures, and Surface Parking Lots	130,000 SF 562 Spaces	Medical Office Building Parking Structure
SITE 2	4760 Sunset Boulevard	39 Spaces	Surface Parking Lot	50,000 SF 6 Spaces	Medical Office Building Surface Parking Lot
SITE 3	1505 Edgemont Street	79,356 SF	Medical Office Building	----	New Construction at this site to occur during Phase 3
SITE 4	1526 North Edgemont Street	120,557 SF	Medical Office Building	----	New Construction at this site to occur during Phase 2
PHASE 2 (YEARS 2024-2028)					
SITE 4	1526 North Edgemont Street	----	Demolition at this site to occur during Phase 1	177,300 SF 177,300 SF	Medical Office Building OR 105-Bed Hospital Addition & Bridge Connection to Existing Hospital
SITE 5	1517 North Vermont Avenue	19,199 SF 186 Spaces	Medical Office Building Parking Structure	578 Spaces 2,300 SF	Parking Structure Ground Floor Commercial/Retail
PHASE 3 (YEARS 2028-2030)					
SITE 3	1505 North Edgemont Street	----	Demolition at this site to occur during Phase 1	41,500 SF 73,500 SF	Medical Office Building OR Medical Office Building
SITE 6	1424 & 1430 North Alexandria Ave.	----	Existing Surface Parking Area & Temporary, Single-Story Structure	286 Spaces	Parking Structure Addition

[1] Source: Notice of Preparation for the Kaiser Permanente Los Angeles Medical Center Project, Los Angeles Department of City Planning.

Phase 2: 1526 N Edgemont St
- 5-story + basement level 105 bed hospital expansion or medical office building
- 177,300 square feet
- Height of 105 feet*

Phase 3: 1505 N Edgemont St
- 5-story medical office building (replacement)
- 73,500 square feet
- Height of 90 feet

Phase 3: 4950 Sunset Blvd
- (1430 & 1424 Alexandria Ave)
- 9-story parking structure expansion
- 286 total parking stalls
- Height of 90 feet



Legend:
- Medical Buildings
- P Parking Structures

Phase 2: 1517 N Vermont Blvd
- 8-story parking structure (replacement)
- 578 total parking stalls above and 2-levels below grade
- Height of 105 feet*
- 2300 square feet of commercial space

Phase 1: 4760 Sunset Blvd
- 4-story medical office building/ procedure center
- 50,000 square feet addition
- Height of 80 feet

Phase 1: 1345 N Vermont Blvd
- 9-story medical office building and parking
- 562 total parking stalls above and 4-levels below grade
- 130,000 office square feet
- Height of 129 feet

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MAP SOURCE: PERKINS + WILL ARCHITECTS

FIGURE 2-3
KAISER PERMANENTE LAMC CAMPUS SITE PLAN

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3.0 SITE ACCESS AND CIRCULATION

3.1 LAMC Campus Vehicular Access

Vehicular access to the Kaiser Permanente LAMC campus is provided by the key public roadways traversing the campus. As shown in *Figure 2-1*, the key roadways providing vehicular access to the campus parking facilities including the following:

- North-South Roads
  - Alexandria Avenue
  - Edgemont Street
  - L. Ron Hubbard Way
  - New Hampshire Avenue
  - Vermont Avenue
- East-West Roads
  - Barnsdall Avenue
  - Sunset Boulevard

These key roadways provide direct vehicular access to and from the LAMC campus parking facilities. Also, it is noted that all of the campus adjacent intersections of the key roadways are traffic signal controlled.

No changes to the LAMC campus key access roadways and intersections are planned as part of the Kaiser Permanente LAMC project. Minor changes will occur at the 1345 North Vermont Avenue development site (Phase 1) for access to the proposed parking garage at this location. However, it is noted that the access scheme for the subject site will be similar in nature to existing site access which occurs via both New Hampshire Avenue and Vermont Avenue.

3.2 Pedestrian Access

The Hollywood Community Plan area generates some of the highest levels of pedestrian activity in the entire City of Los Angeles, particularly along the key corridors in the vicinity of the project site. Based on the existing level of pedestrian activity in the area and the proximity of the nearby Metro Red Line station, it is anticipated that a high level of pedestrian activity will continue in the area and to and from the proposed project site.

The Kaiser Permanente LAMC campus is well located to encourage pedestrian activity and walking as a transportation mode[5]. As indicated in *Figure 2–1*, walkways for buildings and parking facilities within the Kaiser Permanente LAMC campus will connect to adjacent sidewalks in a manner that promotes walkability. Walkability is a term for the extent to which walking is readily available as a safe, connected, accessible and pleasant mode of transport. There are several criteria that are widely accepted as key aspects of the walkability of urban areas that should be satisfied. The underlying principle is that pedestrians should not be delayed, diverted, or placed in danger. The widely accepted characteristics of walkability are as follows:

- Connectivity: People can walk from one place to another without encountering major obstacles, obstructions, or loss of connectivity.

- Convivial: Pedestrian routes are friendly and attractive, and are perceived as such by pedestrians.

- Conspicuous: Suitable levels of lighting, visibility and surveillance over its entire length, with high quality delineation and signage.

- Comfortable: High quality and well-maintained footpaths of suitable widths, attractive landscaping and architecture, shelter and rest spaces, and a suitable allocation of roadspace to pedestrians.

- Convenient: Walking is a realistic travel choice, partly because of the impact of the other criteria set forth above, but also because walking routes are of a suitable length as a result of land use planning with minimal delays.

A review of the LAMC campus pedestrian walkways indicates that these primary characteristics are accommodated as part of the project. The Kaiser Permanente campus is situated in the Hollywood community which is currently one of the most vibrant and dynamic places in the City. The Hollywood community is experiencing a considerable amount of new development including residential, restaurant, and other commercial businesses which are fostering and increasing pedestrian activity in the area. Further, regional and local public transit stops are provided immediately adjacent to the LAMC campus on key arterials which is important in encouraging pedestrian circulation and transit use. The proposed Kaiser Permanente LAMC campus project pedestrian walkways will be appropriately landscaped and adorned to provide a friendly walking environment to further enhance pedestrian activity in the campus area and in the Hollywood area.

[5] For example, refer to http://www.walkscore.com/, which generates a walkability score of approximately 96 (Walker's Paradise) out of 100 for the project site. Walk Score calculates the walkability of an address by locating nearby stores, restaurants, schools, parks, etc. Walk Score measures how easy it is to live a lifestyle that relies on walking over driving a car — not how pretty the area is for walking.

3.3 Bicycle Access

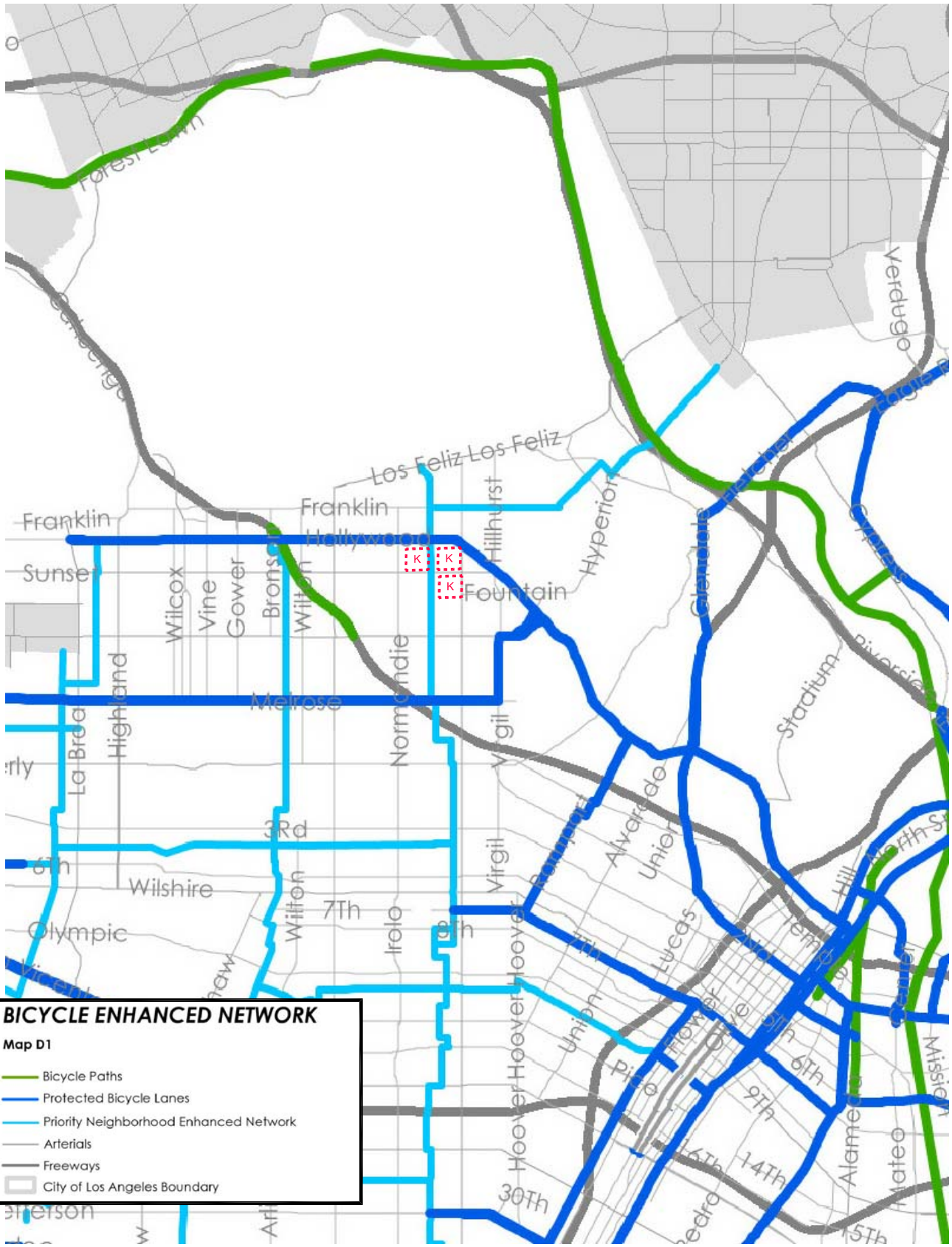
Bicycle access to the project site is facilitated by the City's bicycle roadway network. Walk Score also calculates a bike score based on the topography, number and proximity of bike lanes, etc., which generates a bike score for the project site of approximately 64 (Bikeable) out of 100.[6] Existing and proposed bicycle facilities (e.g., Class I Bicycle Path, Class II Bicycle Lanes, Class III Bicycle Routes, Proposed Bicycle Routes, Bicycle Friendly Streets, etc.) identified in the City's 2010 Bicycle Plan are or will be located within an approximate one-mile radius from the project site.[7] It is important to note that the 2010 Bicycle Plan goals and policies have been folded into the Mobility Plan 2035 to reflect a commitment to a balanced, multi-modal viewpoint. The location of the City's bicycle enhanced network (low stress network) in close proximity to the project site and in the surrounding area is shown in ***Figure 3-1***. The location of the City of Los Angeles proposed bicycle lane network in close proximity to the project site and in the surrounding area is illustrated in ***Figure 3-2***.

The Federal and State transportation systems recognize three primary bikeway facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). Bicycle Paths (Class I) are exclusive car free facilities that are typically not located within a roadway area. Bicycle Lanes (Class II) are part of the street design that is dedicated only for bicycles and identified by a striped lane separating vehicle lanes from bicycle lanes. Bicycle Routes (Class III) are preferably located on collector and lower volume arterial streets.

Use of bicycles as a transportation mode to and from the proposed project site should be encouraged by the provision of ample and safe bicycle parking. The type of spaces and dimensions for this parking will be provided based on City Code requirements (refer to Los Angeles Municipal Code Sections 12.21.A.16 and 12.21 A.4(c)) and the needs of a variety of bicycles. The bicycle spaces will be provided in a readily accessible location(s). Appropriate lighting will be provided to increase safety and deter theft during night-time parking.

[6] Refer to http://www.walkscore.com/, which generates the bike score for the project site. Walk Score calculates the bike score of an address by locating nearby bicycling facilities as well as connections to bus/rail transit routes and stops. Walk Score measures how easy it is to live a lifestyle that relies on biking over driving a car — not how pretty the area is for bicycling.

[7] Sources: City of Los Angeles Mobility Plan 2035 (2015), and City of Los Angeles Bicycle Parking Plan; www.labikeplan.org. As noted in the Mobility Plan 2035, the 2010 Bicycle Plan and policies have been folded into the Mobility Plan to reflect a commitment to a balanced, multi-modal viewpoint.



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MAP SOURCE: CITY OF LOS ANGELES MOBILITY PLAN 2035

K KAISER PROJECT AREA

FIGURE 3-1
CITY OF LOS ANGELES BICYCLE ENHANCED NETWORK (LOW STRESS NETWORK)

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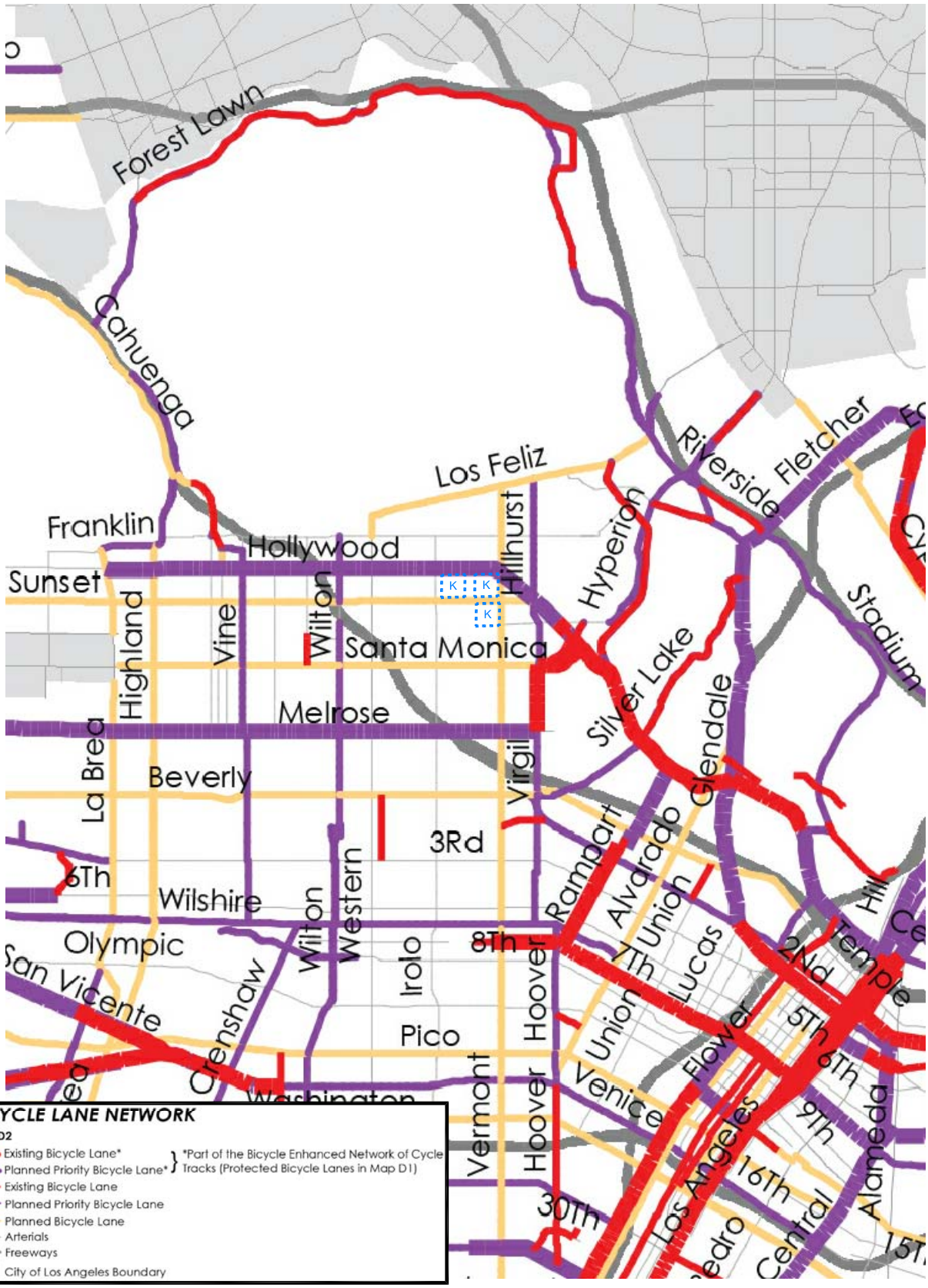

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MAP SOURCE: CITY OF LOS ANGELES MOBILITY PLAN 2035

K KAISER PROJECT AREA

FIGURE 3-2
CITY OF LOS ANGELES
PROPOSED BICYCLE LANE NETWORK

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4.0 EXISTING STREET SYSTEM

4.1 Regional Highway System

Regional vehicular access to the project site is provided by the U.S. 101 (Hollywood) Freeway. A brief description of the Hollywood Freeway is provided in the following paragraph.

U.S. 101 (Hollywood) Freeway is generally a north-south oriented freeway connecting downtown Los Angeles to the San Fernando Valley within the City of Los Angeles region. In the project vicinity, the U.S. 101 Freeway alignment runs in a northwest to southeast direction. Four mainline travel lanes are provided in each direction on the U.S. 101 Freeway. Within the general project area, on and/or off-ramps are provided at Santa Monica Boulevard and Vermont Avenue.

4.2 Roadway Classifications

The City utilizes the roadway categories recognized by regional, state, and federal transportation agencies. There are four categories in the roadway hierarchy, ranging from freeways with the highest capacity to two-lane undivided roadways with the lowest capacity. The roadway categories are summarized as follows:

- *Freeways* are limited-access and high speed travel ways included in the state and federal highway systems. Their purpose is to carry regional through-traffic. Access is provided by interchanges with typical spacing of one mile or greater. No local access is provided to adjacent land uses.

- *Arterial* roadways are major streets (e.g., Boulevard and Avenue designations) that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and their major intersections are signalized. This roadway type is divided into two categories: principal and minor arterials. Principal arterials are typically four-or-more lane roadways and serve both local and regional through-traffic. Minor arterials are typically two-to-four lane streets that service local and commute traffic.

- *Collector* roadways are streets that provide access and traffic circulation within residential and non-residential (e.g., commercial and industrial) areas. Collector roadways connect local streets to arterials and are typically designed with two through travel lanes (i.e., one through travel lane in each direction) that may accommodate on-street parking. They may also provide access to abutting properties.

- *Local* roadways distribute traffic within a neighborhood, or similar adjacent neighborhoods, and are not intended for use as a through-street or a link between higher capacity facilities such as collector or arterial roadways. Local streets are fronted by residential uses and do not typically serve commercial uses.

- *Alleys* are common throughout the Downtown area as well as throughout the City. Alleys parallel to major and secondary highways provide an essential service function, enable limitations on curb cuts, and assist traffic flow on arterial streets.

4.3 Local Street System

The list of 24 study intersections selected for analysis of potential impacts related to the proposed project was based on consultation with LADOT staff. The list of study intersections is presented in ***Table 4-1*** and the study locations are shown in *Figure 1-1*. All 24 study intersections are currently controlled by traffic signals. The existing lane configurations and intersection controls at the study intersections are displayed in ***Figure 4-1*** and descriptions of the existing roadways (e.g., number of travel lanes, median type, and speed limit) are provided in ***Table 4-2***.

4.4 Transit Services

Extensive public bus and rail transit service is provided within the Kaiser Permanente LAMC campus study area. Walk Score calculates a transit score based on the number and proximity of bus and rail routes, which generates a transit score of approximately 69 (Good Transit) out of 100 for the project site.[8]

4.4.1 *Public Bus Transit Services*

Public bus transit service within the Kaiser Permanente LAMC campus study area is currently provided by Los Angeles County Metropolitan Transit Authority (Metro) and LADOT DASH and Commuter Express Transit Service. A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in ***Table 4–3***. The existing public transit routes in the Kaiser Permanente LAMC campus vicinity are illustrated in ***Figure 4–2***.

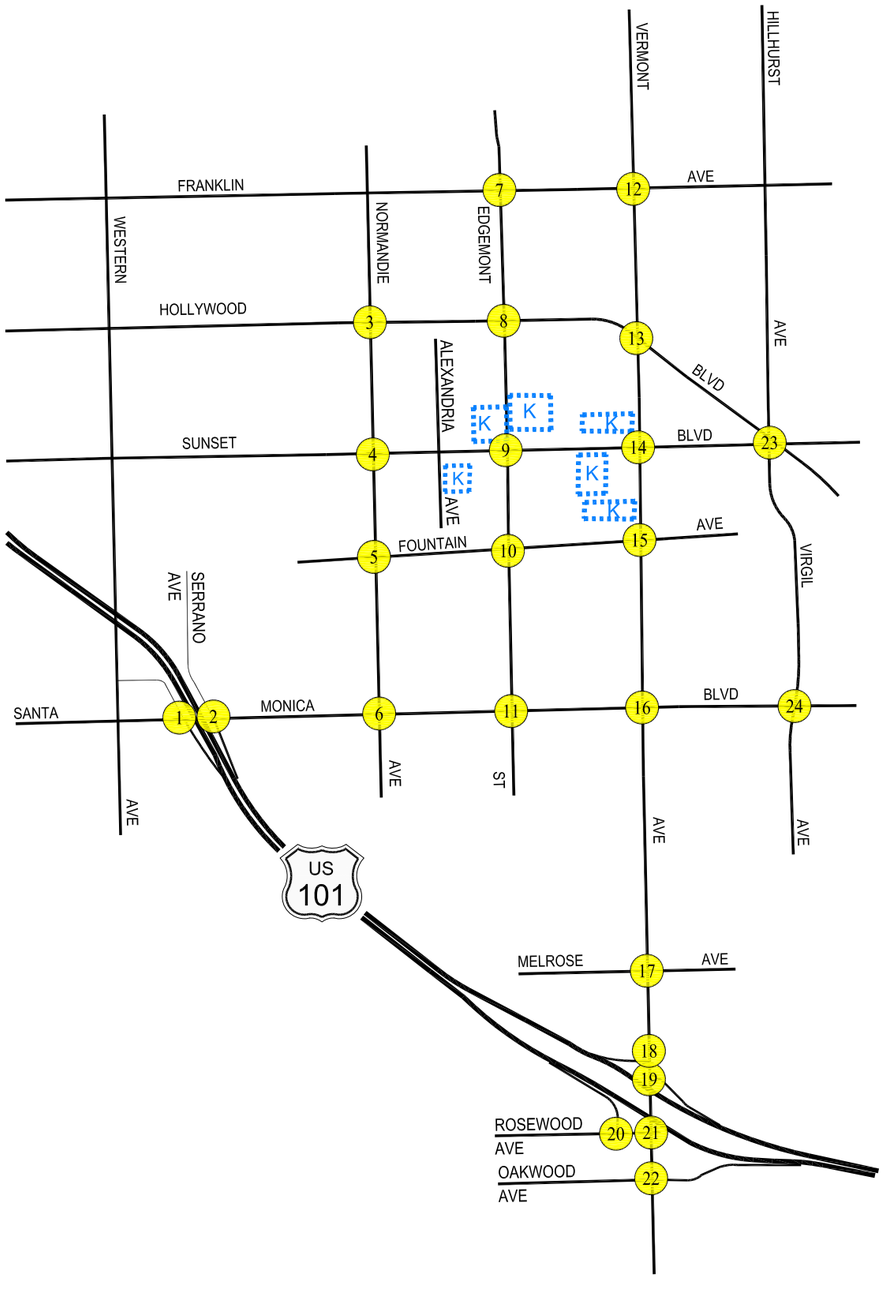
4.4.2 *Rail Transit Services*

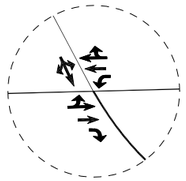
The Metro Red Line is a subway line that provides service through Downtown Los Angeles between Union Station, the Mid-Wilshire area, Hollywood and the San Fernando Valley. The Metro Red Line subway Vermont station is located at the northeast corner of the Vermont Avenue/Sunset Boulevard intersection. A portal is situated within the Kaiser Permanente LAMC campus at the northwest corner of the Vermont Avenue/Sunset Boulevard intersection that connects with the subterranean Metro Red Line subway Vermont station. During the weekday AM and PM peak hours, the Metro Red subway line provides headways of 10 minutes per train (i.e., approximately six Red Line trains) in the northbound and southbound directions.

[8] Refer to http://www.walkscore.com/, which generates the transit score for the project site. Walk Score calculates the transit score of an address by locating nearby bus/rail transit routes and stops. Walk Score measures how easy it is to live a lifestyle that relies on transit over driving a car — not how pretty the area is for using transit service.

Table 4-1
LIST OF STUDY INTERSECTIONS

MAP NO.	LOCATION	TRAFFIC CONTROL
1	US-101 Fwy SB On-Ramp/Santa Monica Blvd	Signalized
2	US-101 Fwy NB On-Ramp/Santa Monica Blvd-Serrano Ave	Signalized
3	Normandie Ave/Hollywood Blvd	Signalized
4	Normandie Ave/Sunset Blvd	Signalized
5	Normandie Ave/Fountain Ave	Signalized
6	Normandie Ave/Santa Monica Blvd	Signalized
7	Edgemont St/Franklin Ave	Signalized
8	Edgemont St/Hollywood Blvd	Signalized
9	Edgemont St/Sunset Blvd	Signalized
10	Edgemont St/Fountain Ave	Signalized
11	Edgemont St/Santa Monica Blvd	Signalized
12	Vermont Ave/Franklin Ave	Signalized
13	Vermont Ave/Hollywood Blvd	Signalized
14	Vermont Ave/Sunset Blvd	Signalized
15	Vermont Ave/Fountain Ave	Signalized
16	Vermont Ave/Santa Monica Blvd	Signalized
17	Vermont Ave/Melrose Ave	Signalized
18	Vermont Ave/US-101 Fwy NB On-Ramp	Signalized
19	Vermont Ave/US-101 Fwy NB Off-Ramp	Signalized
20	US-101 Fwy SB Off-Ramp/Rosewood Ave	Signalized
21	Vermont Ave/Rosewood Ave	Signalized
22	Vermont Ave/Oakwood Ave-US-101 Fwy SB On-Ramp	Signalized
23	Hillhurst Ave-Virgil Ave/Sunset Blvd-Sunset Dr/Hollywood Blvd	Signalized
24	Virgil Ave/Santa Monica Blvd	Signalized





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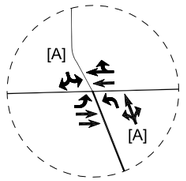
Santa Monica Blvd



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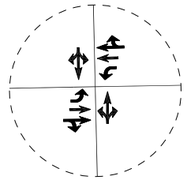

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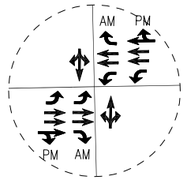

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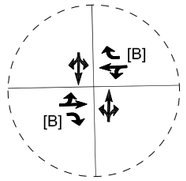

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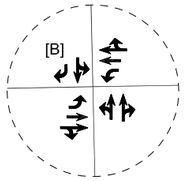

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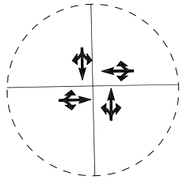

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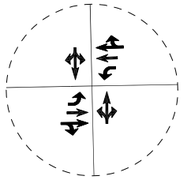

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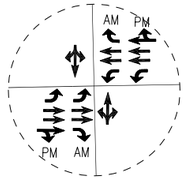

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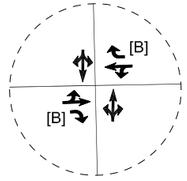

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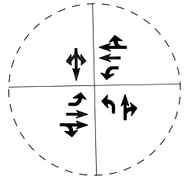

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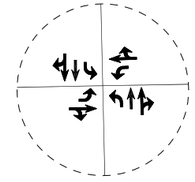

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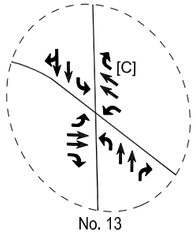

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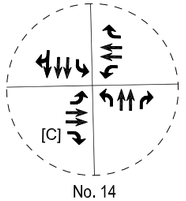

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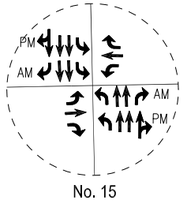

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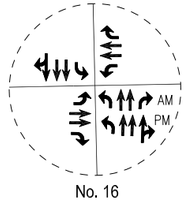

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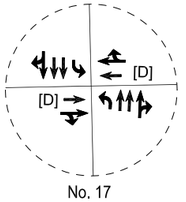

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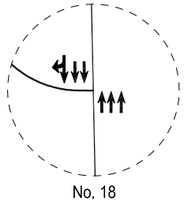

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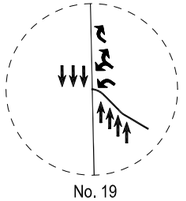

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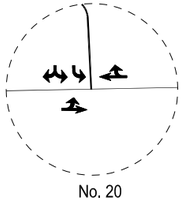

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US-101 Fwy SB Off-Ramp/
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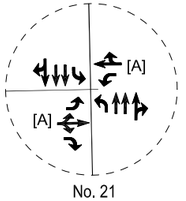

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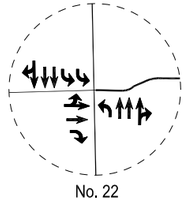
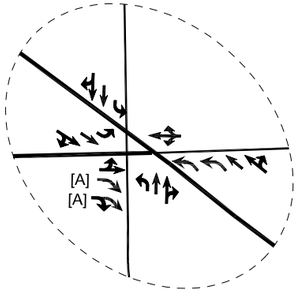
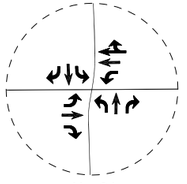
Rosewood Ave



No. 22
Vermont Ave/
Oakwood Ave-US-101 Fwy SB
On-Ramp



No. 23
Hillhurst Ave-Virgil Ave/
Sunset Blvd-Sunset Dr/Hollywood Blvd



No. 24
Virgil Ave/
Santa Monica Blvd

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[A] = SPLIT PHASE OPERATION

[B] = FUNCTIONAL RIGHT-TURN ONLY LANE

[C] = OVERLAP PHASE

[D] = NO LEFT-TURN (6-10 AM & 3-7 PM)

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 4-1
EXISTING LANE CONFIGURATIONS

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

Table 4-2
EXISTING ROADWAY DESCRIPTIONS

Roadway	Classification [1]	Travel Lanes			Median	Speed
		Direction [2]	No. Lanes [3]		Types [4]	Limit
Serrano Avenue	Local Street	N-S	2		N/A	25
Normandie Avenue	Avenue III	N-S	2		N/A	30
(South of Santa Monica Blvd)	Avenue III	N-S	3	[9]	N/A	30
Edgemont Avenue						
(Los Feliz Blvd to Santa Monica Blvd)	Collector Street	N-S	2	[14]	N/A	25
(Santa Monica to Melrose Ave)	Local Street	N-S	2	[13]	N/A	25
Vermont Avenue						
(Los Feliz Blvd to Hollywood Blvd)	Avenue II	N-S	4		N/A	35
(Hollywood Blvd to Melrose Ave)	Avenue I	N-S	4 to 6	[5][6]	N/A	35
Hillhurst Avenue	Avenue II	N-S	4	[9]	N/A	35
Virgil Avenue	Avenue II	N-S	3 to 4		2WLT	35
(South of Melrose Ave)	Avenue II	N-S	3	[13]	2WLT	35
Franklin Avenue						
(West of Normandie Ave)	Avenue II	E-W	2 to 4	[14]	2WLT	35
(East of Normandie Ave)	Avenue III	E-W	2	[14]	N/A	30
Hollywood Boulevard	Avenue I	E-W	4		N/A	35
Sunset Boulevard	Avenue I	E-W	6	[7][8]	2WLT	35
Fountain Avenue	Collector Street	E-W	2	[14]	2WLT	30
Santa Monica Boulevard	Avenue I	E-W	4		2WLT	35
Melrose Avenue						
(West of Vermont Ave)	Avenue II	E-W	4	[11][12]	2WLT	35
(East of Vermont Ave)	Avenue III	E-W	4	[10][11]	N/A	25
Rosewood Avenue	Local Street	E-W	2		2WLT/RMI	30
Oakwood Avenue	Local Street	E-W	2		2WLT	25

Notes:
[1] Roadway classifications obtained from the City of Los Angeles Mobility Plan 2035, Adopted January 20, 2016.
[2] Direction of roadways in the project area: NB-SB: northbound and southbound; and EB-WB: eastbound and westbound.
[3] Number of lanes in both directions on the roadway.
Variations in number of travel lanes due to time restricted on-street parallel parking are noted below.
[4] Median type of the road: RMI - Raised Median Island; 2WLT - 2-Way Left-Turn Lane; and N/A-Not Applicable.
[5] Tow Away No Stopping between 7 AM-9 AM and 4 PM-7 PM in the northbound direction
[6] Tow Away No Stopping between 7 AM-9 AM and 4 PM-7 PM in the southbound direction
[7] Tow Away No Stopping 4 PM-7 PM in the eastbound direction
[8] Tow Away No Stopping 4 PM-7 PM in the westbound direction
[9] Tow Away No Stopping 4 PM-6 PM in the northbound direction
[10] Tow Away No Stopping between 7 AM-9 AM and 4 PM-6 PM in the eastbound direction
[11] Tow Away No Stopping between 7 AM-9 AM and 4 PM-6 PM in the westbound direction
[12] Tow Away No Stopping between 7 AM-9 AM and 3 PM-7 PM in the eastbound direction
[13] Bike Lane (Class II)
[14] Bike Route (Class III)

Table 4-3
EXISTING TRANSIT ROUTES [1]

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES/TRAINS DURING PEAK HOUR		
			DIR	AM	PM
Metro 2/302	Pacific Palisades to Downtown Los Angeles via Westwood, Beverly Hills, Hollywood, Los Angeles and Echo Park	Sunset Boulevard, Normandie Avenue, Edgemont Street, Vermont Avenue, Hollywood Boulevard	EB WB	6 14	11 7
Metro 4	Santa Monica to Downtown Los Angeles via West Los Angeles, West Hollywood, Los Angeles and Echo Park	Santa Monica Boulevard , Normandie Avenue, Edgemont Street, Vermont Avenue, Virgil Avenue	EB WB	6 7	7 5
Metro 10	West Hollywood to Downtown Los Angeles via Los Angeles	Melrose Avenue, Vermont Avenue	EB WB	8 7	7 6
Metro 14	Beverly Hills to Downtown Los Angeles via Los Angeles	Beverly Boulevard, Vermont Avenue	EB WB	13 10	9 10
Metro 175	Hollywood to Silver Lake via Los Feliz	Sunset Boulevard, Vermont Avenue	EB WB	4 2	1 3
Metro 180/181	Altadena to Hollywood via Pasadena, Eagle Rock and Glendale	Hollywood Boulevard, Normandie Avenue, Edgemont Street, Vermont Avenue	EB WB	4 4	4 4
Metro 204	Athens to Hollywood via Los Angeles and Koreatown	Vermont Avenue, Hollywood Boulevard, Sunset Boulevard, Fountain Avenue, Santa Monica Boulevard, Melrose Avenue	NB SB	6 6	6 6
Metro 206	Athens to Hollywood via Los Angeles and Koreatown	Normandie Avenue, Vermont Avenue, Santa Monica Boulevard, Fountain Avenue, Sunset Boulevard, Hollywood Boulevard	NB SB	6 6	6 6

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro), City of Los Angeles Department of Transportation (DASH) (Commuter Express) websites, 2017.

Table 4-3 (Continued)
EXISTING TRANSIT ROUTES [1]

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES/TRAINS DURING PEAK HOUR		
			DIR	AM	PM
Metro 704	Santa Monica to Downtown Los Angeles via West Los Angeles, West Hollywood, Los Angeles and Echo Park	Santa Monica Boulevard, Vermont Avenue	EB WB	4 7	6 5
Metro 754	Athens to Hollywood via Vermont Knolls, Los Angeles and Westlake	Vermont Avenue, Sunset Boulevard	NB SB	11 11	11 11
Metro 780	Los Angeles to Pasadena via West Hollywood, Hollywood, Glendale and Eagle Rock	Vermont Avenue, Hollywood Boulevard	EB WB	5 5	5 5
Metro Red Line	North Hollywood to Downtown Los Angeles via Universal City, Hollywood and Los Angeles	Vermont Avenue, Sunset Boulevard	EB WB	6 6	6 6
DASH - Hollywood	Hollywood - Circular	Vermont Avenue, Edgemont Avenue, Normandie Avenue, Sunset Boulevard, Fountain Avenue, Santa Monica Boulevard	EB WB	2 2	2 2
DASH - Los Feliz	Vermont-Sunset Station to Los Feliz	Vermont Avenue, Franklin Avenue, Sunset Boulevard, Hollywood Boulevard	EB WB	4 4	3 3
Commuter Express 422	Thousand Oaks to USC via Agoura Hills, Woodland Hills, Warner Center, Van Nuys, Los Angeles and Downtown Los Angeles	Vermont Avenue, Highway 101	NB SB	4 0	0 3
			Total	180	166

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro), City of Los Angeles Department of Transportation (DASH) (Commuter Express) websites, 2017.

MAP SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY (METRO) WEBSITE

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NOT TO SCALE

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FIGURE 4-2
EXISTING PUBLIC TRANSIT ROUTES

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KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

5.0 TRAFFIC COUNTS

Manual counts of vehicular turning movements were conducted at each of the study intersections during the weekday morning (AM) and afternoon (PM) commute periods to determine the peak hour traffic volumes. The manual counts were conducted by an independent traffic count subconsultant (The Traffic Solution) at the study intersections from 7:00 to 10:00 AM to determine the weekday AM peak commute hour, and from 3:00 to 6:00 PM to determine the weekday PM peak commute hour. In conjunction with the manual turning movement vehicle counts, a count of bicycle and pedestrian volumes were also collected during the peak periods. It is noted that all of the traffic counts were conducted when local schools were in session. The manual traffic count data were adjusted by one percent (1.0%) per year to reflect Year 2018 existing conditions. Traffic volumes at the study intersections show the typical peak periods between 7:00 to 10:00 AM and 3:00 to 6:00 PM generally associated with metropolitan Los Angeles weekday peak commute hours.

The weekday and weekend peak hour manual counts of vehicle movements at the study intersections are summarized in ***Table 5-1***. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in ***Figures 5-1*** and ***5-2***, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in ***Appendix B***.

Table 5-1
EXISTING TRAFFIC VOLUMES [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
1	US-101 Fwy SB On-Ramp - Oxford Avenue/ Santa Monica Boulevard	02/09/2017	NB	8:00	0	3:30	0
			SB		137		181
			EB		1,271		1,438
			WB		1,398		1,406
2	US-101 Fwy NB Off-Ramp/ Santa Monica Boulevard- Serrano Avenue	02/09/2017	NB	7:45	726	3:15	752
			SB		101		129
			EB		1,054		1,122
			WB		699		852
3	Normandie Avenue/ Hollywood Boulevard	02/09/2017	NB	7:45	268	4:45	390
			SB		288		293
			EB		1,029		1,072
			WB		903		978
4	Normandie Avenue/ Sunset Boulevard	05/17/2016	NB	8:00	304	5:00	430
			SB		371		362
			EB		1,176		1,351
			WB		747		1,017
5	Normandie Avenue/ Fountain Avenue	02/09/2017	NB	7:45	412	5:00	550
			SB		475		547
			EB		510		770
			WB		556		672
6	Normandie Avenue/ Santa Monica Boulevard	05/17/2016	NB	7:45	340	5:00	530
			SB		508		519
			EB		1,021		1,264
			WB		873		846
7	Edgemont Street/ Franklin Avenue	02/09/2017	NB	7:45	150	4:45	337
			SB		218		102
			EB		752		779
			WB		756		683
8	Edgemont Street/ Hollywood Boulevard	05/17/2016	NB	7:45	177	5:00	251
			SB		351		167
			EB		931		1,256
			WB		1,050		1,079
9	Edgemont Street/ Sunset Boulevard	05/17/2016	NB	8:00	249	5:00	237
			SB		248		275
			EB		1,116		1,234
			WB		821		890
10	Edgemont Street/ Fountain Avenue	05/17/2016	NB	7:45	264	4:45	245
			SB		285		303
			EB		438		650
			WB		587		640

[1] Counts conducted by The Traffic Solution

Table 5-1 (Continued)
EXISTING TRAFFIC VOLUMES [1]
WEEKDAY AM AND PM PEAK HOURS

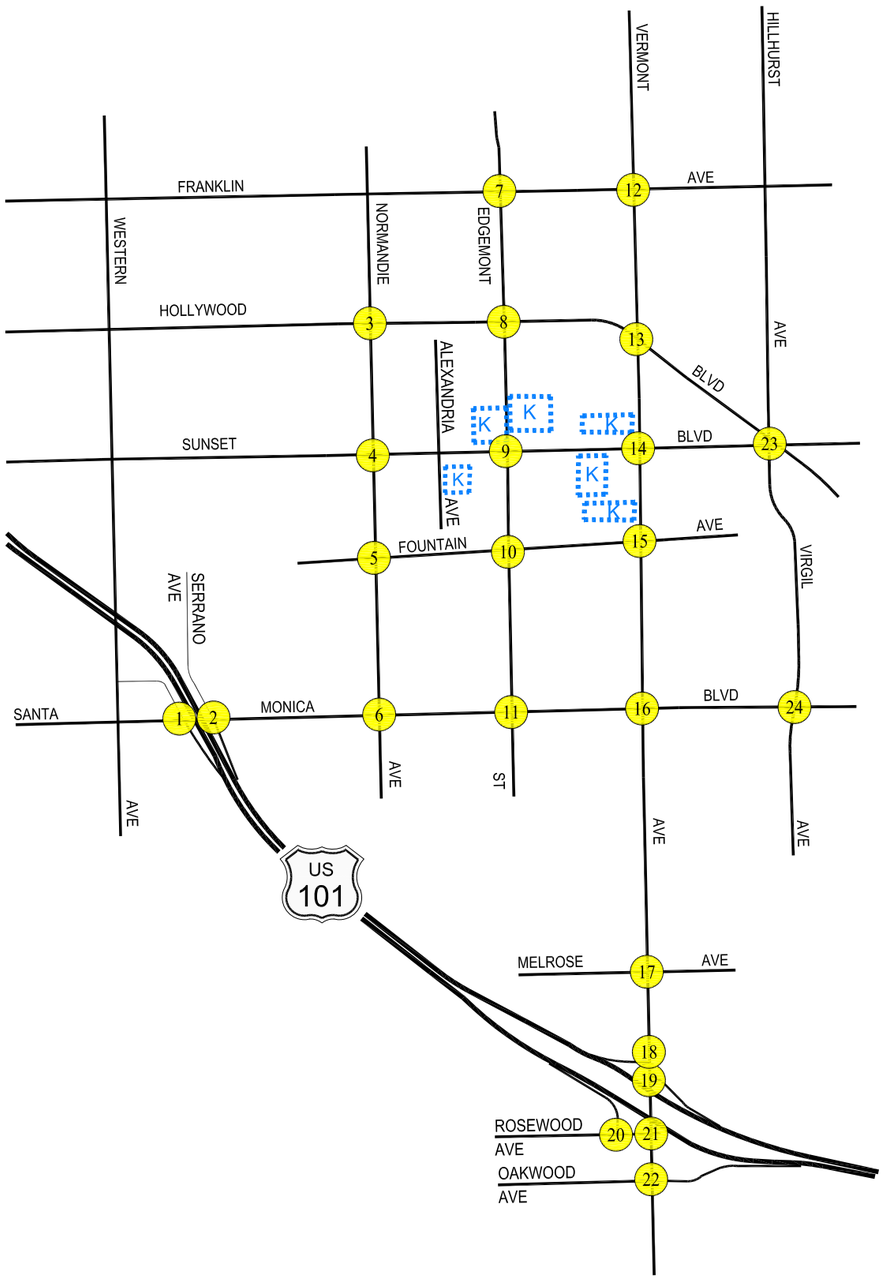
NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
11	Edgemont Street/ Santa Monica Boulevard	05/17/2016	NB SB EB WB	7:30	248 221 817 679	4:45	252 316 1,307 790
12	Vermont Avenue/ Franklin Avenue	02/09/2017	NB SB EB WB	7:45	554 818 714 618	4:15	882 612 801 552
13	Vermont Avenue/ Hollywood Boulevard	05/17/2016	NB SB EB WB	8:00	730 1,039 633 517	4:45	1,225 939 760 700
14	Vermont Avenue/ Sunset Boulevard	05/24/2016	NB SB EB WB	7:30	1,176 1,154 909 637	4:45	1,422 1,222 1,526 596
15	Vermont Avenue/ Fountain Avenue	05/24/2016	NB SB EB WB	7:45	1,332 1,127 479 586	5:00	1,496 1,604 643 531
16	Vermont Avenue/ Santa Monica Boulevard	05/24/2016	NB SB EB WB	7:45	1,319 1,281 848 885	5:00	1,515 1,474 826 852
17	Vermont Avenue/ Melrose Avenue	05/24/2016	NB SB EB WB	7:45	1,364 1,305 486 493	4:45	1,593 1,484 822 453
18	Vermont Avenue/ US-101 Fwy NB On-Ramp/	02/15/2017	NB SB EB WB	7:45	2,350 1,513 0 0	4:15	2,389 1,384 0 0
19	Vermont Avenue/ US-101 Fwy NB Off-Ramp	02/15/2017	NB SB EB WB	7:45	1,631 1,236 0 1,370	4:00	1,624 1,333 0 1,283
20	US-101 Fwy SB Off-Ramp/ Rosewood Avenue	02/15/2017	NB SB EB WB	9:00	0 860 132 150	4:15	0 792 212 228

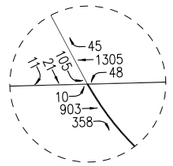
[1] Counts conducted by The Traffic Solution

Table 5-1 (Continued)
EXISTING TRAFFIC VOLUMES [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
21	Vermont Avenue/ Rosewood Avenue	02/15/2017	NB SB EB WB	8:00	1,531 1,838 766 9	4:30	1,518 1,881 870 4
22	Vermont Avenue/ Oakwood Avenue - US-101 Fwy SB On-Ramp	05/24/2016	NB SB EB WB	7:15	1,610 2,210 620 0	4:45	1,616 2,113 589 0
23	Hillhurst Avenue-Virgil Avenue/ Sunset Boulevard - Sunset Drive - Hollywood Boulevard	05/25/2016	NB SB EB WB NWB SEB	8:00	346 962 482 120 910 552	4:00	609 806 771 86 917 701
24	Virgil Avenue/ Santa Monica Boulevard	05/25/2016	NB SB EB WB	7:30	744 728 707 780	5:00	924 805 869 677

[1] Counts conducted by The Traffic Solution





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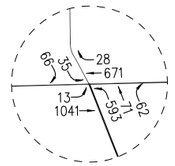
Santa Monica Blvd



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Santa Monica Blvd-
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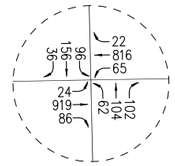

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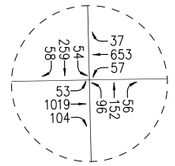
Hollywood Blvd



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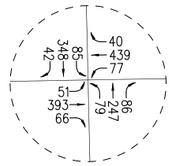

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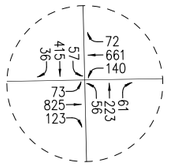
Fountain Ave



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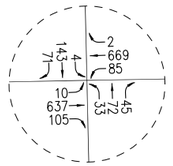

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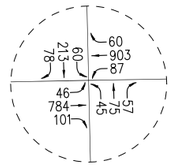
Franklin Ave



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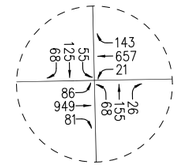

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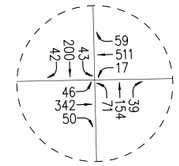

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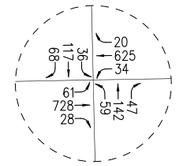

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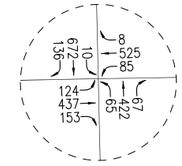

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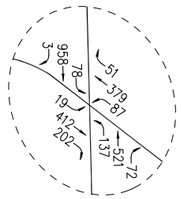

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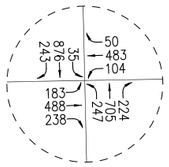

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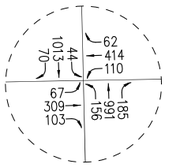

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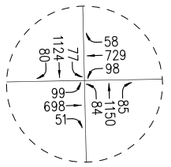
Fountain Ave



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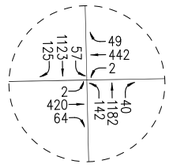
Santa Monica Blvd



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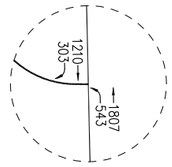
Melrose Ave



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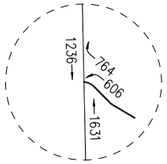
US-101 Fwy NB On-Ramp



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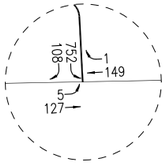

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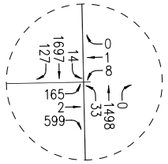
US-101 Fwy SB Off-Ramp/
Rosewood Ave



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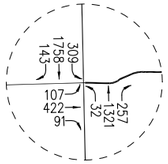

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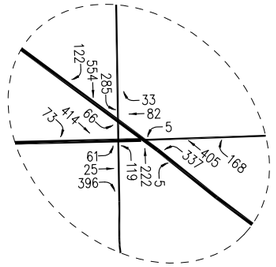
Oakwood Ave-US-101 Fwy SB
On-Ramp



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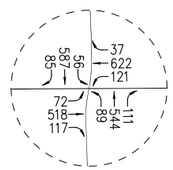
Sunset Blvd-Sunset Dr/Hollywood Blvd



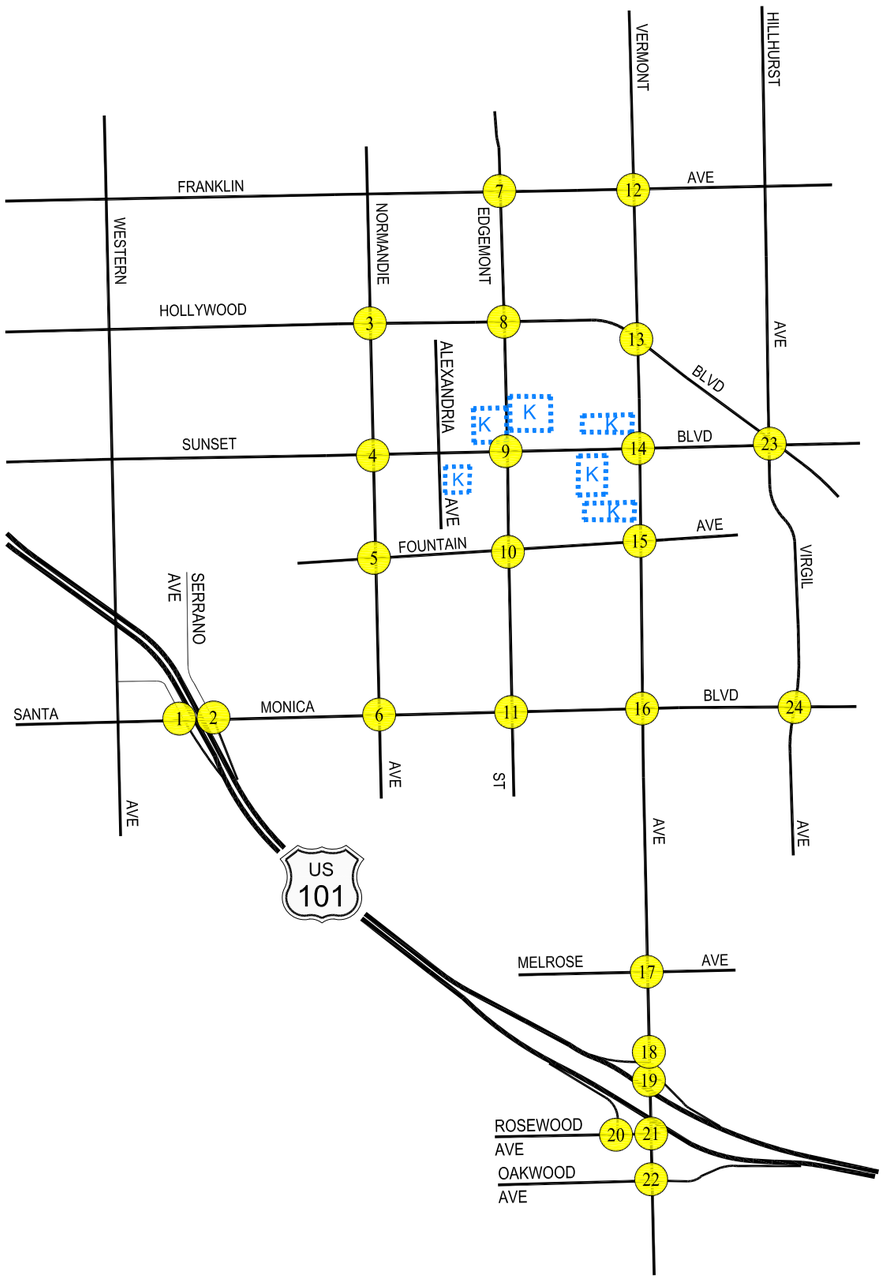
No. 24
Virgil Ave/
Santa Monica Blvd

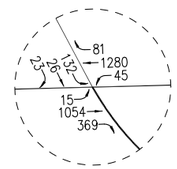
N
NOT TO SCALE

K KAISER PROJECT AREA

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 5-1
EXISTING TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT





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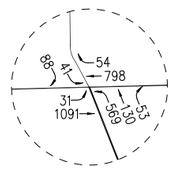
Santa Monica Blvd



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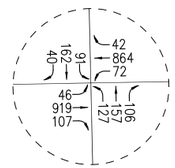
US-101 Fwy NB Off-Ramp/
Santa Monica Blvd-
Serrano Ave



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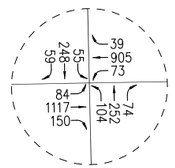
Hollywood Blvd



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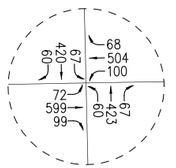
Sunset Blvd



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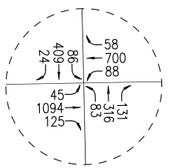
Fountain Ave



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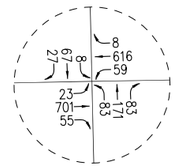

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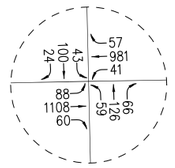

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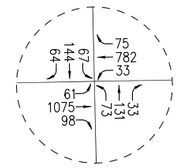

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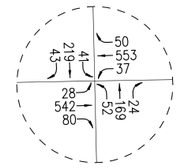

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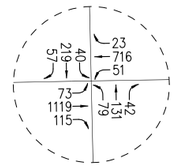

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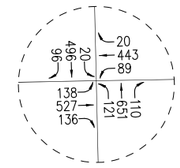

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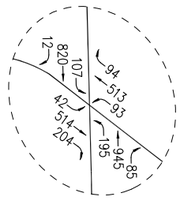
Franklin Ave



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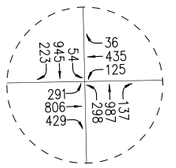
Vermont Ave/Hollywood Blvd



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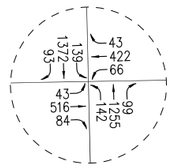

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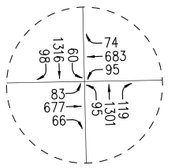
Fountain Ave



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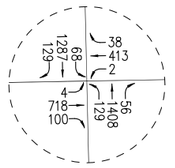

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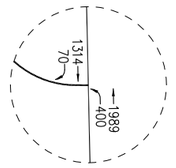
Melrose Ave



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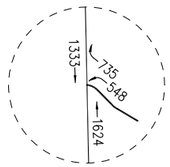
US-101 Fwy NB On-Ramp



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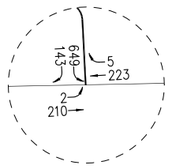

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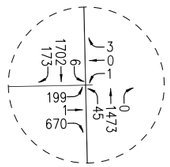
Rosewood Ave



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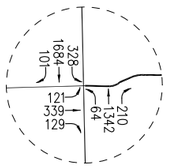
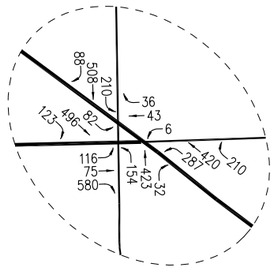
Rosewood Ave



No. 22
Vermont Ave/
Oakwood Ave-US-101 Fwy SB
On-Ramp



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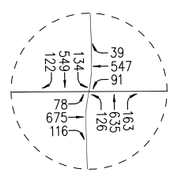
Hillhurst Ave-Virgil Ave/
Sunset Blvd-Sunset Dr/Hollywood Blvd



No. 24
Virgil Ave/
Santa Monica Blvd

N
NOT TO SCALE

K KAISER PROJECT AREA

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 5-2
EXISTING TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

6.0 CUMULATIVE DEVELOPMENT PROJECTS

The forecast of future pre-project conditions was prepared in accordance with procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines provide two options for developing the future traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> (B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency."

To provide a robust estimate of future pre-project traffic volumes, this Traffic Study incorporates both the "A" and "B" options outlined in the CEQA Guidelines to forecast such volumes.

6.1 Related Projects

A forecast of on-street traffic conditions prior to occupancy of the proposed project was prepared by incorporating the potential trips associated with other past, present and probable future projects producing related or cumulative impacts within an approximate 1.5-mile radius from the project site (related projects). With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impacts of all ongoing development. The related projects research was based on information on file with both LADOT and the City of Los Angeles Department of City Planning (LADCP). For LADOT, a list of related projects was obtained from LADOT for the approximately 1.5-mile radius from the project site. For LADCP, the research included, but was not limited to, a review of proposed development projects within the Hollywood Community Plan area, proposed development projects within an approximate 1.5-mile radius from the LAMC campus for which environmental impact reports are being or have been prepared (as shown on the Major Projects section of LADCP's website), and LADCP's bi-weekly case filing reports. Related projects lists from recently approved traffic study MOUs and traffic studies in the project vicinity also were reviewed. The list of related projects in the project site area is presented in ***Table 6-1***. The location of the related projects is shown in ***Figure 6-1***.

Table 6-1
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
1	Under Construction	Paseo Plaza Mixed-Use 5661 West Santa Monica Boulevard	Condominiums Retail	375 DU 377,900 GLSF	[1]	6,831	50	200	250	419	225	644
2	Under Construction	Icon - Sunset Bronson 5800 West Sunset Boulevard	Office	404,799 GSF	[1]	2,690	356	48	404	64	314	378
3	Under Construction	5245 West Santa Monica Boulevard	Apartments Retail	49 DU 32,272 GLSF	[1]	857	3	29	32	45	28	73
4	Proposed	Academy of Motion Pictures Arts & Sciences 1313 Vine Street	Museum Storage	44,000 GLSF 35,231 GLSF	[1]	(79)	15	(2)	13	(62)	2	(60)
5	Under Construction	4900 West Hollywood Boulevard	Apartments Retail	150 DU 13,000 GLSF	[1]	1,585	24	75	99	89	56	145
6	On Hold	Target Shopping Center 5520 West Sunset Boulevard	Discount Store Retail	163,862 GSF 30,887 GLSF	[1]	4,903	52	21	73	211	211	422
7	Proposed	5550 West Hollywood Boulevard	Apartments Retail	278 DU 12,500 GLSF	[1]	1,267	(3)	43	40	47	17	64
8	Proposed	4000 West Sunset Boulevard	Apartments Specialty Retail Fitness Club High-Turnover Restaurant	297 DU 2,800 GLSF 4,500 GSF 14,700 GSF	[1]	2,947	83	154	237	154	95	249
9	Proposed	1629 North Griffith Park Boulevard	Hotel Restaurant Bar/Lounge	26 Rooms 3,784 GSF 2,497 GSF	[1]	232	10	7	17	25	13	38
10	Proposed	5600 West Hollywood Boulevard	Hotel	80 Rooms	[1]	604	22	16	38	22	22	44
11	Proposed	City Lights Mixed-Use 1515 North Hillhurst Avenue	Apartments Restaurant Retail Coffee Shop	202 DU 5,050 GSF 5,350 GLSF 3,025 GSF	[1]	1,664	43	92	135	111	73	184
12	Under Construction	5901 West Sunset Boulevard	Retail Office	26,000 GLSF 274,000 GSF	[1]	3,839	350	61	411	122	339	461
13	Proposed	1717 North Bronson Avenue	Apartments	89 DU	[1]	436	6	27	33	26	14	40
14	Under Construction	4905 West Hollywood Boulevard	Hardware Store	36,667 GSF	[1]	1,404	13	12	25	64	68	132
15	Under Construction	5750 West Hollywood Boulevard	Apartments Retail	161 DU 6,000 GLSF	[1]	1,180	22	66	88	68	38	106

Table 6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
16	Proposed	1868 North Western Avenue	Apartments Retail	104 DU 13,500 GLSF	[1]	363	(5)	18	13	20	7	27
17	Proposed	5460 West Fountain Avenue 1276 North Western Avenue	Apartments	75 DU	[1]	424	7	26	33	23	17	40
18	Proposed	SunWest Mixed-Use 5525 West Sunset Boulevard	Apartments Grocery Store Fast-Food Restaurant High-Turnover Restaurant Retail Office	293 DU 25,090 GSF 1,000 GSF 2,200 GSF 4,700 GLSF 990 GSF	[1]	2,562	61	125	186	143	83	226
19	Proposed	1657 North Western Avenue	Apartments Retail Office	91 DU 39,350 GLSF 25,900 GSF	[1]	702	10	29	39	37	25	62
20	Under Construction	4121 West Santa Monica Boulevard	Retail	14,378 GLSF	[1]	344	4	2	6	14	16	30
21	Proposed	5632 West De Longpre Avenue	Apartments	185 DU	[1]	800	(31)	25	(6)	50	19	69
22	Approved	4914 West Melrose Avenue	Apartments Retail	45 DU 3,760 GLSF	[1]	460	7	20	27	25	17	42
23	Proposed	Hollywood Presbyterian Hospital 1300 North Vermont Avenue	Office	30,933 GSF	[1]	290	36	5	41	6	30	36
24	Proposed	Hollywood Central Park Hollywood Freeway (US 101)	Park Amphitheater	38 Acres	[1]	2,298	104	69	173	115	89	204
25	Under Construction	Meridian Apartments Project 241 North Vermont Avenue	Apartment Retail	100 DU 5,000 GLSF	[3]	510	7	38	45	33	16	49
26	Proposed	Vermont/Santa Monica Mixed-Use TOD Southwest corner of Vermont Avenue/ Santa Monica Boulevard	Apartments Pharmacy/Drugstore Retail (Less Existing Apartments) (Less Existing High-Turnover Sit-Down Restaurant)	230 DU 15,014 GSF 8,400 GLSF (4) DU (2,500) GSF	[4]	1,692	20	67	87	93	66	159
27	Under Construction	6200 West Hollywood Boulevard	Apartments Retail	1,042 DU 175,000 GLSF	[1]	2,816	41	103	144	133	109	242
28	Under Construction	6230 West Yucca Street	Apartments Office Retail	116 DU 13,442 GSF 6,177 GLSF	[1]	473	5	27	32	26	12	38
29	Proposed	3200 West Beverly Boulevard	Apartments Retail	32 DU 5,867 GLSF	[1]	632	4	16	20	39	32	71
30	Proposed	Pantages Theater Office 6225 West Hollywood Boulevard	Office	210,000 GSF	[1]	1,918	243	33	276	43	211	254

Table 6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
31	Proposed	6381 West Hollywood Boulevard	Hotel Restaurant	80 Rooms 15,290 GSF	[1]	1,020	(19)	11	(8)	62	4	66
32	Proposed	Western Galleria Market 100 North Western Avenue	Apartments Retail	187 DU 76,500 GLSF	[1]	940	17	40	57	54	38	92
33	Approved	Capital Records Mixed-Use Project 1740 North Vine Street	Apartments Hotel Office Retail Restaurant Health Club	461 DU 254 Rooms 264,303 GSF 100,000 GLSF 25,000 GSF 80,000 GSF	[1]	9,922	321	253	574	486	438	924
34	Approved	Paramount Studios 5555 West Melrose Avenue	Studio Sound Stage Stage Support Production Office Office Retail	3,234,400 GSF 21,000 GSF 1,900 GSF 635,500 GSF 638,100 GSF 64,200 GLSF	[1]	9,830	712	213	925	297	736	1,033
35	Under Construction	1133 North Vine Street	Hotel	112 Rooms	[1]	457	19	13	32	18	15	33
36	Proposed	4773 West Hollywood Boulevard	Apartments	21 DU	[7]	140	2	9	11	8	5	13
37	Proposed	135 North Western Avenue	Restaurant	25,500 GSF	[1]	457	2	2	4	25	13	38
38	Approved	Palladium Residences 6201 West Sunset Boulevard	Apartment Hotel Retail Restaurant	731 DU 250 Rooms 21,000 GLSF 6,000 GSF	[1]	4,913	128	228	356	234	169	403
39	Under Construction	6230 West Sunset Boulevard	Apartment Office Retail	200 DU 26,981 GSF 4,700 GLSF	[1]	1,473	52	80	132	71	50	121
40	Proposed	Cahuenga Boulevard Hotel 1525 North Cahuenga Boulevard	Hotel	69 Rooms	[1]	469	10	12	22	20	14	34
41	Proposed	901 North Vine Street	Apartments Restaurant	76 DU 3,000 GSF	[1]	26	4	26	30	(5)	1	(4)
42	Proposed	525 North Wilton Place	Apartments	88 DU	[1]	449	6	28	34	27	14	41
43	Proposed	609 North Dillon Street	Apartments Retail	137 DU 18,000 GLSF	[1]	1,095	18	42	60	67	31	98
44	Under Construction	1311 North Cahuenga Boulevard 1310 North Cole Avenue	Apartments Office	375 DU 2,800 GSF	[1]	224	24	6	30	7	23	30
45	Under Construction	3330 West Beverly Boulevard	Apartments Day Care	40 DU 4,237 GSF	[1]	495	26	34	60	35	32	67
46	Proposed	6220 West Yucca Street	Apartments Hotel Restaurant	136 DU 210 Rooms 6,980 GSF	[1]	2,647	88	110	198	129	85	214

Table 6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
47	Approved	Ivar Gardens Hotel 6409 West Sunset Boulevard	Hotel Retail	275 Rooms 1,900 GLSF	[5]	1,285	51	26	77	53	60	113
48	Proposed	235 North Hoover Street	Apartments	50 DU	[1]	1,423	22	87	109	86	47	133
49	Proposed	1615 North Cahuenga Boulevard	Restaurant	10,270 GSF	[1]	294	2	1	3	17	7	24
50	Proposed	3061 West Riverside Drive	Apartments	84 DU	[1]	479	0	33	33	33	8	41
51	Proposed	6200 West Sunset Boulevard	Apartments Quality Restaurant High-Turnover Restaurant	270 DU 2,500 GSF 7,500 GSF	[1]	1,778	26	97	123	100	35	135
52	Under Construction	2828 North Glendale Boulevard	Child Care	175 Students	[1]	618	65	57	122	58	66	124
53	Proposed	1718 North Vine Street	Hotel Restaurant	216 Rooms 4,354 GSF	[1]	1,101	58	41	99	35	42	77
54	Proposed	Melrose & Beachwood 5570 West Melrose Avenue	Apartments Retail	52 DU 5,500 GLSF	[1]	430	(1)	20	19	21	10	31
55	Under Construction	Godfrey Hotel 1400 North Cahuenga Boulevard	Hotel Restaurant	221 Rooms 3,000 GSF	[1]	1,866	63	53	116	72	58	130
56	Under Construction	1350 North Western Avenue	Apartment Retail	204 DU 5,500 GLSF	[1]	1,860	45	101	146	106	59	165
57	Proposed	Hollywood Gower 6100 West Hollywood Boulevard	Apartment Affordable Apartments Quality Restaurant	209 DU 11 DU 3,270 GSF	[1]	1,439	24	76	100	86	46	132
58	Proposed	Selma - Wilcox Hotel 6421 West Selma Avenue	Hotel Restaurant	180 Rooms 12,840 GSF	[1]	1,849	6	4	10	61	59	120
59	Proposed	600 North Vermont Avenue	Apartments Retail	80 DU 14,780 GLSF	[1]	62	4	30	34	(4)	11	7
60	Proposed	Select @ Los Feliz Mixed-Use 4850 West Hollywood Boulevard	Apartments Restaurant	101 DU 10,000 GSF	[1]	1,108	41	68	109	61	32	93
61	Proposed	Las Palmas Apartment Project 1749 North Las Palmas Avenue	Apartments Retail	71 DU 2,582 GLSF	[6]	426	5	21	26	25	15	40
62	Under Construction	1737 North Las Palmas Avenue	Apartments Retail	82 DU 12,000 GLSF	[7] [8]	545 512	8 7	34 5	42 12	33 22	18 23	51 45
63	Under Construction	1751 North Las Palmas Avenue	Condominium	24 DU	[9]	139	2	9	11	8	4	12
64	Proposed	Hollywood Cherokee 1718 North Las Palmas Avenue	Apartments Condominium Specialty Retail	195 DU 29 DU 985 GLSF	[10]	1,333	21	84	105	81	43	124
65	Proposed	1114 North St. Andrews Place	Apartments	50 DU	[7]	333	5	21	26	20	11	31

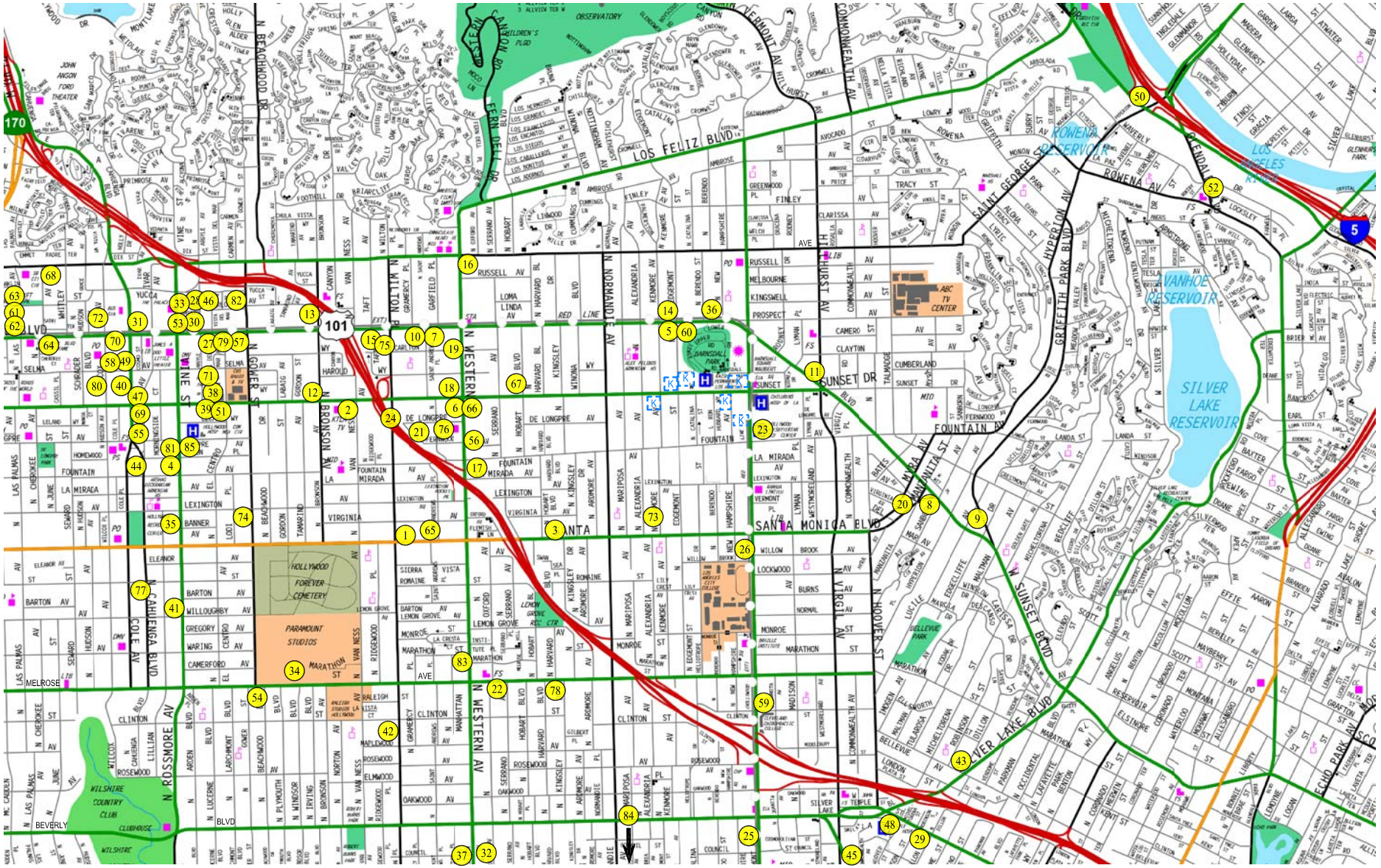
Table 6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
66	Proposed	5420 West Sunset Boulevard	Apartments Retail	735 DU 328,000 GLSF	[7] [8]	4,888 14,006	75 195	300 120	375 315	296 584	160 633	456 1,217
67	Proposed	1525 North Hobart Boulevard	Apartments	21 DU	[5]	140	2	9	11	8	5	13
68	Proposed	1850 North Cherokee Avenue	Condominium Less Apartments	39 DU (19) DU	[9] [5]	227 (126)	3 (2)	14 (8)	17 (10)	13 (8)	7 (4)	20 (12)
69	Proposed	6400 Sunset Boulevard	Apartment Restaurant	232 DU 7,000 GSF	[1]	214	18	88	106	69	1	70
70	Proposed	6430-6440 West Hollywood Boulevard	Apartments General Office Retail Restaurant	260 DU 3,580 GSF 11,020 GLSF 3,200 GSF	[1]	1,625	23	98	121	99	44	143
71	Proposed	Modera Argyle 1546 North Argyle Avenue	Apartments Retail Restaurant	276 DU 9,000 GLSF 15,000 GSF	[1]	2,013	43	127	170	128	51	179
72	Proposed	1723 North Wilcox Avenue	Apartments Retail	68 DU 3,700 GLSF	[1]	537	16	28	44	29	18	47
73	Proposed	1111 North Kenmore Avenue	Apartments	21 DU	[7]	140	2	9	11	8	5	13
74	Proposed	Hollywood Production Center 1149 North Gower Street	Apartments	57 DU	[1]	735	6	23	29	23	12	35
75	Proposed	5717 West Carlton Way	Apartments	20 DU	[7]	133	2	8	10	8	4	12
76	Proposed	1370 North Saint Andrews Place	General Office Restaurant	66,680 GSF 35,000 GSF	[1]	3,142	173	112	285	138	124	262
77	Proposed	TVC Expansion 6300 Romaine Street	General Office Fitness Club Dance Studio	114,725 GSF 40,927 GSF 38,072 GLSF	[1]	1,596	199	27	226	20	17	37
78	Proposed	4760 West Melrose Avenue	Apartments Retail	33 DU 834 GLSF	[7] [8]	219 36	3 1	14 0	17 1	13 1	7 2	20 3
79	Proposed	6140 Hollywood Boulevard	Hotel Condominium Restaurant	102 DU 27 DU 11,460 GSF	[1]	1,782	76	62	138	78	58	136
80	Under Construction	1541 North Wilcox Avenue	Hotel Restaurant	200 DU 9,000 GSF	[1]	3,359	103	80	183	147	114	261
81	Approved	Academy Square 1341 Vine Street	General Office Apartments Restaurants	285,719 GSF 200 DU 16,135 GSF	[1]	6,218	330	164	494	152	220	372
82	Proposed	1759 North Gower Street	Apartments	31 DU	[7]	206	3	13	16	12	7	19
83	Proposed	747 North Western Avenue	Apartments Retail	44 DU 7,700 GLSF	[1]	622	8	21	29	32	24	56

Table 6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
84	Proposed	257 South Mariposa Avenue	Apartments Retail	122 DU 4,630 GLSF	[1]	772	10	41	51	44	25	69
85	Proposed	Omni Group Mixed-Use Development 1360 North Vine Street	Condominium Supermarket Retail Restaurant	429 DU 55,000 GSF 5,000 GLSF 8,988 GSF	[1]	3,768	57	157	214	202	140	342
TOTAL						**146,333**	**4,769**	**4,934**	**9,703**	**6,810**	**6,260**	**13,070**

[1] City of Los Angeles Department of Transportation (LADOT) and Planning except as noted below. The peak hour traffic volumes were forecast based on trip data provided by LADOT and by applying trip rates as provided in the ITE "Trip Generation Manual", 9th Edition, 2012. For those related projects that LADOT provided trip data, the peak hour directional distribution data provided in the ITE "Trip Generation Manual" were utilized.
[2] Trips are one-way traffic movements, entering or leaving.
[3] Source: "Draft Traffic Impact Study Meridian Apartments Project", LLG Engineers, August 4, 2014.
[4] Source: "Draft Traffic Impact Study Santa Monica/Vermont Mixed-Use Transit-Oriented Development Project", LLG Engineers, September 15, 2014.
[5] Source: "Ivar Gardens Hotel Project", prepared by LLG Engineers, August 4, 2014.
[6] Source: "Las Palmas Apartments Project", technical memorandum, prepared by LLG Engineers, May 4, 2017.
[7] ITE Land Use Code 220 (Apartment) trip generation average rates.
[8] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
[9] ITE Land Use Code 230 (Residential Condo./Townhouse) trip generation average rates.
[10] Source: "Hollywood Cherokee Apartments Transportation Study", prepared by Gibson Transportation Consulting Inc., March 2013, and "Traffic Study Addendum for the Hollywood Cherokee Apartments", memorandum from Brian Hartshorn to Stephanie Eyestone-Jones and Heidi Mekkelson, June 26, 2014.



NOT TO SCALE

MAP SOURCE: RAND MCNALLY & COMPANY

K KAISER PROJECT AREA

FIGURE 6-1
LOCATION OF RELATED PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers

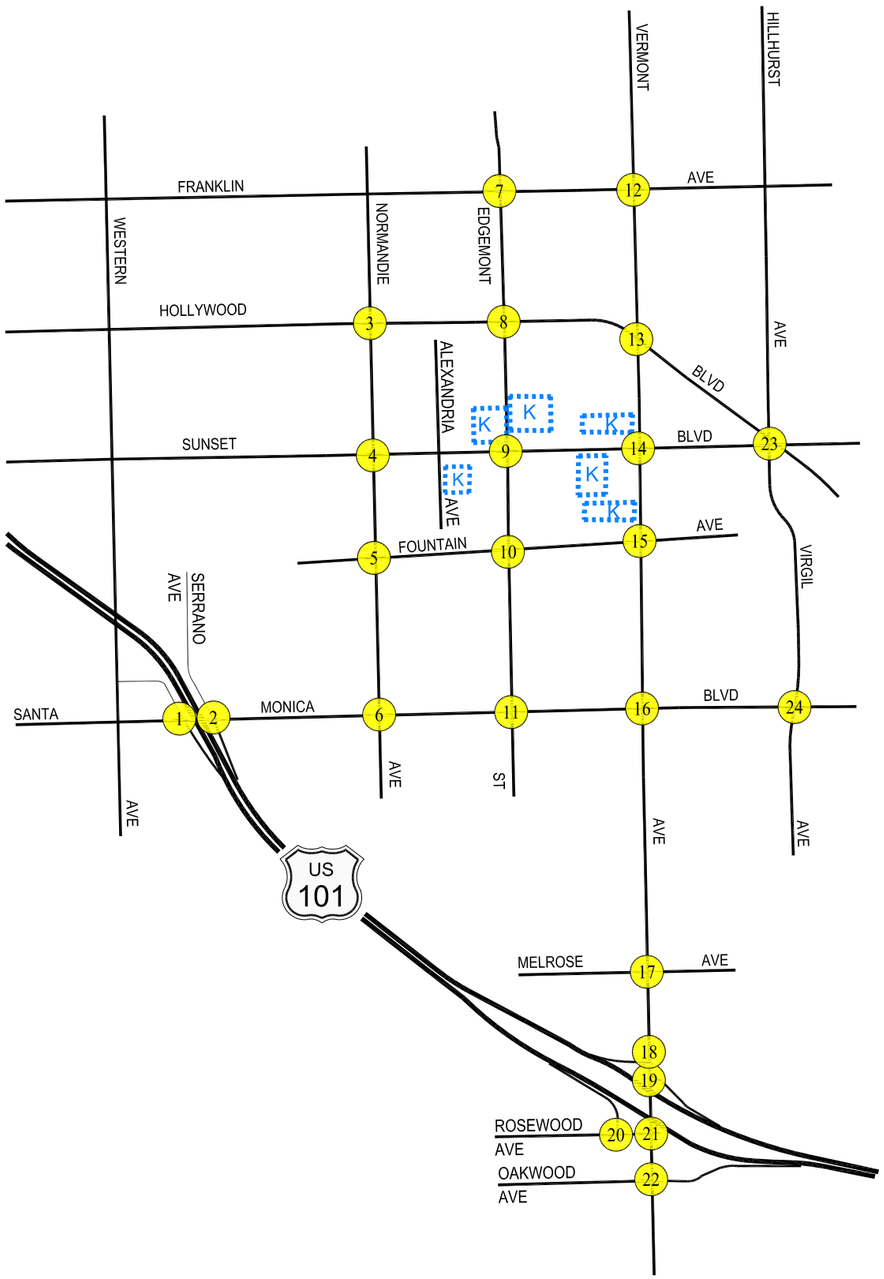
KAISER PERMANENTE LAMC CAMPUS MASTER PLAN PROJECT

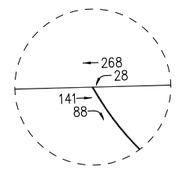
Traffic volumes expected to be generated by the related projects were calculated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*[9], or they were obtained from other traffic studies recently approved by the City. The related projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 6-1*. The related projects traffic volumes were distributed and assigned to the street system based on the projects' locations in relation to the study intersections, their proximity to major traffic corridors, proposed land uses, nearby population and employment centers, etc. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in ***Figures 6-2*** and ***6-3***, respectively.

6.2 Ambient Traffic Growth Factor

Horizon year background traffic growth estimates have been calculated using an ambient traffic growth factor. The ambient traffic growth factor is intended to include unknown related projects in the study area as well as account for typical growth in traffic volumes due to the development of projects outside the study area. Ambient traffic growth in the Hollywood area included in Regional Statistical Area 17 (RSA 17, West/Central Los Angeles), which is presented in the *2010 Congestion Management Program*, indicates existing traffic volumes are expected to increase at an annual rate of less than one percent (i.e., approximately 0.20%) per year between years 2015 and 2030. An annual growth rate of one percent (1.0%) until the years 2024, 2028, and 2030 (i.e., the anticipated build-out years for Phase 1, Phase 2, and Phase 3, respectively) was selected for this analysis in consultation with LADOT during the scoping process. Therefore, application of this one percent (1.0%) ambient growth factor in addition to the forecast traffic generated by the related projects allows for a conservative forecast of future traffic volumes in the project study area as incorporation of both (i.e., an ambient traffic growth rate and a detailed list of cumulative development projects) is expected to overstate potential future traffic volumes. The cumulative development projects should already be incorporated as part of the growth rate projection per the adopted, local and regional planning documents (i.e., which account for the future population, housing, and employment [socio-economic data] projections). Further, as described in Section 6.0 herein, CEQA only requires that one of these two approaches be employed in developing the future traffic volume forecasts.

[9] Institute of Transportation Engineers *Trip Generation Manual*, 9th Edition, Washington, D.C., 2012.





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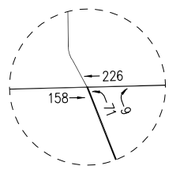
Santa Monica Blvd



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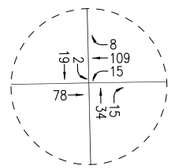
Santa Monica Blvd-
Serrano Ave



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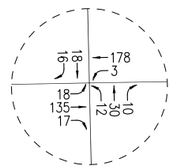

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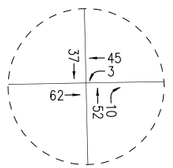
Sunset Blvd



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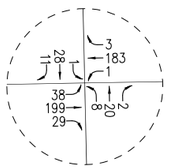
Fountain Ave



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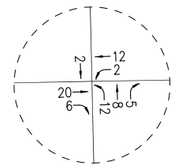
Santa Monica Blvd



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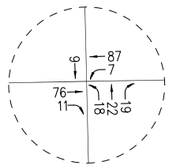
Franklin Ave



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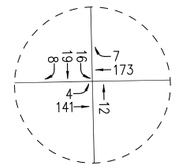

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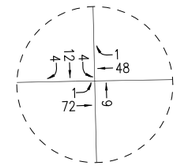
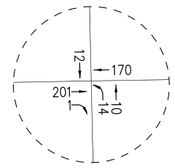


No. 10
Edgemont St/
Fountain Ave



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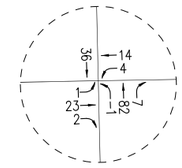

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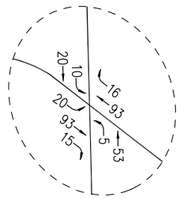

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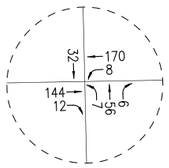

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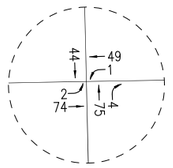

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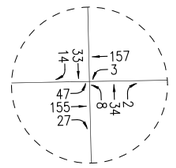

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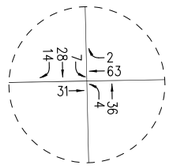

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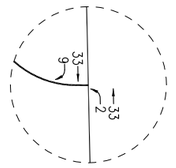

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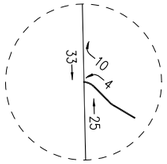

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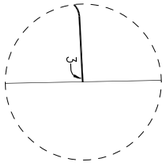

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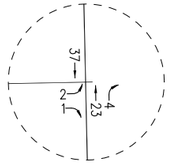

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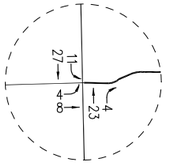

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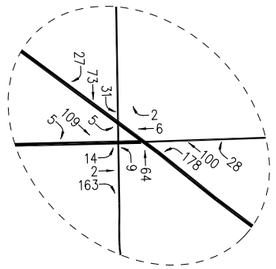
On-Ramp



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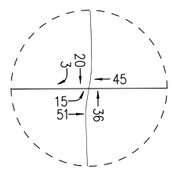
Sunset Blvd-Sunset Dr/Hollywood Blvd



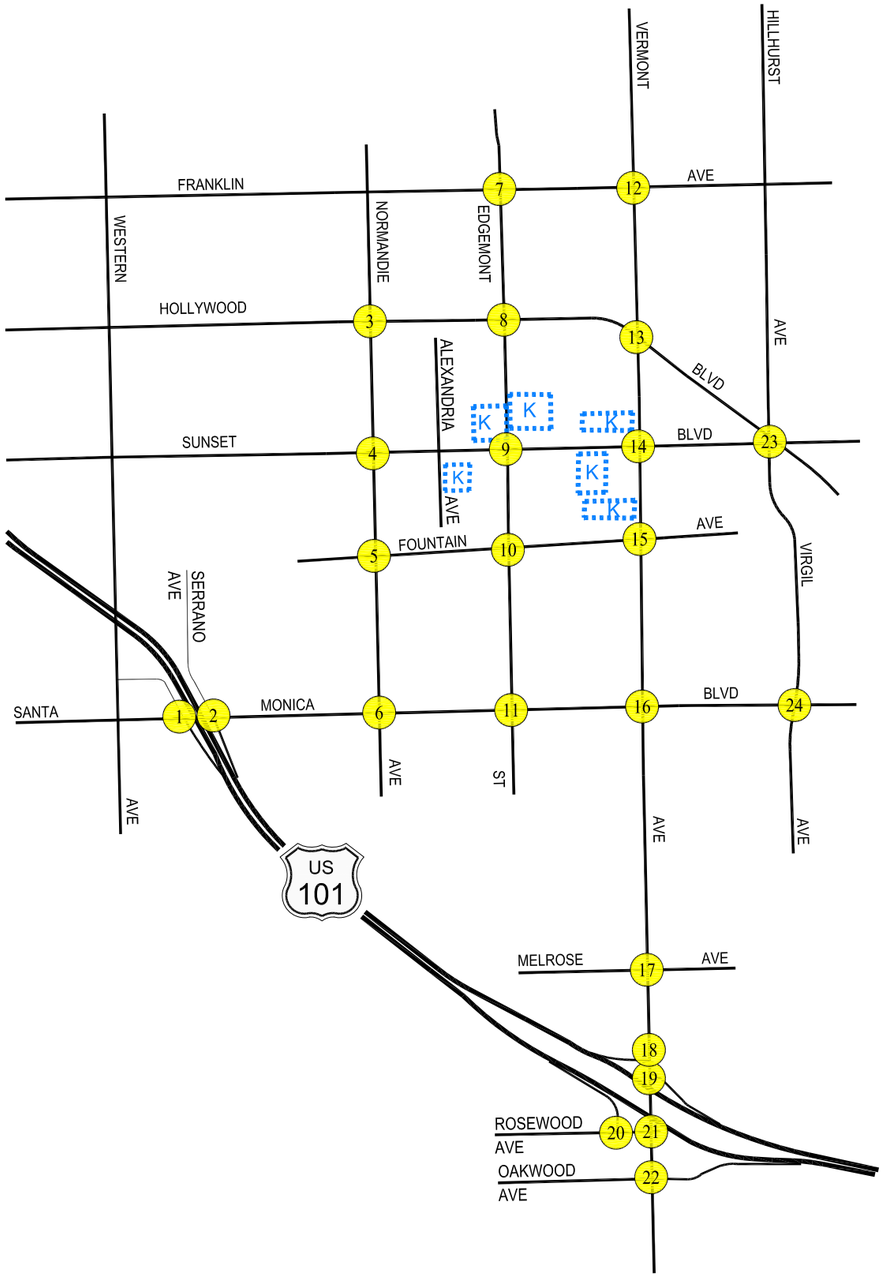
No. 24
Virgil Ave/
Santa Monica Blvd

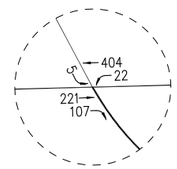
N
NOT TO SCALE

K KAISER PROJECT AREA

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 6-2
RELATED PROJECTS TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT





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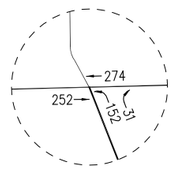

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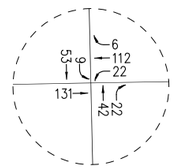

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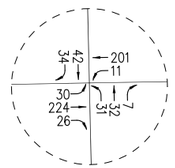

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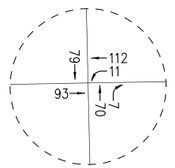

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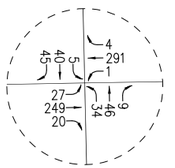

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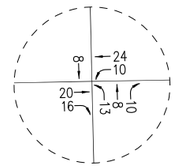

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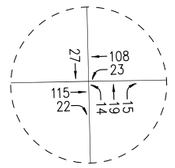

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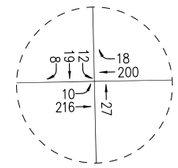

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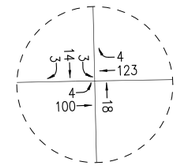

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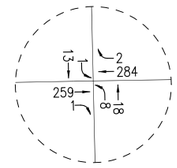

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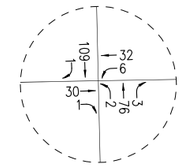

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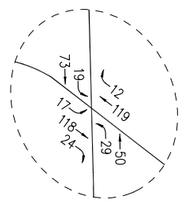

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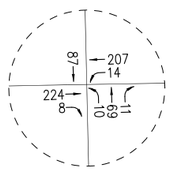

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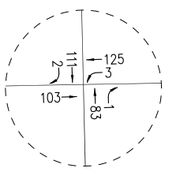

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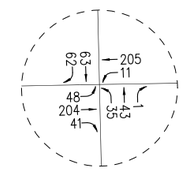

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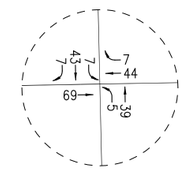

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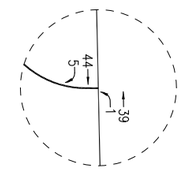

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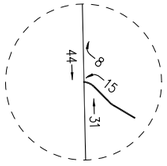

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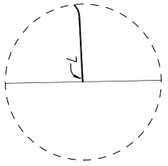

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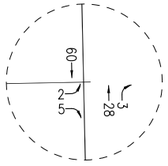
Rosewood Ave



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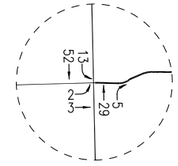

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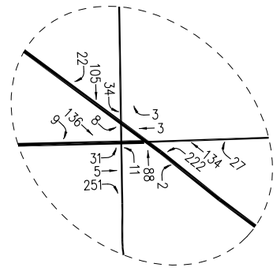
Vermont Ave/
Oakwood Ave-US-101 Fwy SB
On-Ramp



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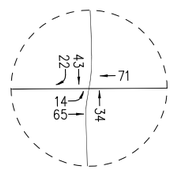
Sunset Blvd-Sunset Dr/Hollywood Blvd



No. 24
Virgil Ave/
Santa Monica Blvd

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NOT TO SCALE

K KAISER PROJECT AREA

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 6-3
RELATED PROJECTS TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

7.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the proposed project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed project is isolated by comparing operational (i.e., Levels of Service) conditions at the selected key intersections using existing and expected future traffic volumes without and with forecast project traffic. The significance of the project's impacts can then be identified based on the current City traffic impact analysis guidelines, and the need for site-specific and/or cumulative local area traffic improvements can then be evaluated.

7.1 Project Traffic Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes to be generated by the proposed project were forecast for the weekday AM and PM peak hours, and over a 24-hour period. Generation rates provided in the ITE *Trip Generation Manual* were utilized to forecast project traffic generation for the proposed project. Traffic volumes expected to be generated by the project's hospital, medical office and retail land use components were based upon the following ITE trip generation average rates:

- ITE Land Use Code 610: Hospital
- ITE Land Use Code 720: Medical-Dental Office Building
- ITE Land Use Code 820: Retail-Shopping Use

Pursuant to LADOT policy, transit and pass-by trip adjustments have been employed in the project traffic generation forecasts. Specifically, a 15 percent (15%) transit adjustment has been applied to the weekday AM and PM peak hour traffic volume forecasts, as well as to the daily traffic volume forecasts, for both the hospital and medical office land use components. A 10 percent (10%) pass-by

adjustment also has been applied to the weekday AM and PM peak hour traffic volume forecasts, as well as to the daily traffic volume forecasts for the medical office land use component. Pass-by trips are intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The pass-by traffic forecast has been estimated based on existing traffic volumes in the project vicinity and the *LADOT Policy on Pass-by Trips*. Pass-by adjustments have been applied to the weekday AM and PM peak hour traffic volume forecasts, as well as to the daily traffic volume forecasts, for the project's commercial land use components.

In addition to the proposed project trip generation forecasts, forecasts also were made for the existing apartment and medical office land use components located on the 1345 North Vermont Avenue development site (Phase 1) which will be demolished as part of the project (so as to incorporate an existing use trip generation credit). ITE Land Use Codes 220 (Apartment) and 720 (Medical Office Building) trip generation average rates were used to forecast the traffic volumes expected to be generated by the existing apartment and medical office land uses, respectively, during the weekday AM and PM peak hours. This is appropriate in that the apartment and medical buildings' existing vehicle trips are already on the street system and included in the baseline traffic counts. Only the "net new" project vehicle trips are assessed for purposes of determining project-related traffic impacts.

7.1.1 *Phase 1 Project Trip Generation*

The trip generation rates and forecast of the vehicular trips anticipated to be generated by the Phase 1 project are presented in ***Table 7-1***. As summarized in *Table 7-1*, the Phase 1 project is expected to generate a net decrease of 72 vehicle trips (56 fewer inbound trips and 16 fewer outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Phase 1 project is expected to generate a net decrease of 88 vehicle trips (25 fewer inbound trips and 63 fewer outbound trips). Over a 24-hour period, the Phase 1 project is forecast to generate a net decrease of 1,110 vehicle trips (555 fewer inbound trips and 555 fewer outbound trips) during a typical weekday.

7.1.2 *Phase 2 Project Trip Generation*

The trip generation rates and forecast of the vehicular trips anticipated to be generated by the Phase 2 project are presented in ***Table 7-2***. As summarized in *Table 7-2*, the Phase 2 project is expected to generate a net increase of 218 vehicle trips (173 inbound trips and 45 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Phase 2 project is expected to generate a net increase of 183 vehicle trips (52 inbound trips and 131 outbound trips). Over a 24-hour period, the Phase 2 project is forecast to generate a net increase of 3,360 vehicle trips (1,680 inbound trips and 1,680 outbound trips) during a typical weekday.

Table 7-1
PHASE 1 PROJECT TRIP GENERATION (YEAR 2024)

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed LAMC Campus [3]								
Hospital [4]	460 Beds	5,952	437	170	607	215	438	653
- Less Transit Adjustment (15%) [5]		(893)	(66)	(26)	(92)	(32)	(66)	(98)
Medical Office Building [6]	615,287 GSF	22,230	1,162	309	1,471	419	1,076	1,495
- Less Transit Adjustment (15%) [5]		(3,335)	(174)	(46)	(220)	(63)	(161)	(224)
- Less Pass-by (10%) [7]		(1,890)	(99)	(26)	(125)	(36)	(92)	(128)
Subtotal Proposed		**22,064**	**1,260**	**381**	**1,641**	**503**	**1,195**	**1,698**
Existing LAMC Campus								
Hospital [4]	460 Beds	5,952	437	170	607	215	438	653
- Less Transit Adjustment (15%) [5]		(893)	(66)	(26)	(92)	(32)	(66)	(98)
Medical Office Building [6]	635,200 GSF	22,950	1,199	319	1,518	431	1,107	1,538
- Less Transit Adjustment (15%) [5]		(3,443)	(180)	(48)	(228)	(65)	(166)	(231)
- Less Pass-by (10%) [7]		(1,951)	(102)	(27)	(129)	(37)	(94)	(131)
Existing Vermont Site								
Apartment [8]	2 DU	13	0	1	1	1	0	1
Medical Office Building [9]	15,113 GSF	546	28	8	36	15	39	54
Subtotal Existing		**23,174**	**1,316**	**397**	**1,713**	**528**	**1,258**	**1,786**
NET INCREASE		**(1,110)**	**(56)**	**(16)**	**(72)**	**(25)**	**(63)**	**(88)**

[1] Source: ITE "Trip Generation Manual", 9th Edition, 2012.
[2] Trips are one-way traffic movements, entering or leaving.
[3] The proposed LAMC Campus consists of the following MOB program elements:

Building Location	Proposed Campus			Existing Campus Uses to be Removed		
4760B Sunset Boulevard	50,000	GSF	MOB	33	Spaces	Surface Parking Lot
1526 Edgemont Street	0	GSF	MOB	120,557	GSF	MOB
1505 Edgemont Street	0	GSF	MOB	79,356	GSF	MOB
1345 Vermont Avenue	130,000	GSF	MOB	Various site uses - see above		
1517 Vermont Avenue	0	GSF	MOB	0	GSF	MOB
Subtotals	180,000	GSF	MOB	199,913	GSF	MOB
Total Net New	(19,913)	GSF	MOB			

[4] ITE Land Use Code 610 (Hospital) trip generation average rates.
- Daily Trip Rate: 12.94 trips/Bed; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.32 trips/Bed; 72% inbound/28% outbound
- PM Peak Hour Trip Rate: 1.42 trips/Bed; 33% inbound/67% outbound

[5] A transit trip reduction of 15 percent (15%) is assumed based on the site's proximity to the Metro Red Line Vermont Station, and Vermont Avenue and Sunset Boulevard public bus transit lines.
[6] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation rates.
- Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
- PM Peak Hour Trip Rate: Ln(T) = 0.90 Ln(X)+1.53 trips/1,000 SF of floor area; 28% inbound/72% outbound

[7] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.
[8] ITE Land Use Code 220 (Apartment) trip generation average rates.
- Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound
- PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound

[9] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates.
- Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
- PM Peak Hour Trip Rate: 3.57 trips/1,000 SF of floor area; 28% inbound/72% outbound

Table 7-2
PHASE 2 (PHASES 1 AND 2) PROJECT TRIP GENERATION (YEAR 2028)

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM OUT	AM TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM OUT	PM TOTAL
Proposed LAMC Campus [3]								
Hospital [4]	460 Beds	5,952	437	170	607	215	438	653
- Less Transit Adjustment (15%) [5]		(893)	(66)	(26)	(92)	(32)	(66)	(98)
Medical Office Building [6]	773,388 GSF	27,943	1,460	388	1,848	514	1,323	1,837
- Less Transit Adjustment (15%) [5]		(4,191)	(219)	(58)	(277)	(77)	(198)	(275)
- Less Pass-by (10%) [7]		(2,375)	(124)	(33)	(157)	(44)	(113)	(157)
Retail [8]	2,300 GLSF	98	1	1	2	4	5	9
Subtotal Proposed		**26,534**	**1,489**	**442**	**1,931**	**580**	**1,389**	**1,969**
Existing LAMC Campus								
Hospital [4]	460 Beds	5,952	437	170	607	215	438	653
- Less Transit Adjustment (15%) [5]		(893)	(66)	(26)	(92)	(32)	(66)	(98)
Medical Office Building [6]	635,200 GSF	22,950	1,199	319	1,518	431	1,107	1,538
- Less Transit Adjustment (15%) [5]		(3,443)	(180)	(48)	(228)	(65)	(166)	(231)
- Less Pass-by (10%) [7]		(1,951)	(102)	(27)	(129)	(37)	(94)	(131)
Existing Vermont Site								
Apartment [9]	2 DU	13	0	1	1	1	0	1
Medical Office Building [10]	15,113 GSF	546	28	8	36	15	39	54
Subtotal Existing		**23,174**	**1,316**	**397**	**1,713**	**528**	**1,258**	**1,786**
NET INCREASE		**3,360**	**173**	**45**	**218**	**52**	**131**	**183**

[1] Source: ITE "Trip Generation Manual", 9th Edition, 2012.
[2] Trips are one-way traffic movements, entering or leaving.
[3] The proposed LAMC Campus consists of the following MOB program elements:

Building Location	Proposed Campus			Existing Campus Uses to be Removed		
4760B Sunset Boulevard	50,000	GSF	MOB	33	Spaces	Surface Parking Lot
1526 Edgemont Street	177,300	GSF	MOB	120,557	GSF	MOB
1505 Edgemont Street	0	GSF	MOB	79,356	GSF	MOB
1345 Vermont Avenue	130,000	GSF	MOB	Various site uses - see above		
1517 Vermont Avenue	0	GSF	MOB	19,199	GSF	MOB
Subtotals	357,300	GSF	MOB	219,112	GSF	MOB
Total Net New	138,188	GSF	MOB			

[4] ITE Land Use Code 610 (Hospital) trip generation average rates.
- Daily Trip Rate: 12.94 trips/Bed; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.32 trips/Bed; 72% inbound/28% outbound
- PM Peak Hour Trip Rate: 1.42 trips/Bed; 33% inbound/67% outbound

[5] A transit trip reduction of 15 percent (15%) is assumed based on the site's proximity to the Metro Red Line Vermont Station, and Vermont Avenue and Sunset Boulevard public bus transit lines.
[6] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation rates.
- Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
- PM Peak Hour Trip Rate: Ln(T) = 0.90 Ln(X)+1.53 trips/1,000 SF of floor area; 28% inbound/72% outbound

[7] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.
[8] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 42.7 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.96 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.71 trips/1,000 SF of floor area; 48% inbound/52% outbound

[9] ITE Land Use Code 220 (Apartment) trip generation average rates.
- Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound
- PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound

[10] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates.
- Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
- PM Peak Hour Trip Rate: 3.57 trips/1,000 SF of floor area; 28% inbound/72% outbound

7.1.3 *Project Build-out Trip Generation*

The trip generation rates and forecast of the vehicular trips anticipated to be generated by project build-out (Phases 1, 2, and 3) are presented in ***Table 7-3***. As summarized in *Table 7-3*, the project at build-out is expected to generate a net increase of 294 vehicle trips (233 inbound trips and 61 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the project at build-out is expected to generate a net increase of 250 vehicle trips (71 inbound trips and 179 outbound trips). Over a 24-hour period, the project at build-out is forecast to generate a net increase of 4,506 vehicle trips (2,253 inbound trips and 2,253 outbound trips) during a typical weekday.

7.2 Project Traffic Distribution and Assignment

Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- The site's proximity to major traffic corridors (i.e., Vermont Avenue, Hollywood Boulevard, Sunset Boulevard, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress availability at the existing and proposed parking facilities at the Kaiser Permanente LAMC campus;
- Nearby population and employment centers; and
- Input from LADOT staff.

The project traffic volume distribution percentages during weekday AM and PM peak hours at the study intersections are illustrated in graphics provided in ***Appendix C*** (refer to *Appendix Figures C-1* through *C-4*). The forecast Phase 1 project traffic volumes at the study intersections for the weekday AM and PM peak hours are displayed in ***Figures 7-1*** and ***7-2***, respectively. The forecast Phase 2 project traffic volumes at the study intersections for the weekday AM and PM peak hours are displayed in ***Figures 7-3*** and ***7-4***, respectively. The forecast build-out project traffic volumes at the study intersections for the weekday AM and PM peak hours are displayed in ***Figures 7-5*** and ***7-6***, respectively. The weekday AM and PM traffic volume assignments at the study intersections presented in *Figures 7-1* through *7-6* reflect the traffic distribution characteristics displayed in *Appendix C* and the project traffic generation forecasts presented in *Tables 7-1*, *7-2* and *7-3* for project Phases 1, 2, and build-out, respectively.

Table 7-3
PROJECT BUILD-OUT (PHASES 1-3) PROJECT TRIP GENERATION (YEAR 2030)

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM OUT	AM TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM OUT	PM TOTAL
Proposed LAMC Campus [3]								
Hospital [4]	460 Beds	5,952	437	170	607	215	438	653
- Less Transit Adjustment (15%) [5]		(893)	(66)	(26)	(92)	(32)	(66)	(98)
Medical Office Building [6]	814,888 GSF	29,442	1,539	409	1,948	539	1,386	1,925
- Less Transit Adjustment (15%) [5]		(4,416)	(231)	(61)	(292)	(81)	(208)	(289)
- Less Pass-by (10%) [7]		(2,503)	(131)	(35)	(166)	(46)	(118)	(164)
Retail [8]	2,300 GLSF	98	1	1	2	4	5	9
Subtotal Proposed		**27,680**	**1,549**	**458**	**2,007**	**599**	**1,437**	**2,036**
Existing LAMC Campus								
Hospital [4]	460 Beds	5,952	437	170	607	215	438	653
- Less Transit Adjustment (15%) [5]		(893)	(66)	(26)	(92)	(32)	(66)	(98)
Medical Office Building [6]	635,200 GSF	22,950	1,199	319	1,518	431	1,107	1,538
- Less Transit Adjustment (15%) [5]		(3,443)	(180)	(48)	(228)	(65)	(166)	(231)
- Less Pass-by (10%) [7]		(1,951)	(102)	(27)	(129)	(37)	(94)	(131)
Existing Vermont Site								
Apartment [9]	2 DU	13	0	1	1	1	0	1
Medical Office Building [10]	15,113 GSF	546	28	8	36	15	39	54
Subtotal Existing		**23,174**	**1,316**	**397**	**1,713**	**528**	**1,258**	**1,786**
NET INCREASE		**4,506**	**233**	**61**	**294**	**71**	**179**	**250**

[1] Source: ITE "Trip Generation Manual", 9th Edition, 2012.
[2] Trips are one-way traffic movements, entering or leaving.
[3] The proposed LAMC Campus consists of the following MOB program elements:

Building Location	Proposed Campus			Existing Campus Uses to be Removed		
4760B Sunset Boulevard	50,000	GSF	MOB	33	Spaces	Surface Parking Lot
1526 Edgemont Street	177,300	GSF	MOB	120,557	GSF	MOB
1505 Edgemont Street	41,500	GSF	MOB	79,356	GSF	MOB
1345 Vermont Avenue	130,000	GSF	MOB	Various site uses - see above		
1517 Vermont Avenue	0	GSF	MOB	19,199	GSF	MOB
Subtotals	398,800	GSF	MOB	219,112	GSF	MOB
Total Net New	179,688	GSF	MOB			

[4] ITE Land Use Code 610 (Hospital) trip generation average rates.
- Daily Trip Rate: 12.94 trips/Bed; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.32 trips/Bed; 72% inbound/28% outbound
- PM Peak Hour Trip Rate: 1.42 trips/Bed; 33% inbound/67% outbound

[5] A transit trip reduction of 15 percent (15%) is assumed based on the site's proximity to the Metro Red Line Vermont Station, and Vermont Avenue and Sunset Boulevard public bus transit lines.
[6] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation rates.
- Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
- PM Peak Hour Trip Rate: Ln(T) = 0.90 Ln(X)+1.53 trips/1,000 SF of floor area; 28% inbound/72% outbound

[7] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.
[8] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
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- PM Peak Hour Trip Rate: 3.71 trips/1,000 SF of floor area; 48% inbound/52% outbound

[9] ITE Land Use Code 220 (Apartment) trip generation average rates.
- Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
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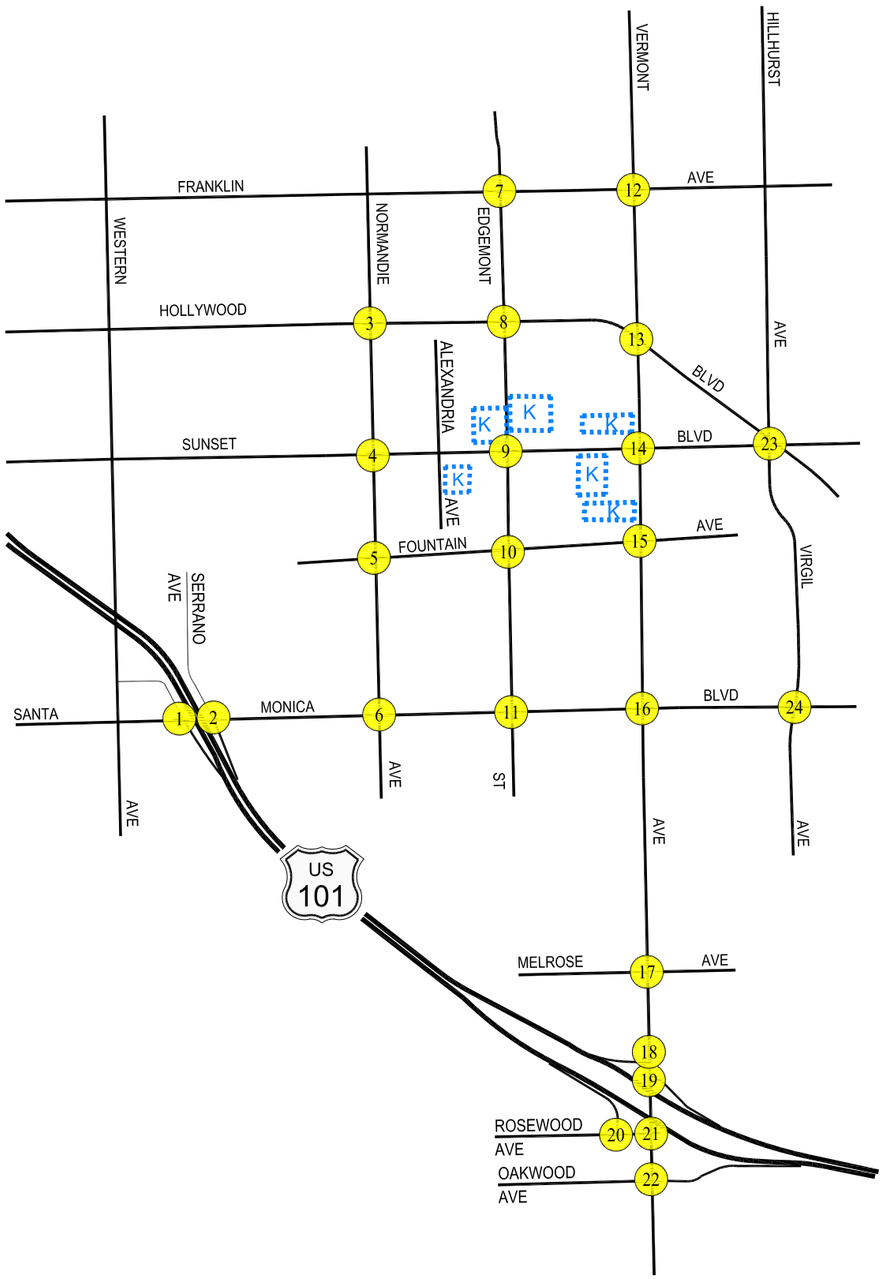
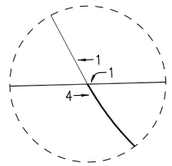
- PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound

[10] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates.
- Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
- PM Peak Hour Trip Rate: 3.57 trips/1,000 SF of floor area; 28% inbound/72% outbound





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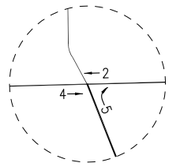

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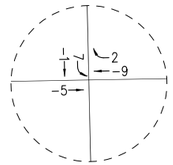

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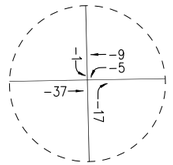

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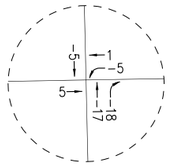

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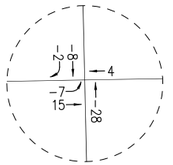

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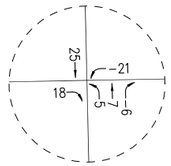

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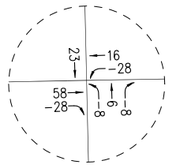

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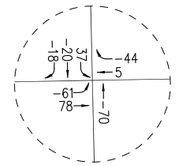

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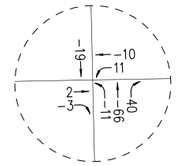

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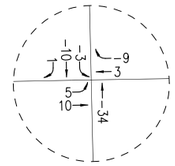

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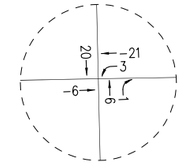

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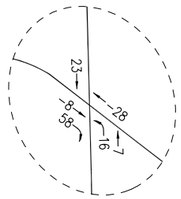

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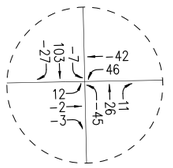

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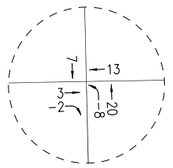

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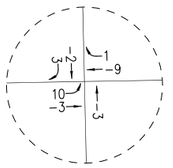

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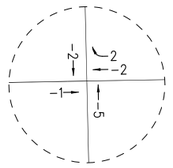

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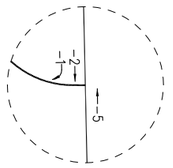

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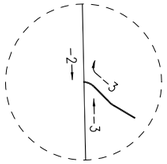

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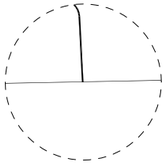

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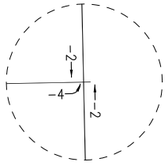

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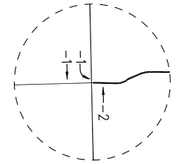

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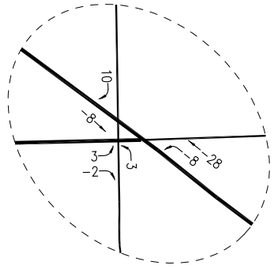

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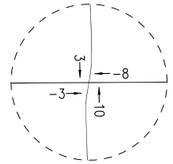
Hillhurst Ave-Virgil Ave/
Sunset Blvd-Sunset Dr/Hollywood Blvd



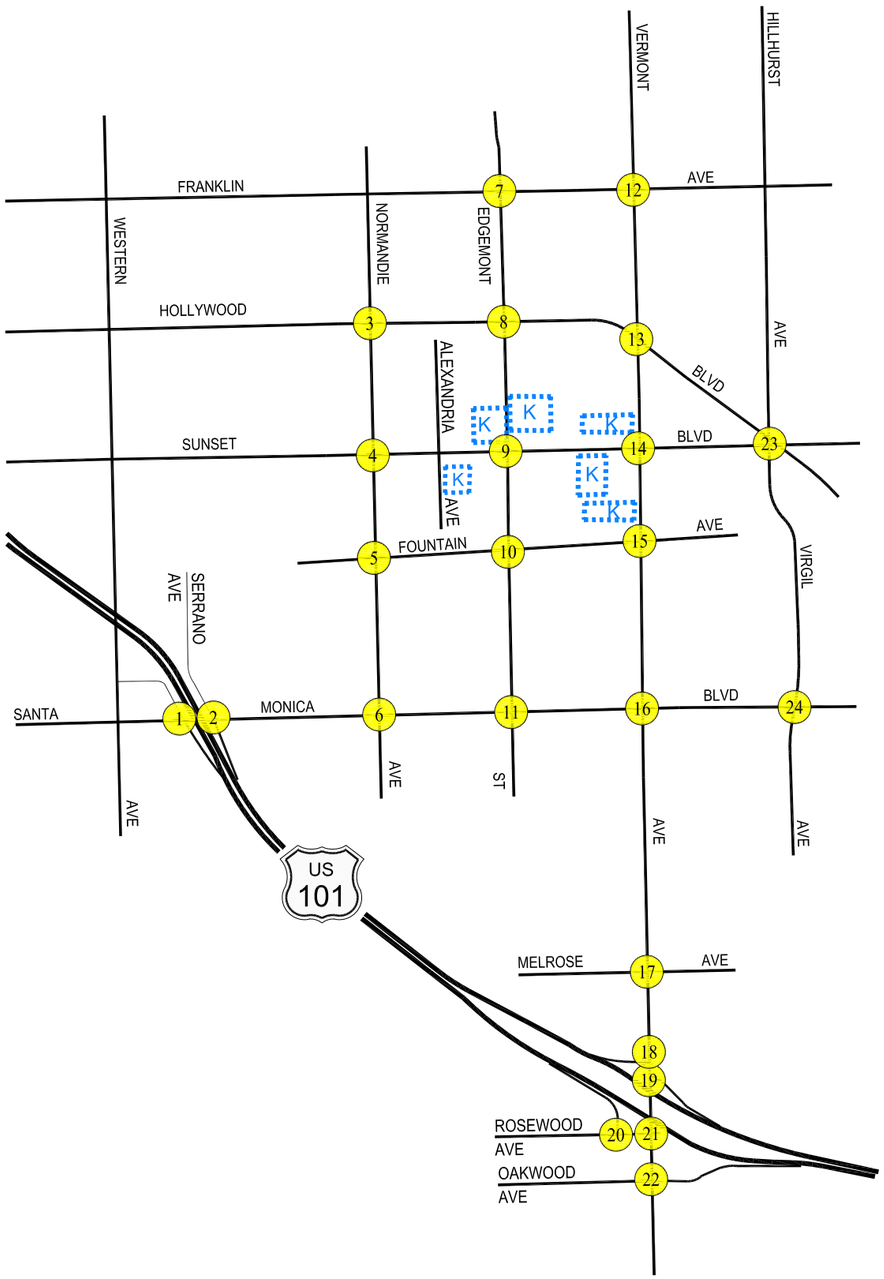
No. 24
Virgil Ave/
Santa Monica Blvd

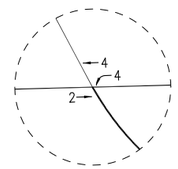
N
NOT TO SCALE

K KAISER PROJECT AREA

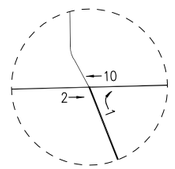
LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 7-1
PHASE 1 PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

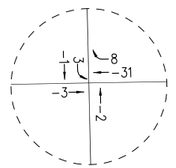




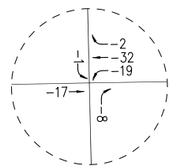
No. 1
US-101 Fwy SB On-Ramp/
Santa Monica Blvd



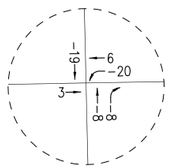
No. 2
US-101 Fwy NB Off-Ramp/
Santa Monica Blvd-
Serrano Ave



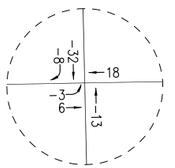
No. 3
Normandie Ave/
Hollywood Blvd



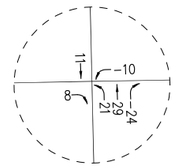
No. 4
Normandie Ave/
Sunset Blvd



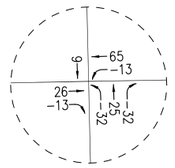
No. 5
Normandie Ave/
Fountain Ave



No. 6
Normandie Ave/
Santa Monica Blvd



No. 7
Edgemont St/
Franklin Ave



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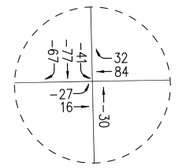
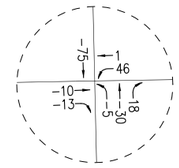
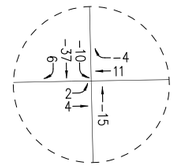
Edgemont St/
Hollywood Blvd



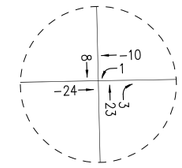
No. 9
Edgemont St/
Sunset Blvd



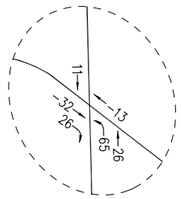
No. 10
Edgemont St/
Fountain Ave



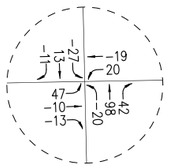
No. 11
Edgemont St/
Santa Monica Blvd



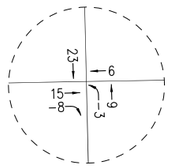
No. 12
Vermont Ave/
Franklin Ave



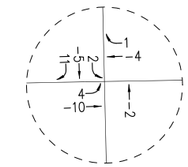
No. 13
Vermont Ave/Hollywood Blvd



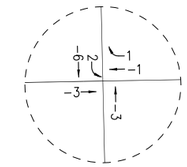
No. 14
Vermont Ave/Sunset Blvd



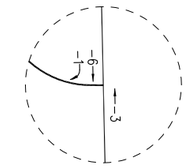
No. 15
Vermont Ave/
Fountain Ave



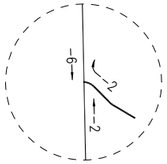
No. 16
Vermont Ave/
Santa Monica Blvd



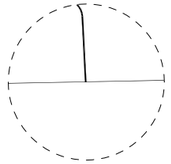
No. 17
Vermont Ave/
Melrose Ave



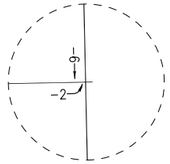
No. 18
Vermont Ave/
US-101 Fwy NB On-Ramp



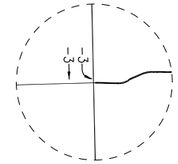
No. 19
Vermont Ave/
US-101 Fwy NB-Off Ramp



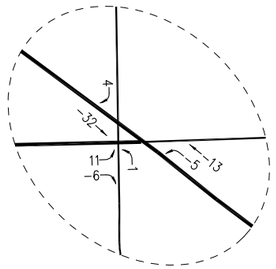
No. 20
US-101 Fwy SB Off-Ramp/
Rosewood Ave



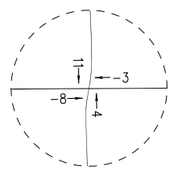
No. 21
Vermont Ave/
Rosewood Ave



No. 22
Vermont Ave/
Oakwood Ave-US-101 Fwy SB
On-Ramp



No. 23
Hillhurst Ave-Virgil Ave/
Sunset Blvd-Sunset Dr/Hollywood Blvd



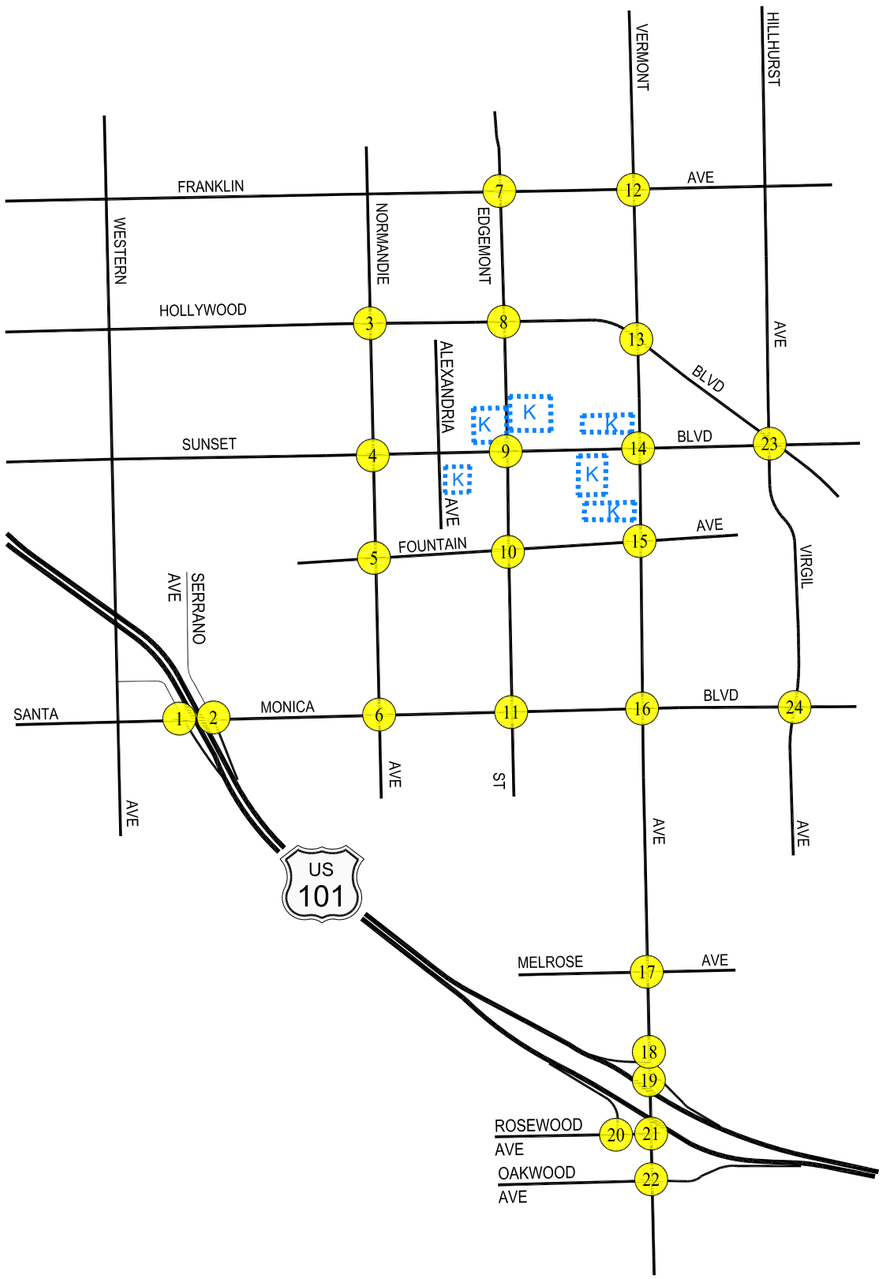
No. 24
Virgil Ave/
Santa Monica Blvd

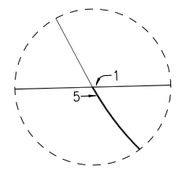
N
NOT TO SCALE

K KAISER PROJECT AREA

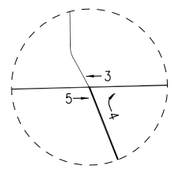
LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 7-2
PHASE 1 PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

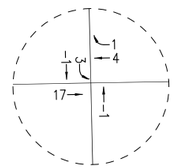




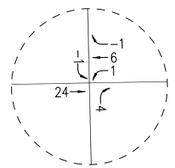
No. 1
US-101 Fwy SB On-Ramp/
Santa Monica Blvd



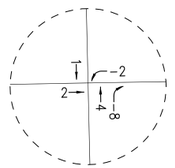
No. 2
US-101 Fwy NB Off-Ramp/
Santa Monica Blvd-
Serrano Ave



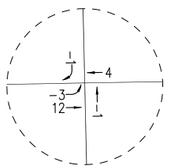
No. 3
Normandie Ave/
Hollywood Blvd



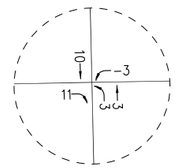
No. 4
Normandie Ave/
Sunset Blvd



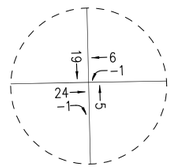
No. 5
Normandie Ave/
Fountain Ave



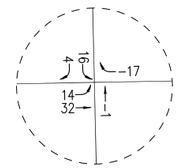
No. 6
Normandie Ave/
Santa Monica Blvd



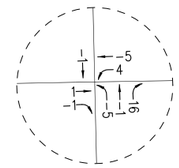
No. 7
Edgemont St/
Franklin Ave



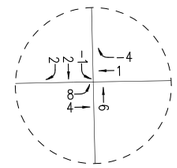
No. 8
Edgemont St/
Hollywood Blvd



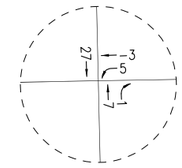
No. 9
Edgemont St/
Sunset Blvd



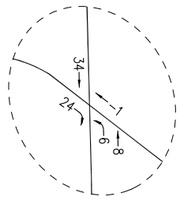
No. 10
Edgemont St/
Fountain Ave



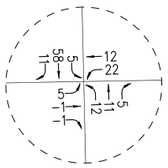
No. 11
Edgemont St/
Santa Monica Blvd



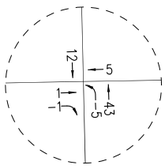
No. 12
Vermont Ave/
Franklin Ave



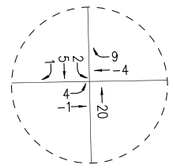
No. 13
Vermont Ave/Hollywood Blvd



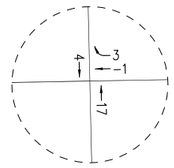
No. 14
Vermont Ave/Sunset Blvd



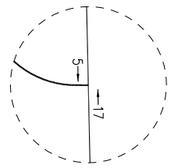
No. 15
Vermont Ave/
Fountain Ave



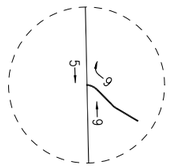
No. 16
Vermont Ave/
Santa Monica Blvd



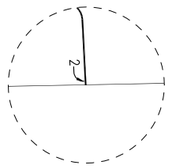
No. 17
Vermont Ave/
Melrose Ave



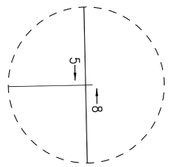
No. 18
Vermont Ave/
US-101 Fwy NB On-Ramp



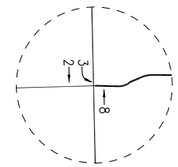
No. 19
Vermont Ave/
US-101 Fwy NB-Off Ramp



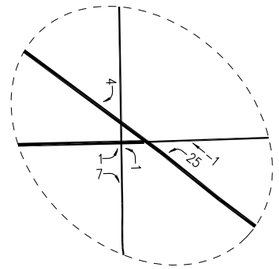
No. 20
US-101 Fwy SB Off-Ramp/
Rosewood Ave



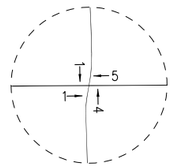
No. 21
Vermont Ave/
Rosewood Ave



No. 22
Vermont Ave/
Oakwood Ave-US-101 Fwy SB
On-Ramp



No. 23
Hillhurst Ave-Virgil Ave/
Sunset Blvd-Sunset Dr/Hollywood Blvd



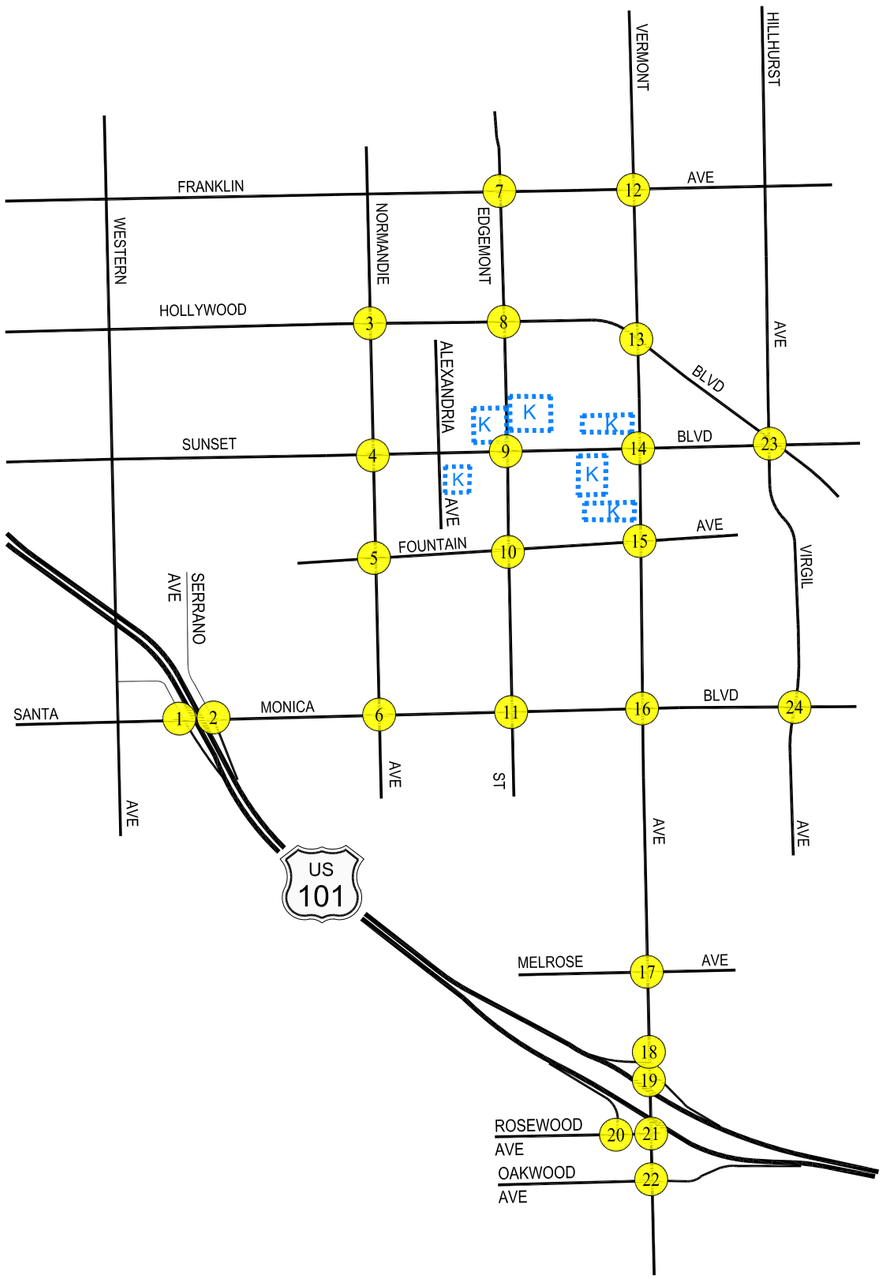
No. 24
Virgil Ave/
Santa Monica Blvd

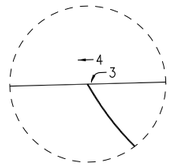
N
NOT TO SCALE

K KAISER PROJECT AREA

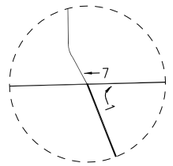
LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 7-3
PHASE 2 PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

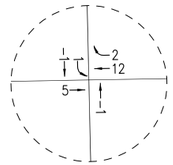




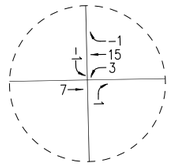
No. 1
US-101 Fwy SB On-Ramp/
Santa Monica Blvd



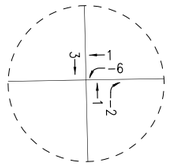
No. 2
US-101 Fwy NB Off-Ramp/
Santa Monica Blvd-
Serrano Ave



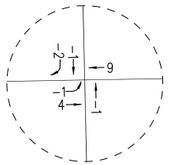
No. 3
Normandie Ave/
Hollywood Blvd



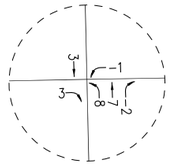
No. 4
Normandie Ave/
Sunset Blvd



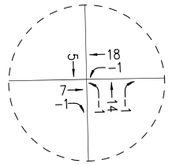
No. 5
Normandie Ave/
Fountain Ave



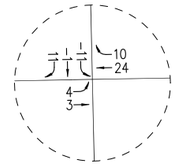
No. 6
Normandie Ave/
Santa Monica Blvd



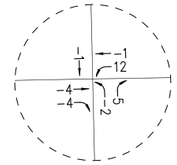
No. 7
Edgemont St/
Franklin Ave



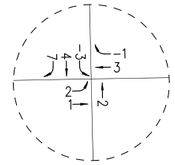
No. 8
Edgemont St/
Hollywood Blvd



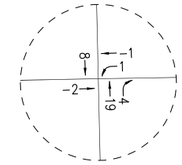
No. 9
Edgemont St/
Sunset Blvd



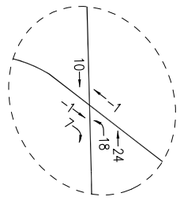
No. 10
Edgemont St/
Fountain Ave



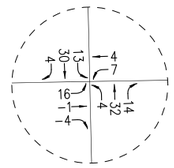
No. 11
Edgemont St/
Santa Monica Blvd



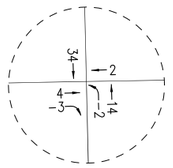
No. 12
Vermont Ave/
Franklin Ave



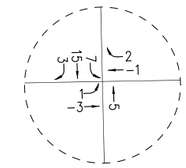
No. 13
Vermont Ave/Hollywood Blvd



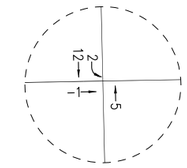
No. 14
Vermont Ave/Sunset Blvd



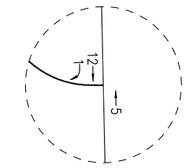
No. 15
Vermont Ave/
Fountain Ave



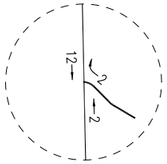
No. 16
Vermont Ave/
Santa Monica Blvd



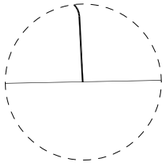
No. 17
Vermont Ave/
Melrose Ave



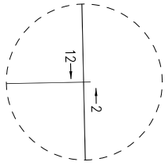
No. 18
Vermont Ave/
US-101 Fwy NB On-Ramp



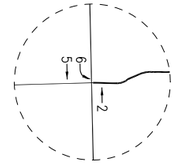
No. 19
Vermont Ave/
US-101 Fwy NB-Off Ramp



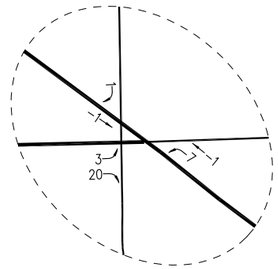
No. 20
US-101 Fwy SB Off-Ramp/
Rosewood Ave



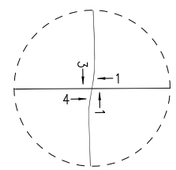
No. 21
Vermont Ave/
Rosewood Ave



No. 22
Vermont Ave/
Oakwood Ave-US-101 Fwy SB
On-Ramp



No. 23
Hillhurst Ave-Virgil Ave/
Sunset Blvd-Sunset Dr/Hollywood Blvd



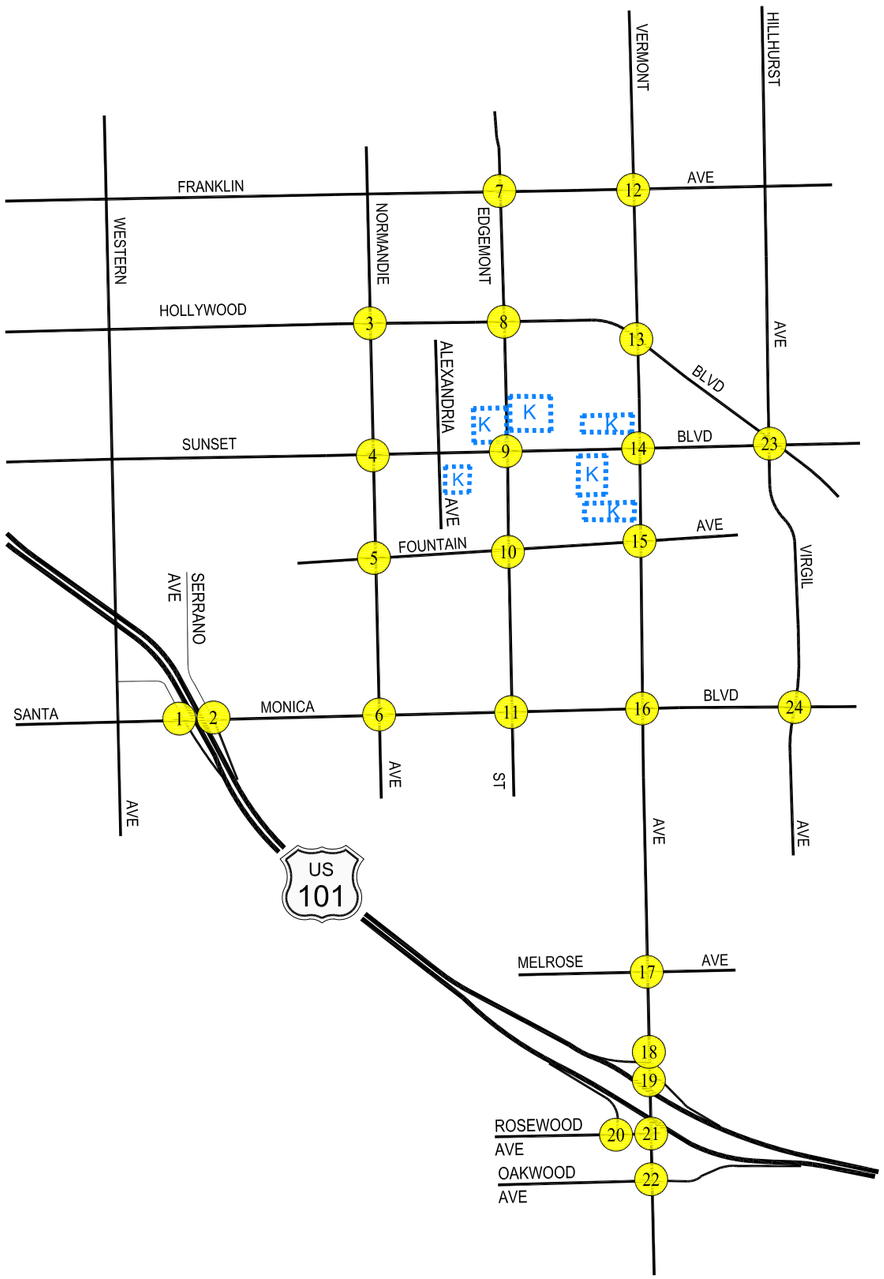
No. 24
Virgil Ave/
Santa Monica Blvd

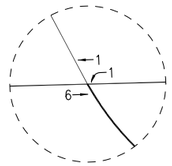
N
NOT TO SCALE

K KAISER PROJECT AREA

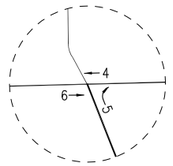
LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 7-4
PHASE 2 PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

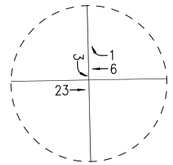




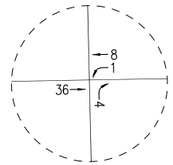
No. 1
US-101 Fwy SB On-Ramp/
Santa Monica Blvd



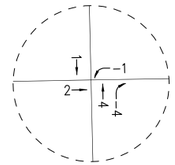
No. 2
US-101 Fwy NB Off-Ramp/
Santa Monica Blvd-
Serrano Ave



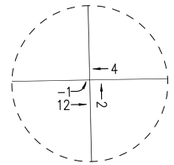
No. 3
Normandie Ave/
Hollywood Blvd



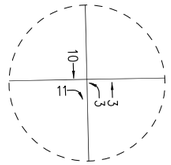
No. 4
Normandie Ave/
Sunset Blvd



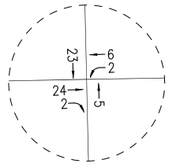
No. 5
Normandie Ave/
Fountain Ave



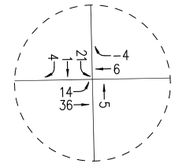
No. 6
Normandie Ave/
Santa Monica Blvd



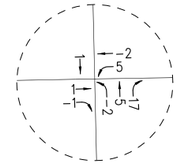
No. 7
Edgemont St/
Franklin Ave



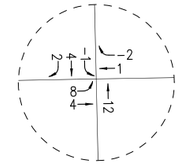
No. 8
Edgemont St/
Hollywood Blvd



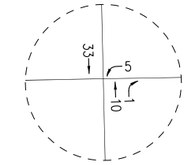
No. 9
Edgemont St/
Sunset Blvd



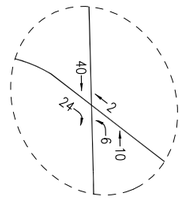
No. 10
Edgemont St/
Fountain Ave



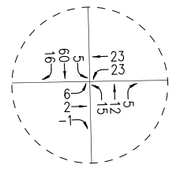
No. 11
Edgemont St/
Santa Monica Blvd



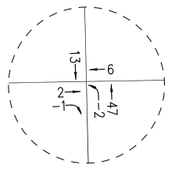
No. 12
Vermont Ave/
Franklin Ave



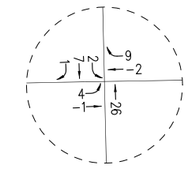
No. 13
Vermont Ave/Hollywood Blvd



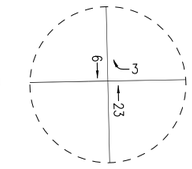
No. 14
Vermont Ave/Sunset Blvd



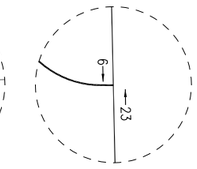
No. 15
Vermont Ave/
Fountain Ave



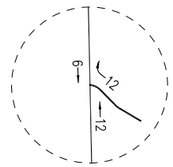
No. 16
Vermont Ave/
Santa Monica Blvd



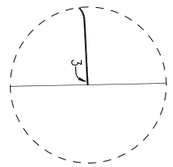
No. 17
Vermont Ave/
Melrose Ave



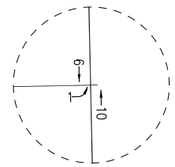
No. 18
Vermont Ave/
US-101 Fwy NB On-Ramp



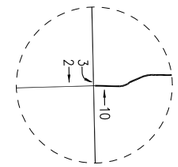
No. 19
Vermont Ave/
US-101 Fwy NB-Off Ramp



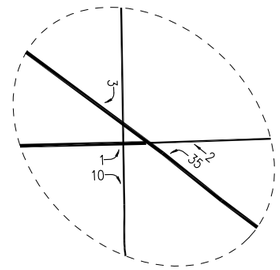
No. 20
US-101 Fwy SB Off-Ramp/
Rosewood Ave



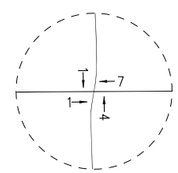
No. 21
Vermont Ave/
Rosewood Ave



No. 22
Vermont Ave/
Oakwood Ave-US-101 Fwy SB
On-Ramp



No. 23
Hillhurst Ave-Virgil Ave/
Sunset Blvd-Sunset Dr/Hollywood Blvd



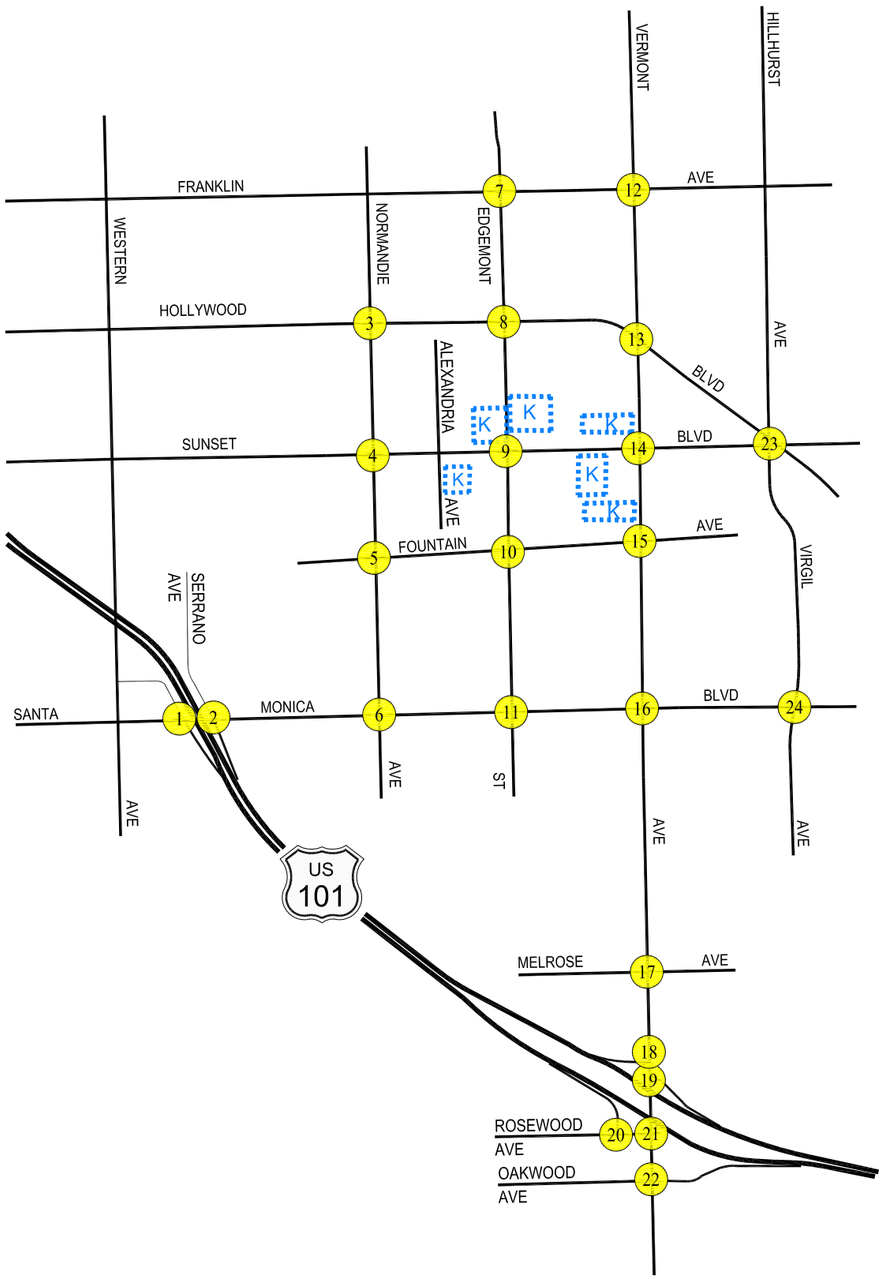
No. 24
Virgil Ave/
Santa Monica Blvd

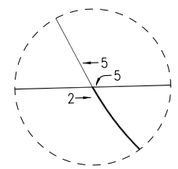
N
NOT TO SCALE

K KAISER PROJECT AREA

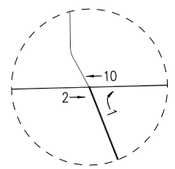
FIGURE 7-5
PROJECT BUILD-OUT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

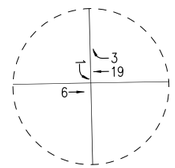




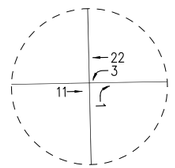
No. 1
US-101 Fwy SB On-Ramp/
Santa Monica Blvd



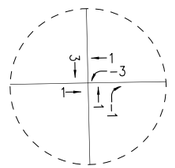
No. 2
US-101 Fwy NB Off-Ramp/
Santa Monica Blvd-
Serrano Ave



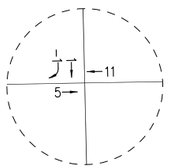
No. 3
Normandie Ave/
Hollywood Blvd



No. 4
Normandie Ave/
Sunset Blvd



No. 5
Normandie Ave/
Fountain Ave



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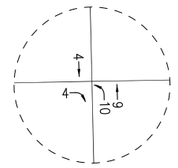
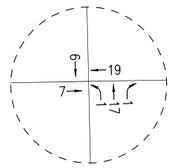
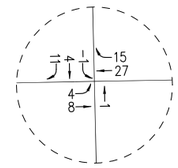
Normandie Ave/
Santa Monica Blvd



No. 7
Edgemont St/
Franklin Ave



No. 8
Edgemont St/
Hollywood Blvd



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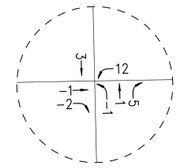
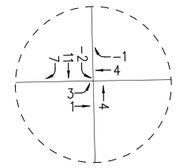
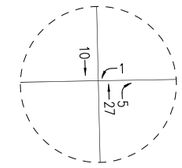
Sunset Blvd



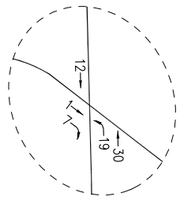
No. 10
Edgemont St/
Fountain Ave



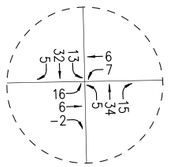
No. 11
Edgemont St/
Santa Monica Blvd



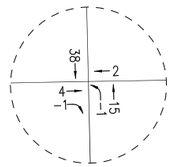
No. 12
Vermont Ave/
Franklin Ave



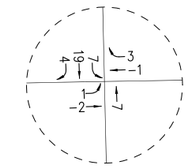
No. 13
Vermont Ave/Hollywood Blvd



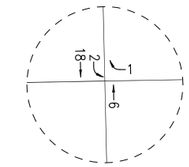
No. 14
Vermont Ave/Sunset Blvd



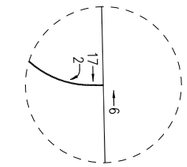
No. 15
Vermont Ave/
Fountain Ave



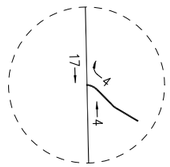
No. 16
Vermont Ave/
Santa Monica Blvd



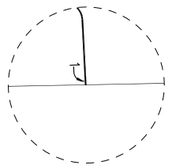
No. 17
Vermont Ave/
Melrose Ave



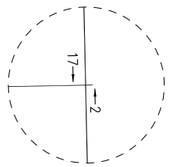
No. 18
Vermont Ave/
US-101 Fwy NB On-Ramp



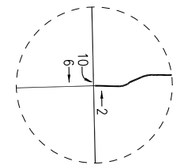
No. 19
Vermont Ave/
US-101 Fwy NB-Off Ramp



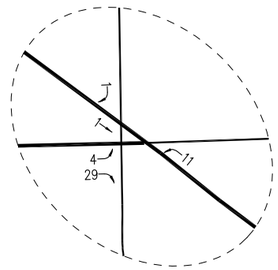
No. 20
US-101 Fwy SB Off-Ramp/
Rosewood Ave



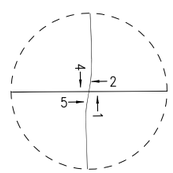
No. 21
Vermont Ave/
Rosewood Ave



No. 22
Vermont Ave/
Oakwood Ave-US-101 Fwy SB
On-Ramp



No. 23
Hillhurst Ave-Virgil Ave/
Sunset Blvd-Sunset Dr/Hollywood Blvd



No. 24
Virgil Ave/
Santa Monica Blvd

N
NOT TO SCALE

K KAISER PROJECT AREA

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 7-6
PROJECT BUILD-OUT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

7.3 Equivalency Program

The following subsections provide a discussion of the equivalency program and presents the recommended medical office land use and hospital land use equivalency factors.

7.3.1 *Trip Generation Equivalency Program*

The Equivalency Program provides flexibility for the modifications to land uses and square footages within the LAMC campus. The land use Equivalency Program provides a framework within which land uses can be exchanged for certain permitted land uses without increasing transportation impacts as identified in this traffic impact study and the EIR.

7.3.2 *Trip Generation Equivalency Factors*

Equivalency factors have been established on a per 1,000 square-foot basis and are based on review of the ITE trip generation rates. For example, 100,000 square feet of hospital is equivalent to 32,600 square feet of medical office space in terms of trip generation. Therefore, 0.326 square feet of medical office use has the same trip generation as 1.0 square-foot of hospital use. Thus, the hospital equivalency factor is 0.326.

Additionally, 100,000 square feet of medical office use is equivalent to 306,300 square feet of hospital space in terms of trip generation. Therefore, 3.063 square feet of hospital use has the same trip generation of 1.0 square-foot of medical office use. Thus, the medical office equivalency factor is 3.063. It should be noted that in order to determine the number of hospital beds, the value of 1,500 square feet/bed is applied. As such, 100,000 square feet of medical office use is equivalent to 204 hospital beds. The equivalency factors for the proposed land uses are summarized in ***Table 7-4***.

Table 7-4
LAND USE EQUIVALENCY MATRIX

FROM: **This Land Use**	**TO:** **Hospital**	**TO:** **Medical Office**
Hospital	N/A	0.326
Medical Office	3.063	N/A

8.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

The study intersections were evaluated using the Critical Movement Analysis (CMA) method of analysis that determines Volume-to-Capacity (*v/c*) ratios on a critical lane basis consistent with the current City of Los Angeles traffic impact analysis procedures. The overall intersection *v/c* ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). A description of the CMA method and corresponding Level of Service is provided in the Appendices containing the CMA data worksheets as follows: ***Appendix D-1*** for the Phase 1 project; ***Appendix D-2*** for the Phase 2 project; and ***Appendix D-3*** for project build-out.

As discussed in Section 1.3, in response to SB 743, the City is currently considering new guidelines and metrics (i.e., VMT-based significance thresholds) for use in determining whether a project's transportation impacts are significant. It is anticipated that in mid to late 2018, City staff will present the CEQA Appendix G environmental checklist update to the City Council, which may lead to the adoption of the new VMT-based significance thresholds and its subsequent incorporation into the City's CEQA Threshold Guide in late 2018 to early 2019. The City's VMT tools/metrics had not been finalized at the time this traffic study was completed for inclusion in the proposed project's Draft EIR. Should the City finalize those tools/metrics prior to the City decisionmakers' consideration of the proposed project's EIR and entitlements, this traffic study may be updated in consultation with LADOT to include a VMT analysis using the City's VMT tools/metrics and a determination of whether the proposed project results in significant impacts based on VMT-based significance thresholds.

As noted previously, the proposed project is planned to be constructed in three development phases. As such, this traffic analysis evaluates the impacts of the proposed project as follows: Phase 1 Year 2024 Conditions - The effects of the removal of existing uses and addition of the proposed project components included on the Phase 1 development sites; Phase 2 Year 2028 Conditions - The combined effects of the removal of existing uses and addition of the proposed project components included on the Phases 1 and 2 development sites; and Project Build-out Year 2030 Conditions - The combined effects of the removal of existing uses and addition of the proposed project components included on the Phases 1, 2, and 3 development sites.

8.1 Impact Criteria and Thresholds

The relative impact of the added traffic volumes forecast to be generated by the proposed project during the weekday AM and PM peak hours was evaluated based on analysis of existing and future operating conditions at the study intersections, without and with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the future *v/c* relationships and service level characteristics at each study intersection.

The significance of the potential impacts of project-generated traffic was identified using the traffic impact criteria set forth in LADOT's *Transportation Impact Study Guidelines*, December 2016. According to the City's published traffic study guidelines, the impact is considered significant if the project-related increase in the *v/c* ratio equals or exceeds the thresholds presented in ***Table 8–1***.

Table 8-1
CITY OF LOS ANGELES
INTERSECTION IMPACT THRESHOLD CRITERIA

Final *v/c*	**Level of Service**	**Project-Related Increase in *v/c***
> 0.701 - 0.800	C	equal to or greater than 0.040
> 0.801 - 0.900	D	equal to or greater than 0.020
> 0.901	E or F	equal to or greater than 0.010

The City's Sliding Scale Method requires mitigation of a project's traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersection *v/c* ratio by an amount equal to or greater than the values shown above.

8.2 Traffic Impact Analysis Scenarios

8.2.1 *Phase 1 Project Traffic Impact Analysis Scenarios*

Traffic impacts at the study intersections for the Phase 1 project were analyzed for the following conditions:

[a] Existing conditions.

[b] Existing with Phase 1 project conditions.

[c] Condition [a] plus one percent (1.0%) annual ambient traffic growth through year 2024 and with completion and occupancy of the related projects (i.e., future without Phase 1 project conditions).

[d] Condition [c] with completion and occupancy of the Phase 1 project.

[e] Condition [d] with implementation of Phase 1 project mitigation measures, where necessary.

It should be noted that Condition [b] above is a hypothetical scenario in that it calculates the traffic due to the occupancy of the proposed project in addition to the existing traffic volumes, but changes to existing volumes are expected to occur throughout the project's construction period due to other area projects and regional growth. However, this condition has been prepared to be consistent with

the general rule under CEQA that the potential impacts of a development project are to be measured against existing conditions. Condition [d] above analyzes future conditions upon completion and full occupancy of the Phase 1 project, which is expected to occur in 2024.

8.2.2 *Phase 2 Project Traffic Impact Analysis Scenarios*

Traffic impacts at the study intersections for the Phase 2 project were analyzed for the following conditions:

[a] Existing conditions.

[b] Existing with Phase 2 project conditions.

[c] Condition [a] plus one percent (1.0%) annual ambient traffic growth through year 2028 and with completion and occupancy of the related projects (i.e., future without Phase 2 project conditions).

[d] Condition [c] with completion and occupancy of the Phase 2 project (i.e., the combined effects of the removal of existing uses and addition of the proposed project components included on the Phases 1 and 2 development sites).

[e] Condition [d] with implementation of Phase 2 project mitigation measures, where necessary.

It should be noted that Condition [b] above is a hypothetical scenario in that it calculates the traffic due to the occupancy of the proposed project in addition to the existing traffic volumes, but changes to existing volumes are expected to occur throughout the project's construction period due to other area projects and regional growth. However, this condition has been prepared to be consistent with the general rule under CEQA that the potential impacts of a development project are to be measured against existing conditions. Condition [d] above analyzes future conditions upon completion and full occupancy of the Phase 2 project, which is expected to occur in 2028.

8.2.3 *Project Build-out (Phases 1, 2 and 3) Traffic Impact Analysis Scenarios*

Traffic impacts at the study intersections for the Phase 3 project were analyzed for the following conditions:

[a] Existing conditions.

[b] Existing with Phase 3 project conditions.

[c] Condition [a] plus one percent (1.0%) annual ambient traffic growth through year 2030 and with completion and occupancy of the related projects (i.e., future without project build-out conditions).

[d] Condition [c] with completion and occupancy of the project at build-out (i.e., the combined effects of the removal of existing uses and addition of the proposed project components included on the Phases 1, 2 and 3 development sites).

[e] Condition [d] with implementation of project build-out mitigation measures, where necessary.

It should be noted that Condition [b] above is a hypothetical scenario in that it calculates the traffic due to the occupancy of the proposed project in addition to the existing traffic volumes, but changes to existing volumes are expected to occur throughout the project's construction period due to other area projects and regional growth. However, this condition has been prepared to be consistent with the general rule under CEQA that the potential impacts of a development project are to be measured against existing conditions. Condition [d] above analyzes future conditions upon completion and full occupancy of project build-out, which is expected to occur in 2030.

9.0 TRAFFIC ANALYSIS

The traffic impact analysis prepared for the study intersections using the CMA methodology and application of the City's significant traffic impact criteria for the Phase 1, Phase 2, and the Project Build-out conditions are summarized in ***Tables 9-1, 9-2*** and ***9-3***, respectively. The CMA data worksheets for the analyzed intersections are contained in *Appendix D.*

As noted previously, the proposed project is planned to be constructed in three development phases. As such, this traffic analysis evaluates the impacts of the proposed project as follows: Phase 1 Year 2024 Conditions - The effects of the removal of existing uses and addition of the proposed project components included on the Phase 1 development sites; Phase 2 Year 2028 Conditions; and the combined effects of the removal of existing uses and addition of the proposed project components included on the Phases 1 and 2 development sites; and Project Build-out Year 2030 Conditions.

9.1 Existing Conditions

9.1.1 *Existing Conditions*

As indicated in column [1] of *Table 9–1*, 23 of the 24 study intersections are presently operating at LOS D or better during the weekday AM and PM peak hours under existing conditions. The remaining study intersection, No. 24-Virgil Avenue/Santa Monica Boulevard, is currently operating at LOS E during the PM peak hour under existing conditions. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 5–1* and *5–2*, respectively.

9.1.2 *Existing With Phase 1 Project Conditions*

As shown in column [2] of *Table 9–1*, application of the City's threshold criteria to the "Existing With Phase 1 Project" scenario indicates that the Phase 1 project is not expected to create significant impacts at any of the 24 study intersections. Less than significant impacts are noted at all 24 study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the "Existing With Phase 1 Project" conditions. The existing with Phase 1 project traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 9–1*** and ***9–2***, respectively.

9.1.3 *Existing With Phase 2 Project Conditions*

As presented in column [2] of *Table 9–2,* application of the City's threshold criteria to the "Existing With Phase 2 Project" scenario indicates that the Phase 2 project is not expected to create significant impacts at any of the 24 study intersections. Less than significant impacts are noted at all 24 study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the "Existing With Phase 2 Project" conditions. The existing with Phase 2 project traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 9–3*** and ***9–4***, respectively.

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
PHASE 1 PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING WITH PH-1 PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2024 FUTURE W/O PH-1 PROJECT V/C	LOS	YEAR 2024 FUTURE WITH PH-1 PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2024 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
1	US-101 Fwy SB On-Ramp - Oxford Avenue/ Santa Monica Boulevard	AM	0.448	A	0.449	A	0.001	No	0.571	A	0.571	A	0.000	No	0.571	A	0.000	---
		PM	0.485	A	0.486	A	0.001	No	0.659	B	0.660	B	0.001	No	0.660	B	0.001	---
2	US-101 Fwy NB Off-Ramp/ Santa Monica Boulevard-Serrano Avenue	AM	0.591	A	0.595	A	0.004	No	0.717	C	0.720	C	0.003	No	0.720	C	0.003	---
		PM	0.638	B	0.639	B	0.001	No	0.835	D	0.836	D	0.001	No	0.836	D	0.001	---
3	Normandie Avenue/ Hollywood Boulevard	AM	0.521	A	0.524	A	0.003	No	0.629	B	0.632	B	0.003	No	0.632	B	0.003	---
		PM	0.611	B	0.611	B	0.000	No	0.763	C	0.762	C	-0.001	No	0.762	C	-0.001	---
4	Normandie Avenue/ Sunset Boulevard	AM	0.589	A	0.573	A	-0.016	No	0.710	C	0.693	B	-0.017	No	0.693	B	-0.017	---
		PM	0.553	A	0.531	A	-0.022	No	0.714	C	0.697	B	-0.017	No	0.697	B	-0.017	---
5	Normandie Avenue/ Fountain Avenue	AM	0.647	B	0.641	B	-0.006	No	0.750	C	0.744	C	-0.006	No	0.744	C	-0.006	---
		PM	0.825	D	0.803	D	-0.022	No	1.003	F	0.981	E	-0.022	No	0.981	E	-0.022	---
6	Normandie Avenue/ Santa Monica Boulevard	AM	0.685	B	0.684	B	-0.001	No	0.843	D	0.841	D	-0.002	No	0.841	D	-0.002	---
		PM	0.767	C	0.742	C	-0.025	No	0.992	E	0.967	E	-0.025	No	0.967	E	-0.025	---
7	Edgemont Street/ Franklin Avenue	AM	0.625	B	0.643	B	0.018	No	0.697	B	0.715	C	0.018	No	0.715	C	0.018	---
		PM	0.689	B	0.705	C	0.016	No	0.788	C	0.804	D	0.016	No	0.804	D	0.016	---
8	Edgemont Street/ Hollywood Boulevard	AM	0.517	A	0.531	A	0.014	No	0.607	B	0.617	B	0.010	No	0.617	B	0.010	---
		PM	0.513	A	0.497	A	-0.016	No	0.645	B	0.614	B	-0.031	No	0.614	B	-0.031	---
9	Edgemont Street/ Sunset Boulevard	AM	0.441	A	0.467	A	0.026	No	0.549	A	0.575	A	0.026	No	0.575	A	0.026	---
		PM	0.415	A	0.341	A	-0.074	No	0.520	A	0.445	A	-0.075	No	0.445	A	-0.075	---
10	Edgemont Street/ Fountain Avenue	AM	0.520	A	0.501	A	-0.019	No	0.604	B	0.585	A	-0.019	No	0.585	A	-0.019	---
		PM	0.549	A	0.527	A	-0.022	No	0.687	B	0.665	B	-0.022	No	0.665	B	-0.022	---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 9-1 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
PHASE 1 PROJECT - WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2017 EXISTING V/C	LOS	[2] YEAR 2017 EXISTING WITH PH-1 PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2024 FUTURE W/O PH-1 PROJECT V/C	LOS	[4] YEAR 2024 FUTURE WITH PH-1 PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	[5] YEAR 2024 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
11	Edgemont Street/	AM	0.361	A	0.357	A	-0.004	No	0.475	A	0.470	A	-0.005	No	0.470	A	-0.005	---
	Santa Monica Boulevard	PM	0.609	B	0.583	A	-0.026	No	0.753	C	0.727	C	-0.026	No	0.727	C	-0.026	---
12	Vermont Avenue/	AM	0.663	B	0.667	B	0.004	No	0.740	C	0.745	C	0.005	No	0.745	C	0.005	---
	Franklin Avenue	PM	0.679	B	0.667	B	-0.012	No	0.789	C	0.777	C	-0.012	No	0.777	C	-0.012	---
13	Vermont Avenue/	AM	0.539	A	0.555	A	0.016	No	0.621	B	0.638	B	0.017	No	0.638	B	0.017	---
	Hollywood Boulevard	PM	0.574	A	0.613	B	0.039	No	0.704	C	0.742	C	0.038	No	0.742	C	0.038	---
14	Vermont Avenue/	AM	0.660	B	0.639	B	-0.021	No	0.781	C	0.760	C	-0.021	No	0.760	C	-0.021	---
	Sunset Boulevard	PM	0.784	C	0.783	C	-0.001	No	0.958	E	0.955	E	-0.003	No	0.955	E	-0.003	---
15	Vermont Avenue/	AM	0.703	C	0.708	C	0.005	No	0.803	D	0.809	D	0.006	No	0.809	D	0.006	---
	Fountain Avenue	PM	0.668	B	0.676	B	0.008	No	0.831	D	0.838	D	0.007	No	0.838	D	0.007	---
16	Vermont Avenue/	AM	0.683	B	0.686	B	0.003	No	0.832	D	0.834	D	0.002	No	0.834	D	0.002	---
	Santa Monica Boulevard	PM	0.602	B	0.600	A	-0.002	No	0.866	D	0.868	D	0.002	No	0.868	D	0.002	---
17	Vermont Avenue/	AM	0.439	A	0.438	A	-0.001	No	0.505	A	0.505	A	0.000	No	0.505	A	0.000	---
	Melrose Avenue	PM	0.577	A	0.575	A	-0.002	No	0.657	B	0.654	B	-0.003	No	0.654	B	-0.003	---
18	Vermont Avenue/	AM	0.598	A	0.597	A	-0.001	No	0.651	B	0.651	B	0.000	No	0.651	B	0.000	---
	US-101 Fwy NB On-Ramp/	PM	0.474	A	0.473	A	-0.001	No	0.521	A	0.520	A	-0.001	No	0.520	A	-0.001	---
19	Vermont Avenue/	AM	0.479	A	0.478	A	-0.001	No	0.525	A	0.524	A	-0.001	No	0.524	A	-0.001	---
	US-101 Fwy NB Off-Ramp	PM	0.481	A	0.479	A	-0.002	No	0.532	A	0.530	A	-0.002	No	0.530	A	-0.002	---
20	US-101 Fwy SB Off-Ramp/	AM	0.290	A	0.290	A	0.000	No	0.315	A	0.315	A	0.000	No	0.315	A	0.000	---
	Rosewood Avenue	PM	0.317	A	0.317	A	0.000	No	0.345	A	0.345	A	0.000	No	0.345	A	0.000	---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 9-1 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
PHASE 1 PROJECT - WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2017 EXISTING V/C	[1] LOS	[2] YEAR 2017 EXISTING WITH PH-1 PROJECT V/C	[2] LOS	[2] CHANGE V/C [(2)-(1)]	[2] SIGNIF. IMPACT [a]	[3] YEAR 2024 FUTURE W/O PH-1 PROJECT V/C	[3] LOS	[4] YEAR 2024 FUTURE WITH PH-1 PROJECT V/C	[4] LOS	[4] CHANGE V/C [(4)-(3)]	[4] SIGNIF. IMPACT [a]	[5] YEAR 2024 W/ PROJECT MITIGATION V/C	[5] LOS	[5] CHANGE V/C [(5)-(3)]	[5] MITIGATED
21	Vermont Avenue/	AM	0.567	A	0.566	A	-0.001	No	0.616	B	0.616	B	0.000	No	0.616	B	0.000	---
	Rosewood Avenue	PM	0.608	B	0.607	B	-0.001	No	0.668	B	0.666	B	-0.002	No	0.666	B	-0.002	---
22	Vermont Avenue/	AM	0.574	A	0.573	A	-0.001	No	0.630	B	0.630	B	0.000	No	0.630	B	0.000	---
	Oakwood Avenue - US-101 Fwy SB On-Ramp	PM	0.551	A	0.550	A	-0.001	No	0.607	B	0.605	B	-0.002	No	0.605	B	-0.002	---
23	Hillhurst Avenue-Virgil Avenue/	AM	0.676	B	0.678	B	0.002	No	0.848	D	0.850	D	0.002	No	0.850	D	0.002	---
	Sunset Boulevard - Sunset Drive - Hollywood Boulevard	PM	0.715	C	0.712	C	-0.003	No	0.938	E	0.935	E	-0.003	No	0.935	E	-0.003	---
24	Virgil Avenue/	AM	0.823	D	0.823	D	0.000	No	0.929	E	0.929	E	0.000	No	0.929	E	0.000	---
	Santa Monica Boulevard	PM	0.977	E	0.974	E	-0.003	No	1.113	F	1.111	F	-0.002	No	1.111	F	-0.002	---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 9-2
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
PHASE 2 (PHASES 1 AND 2) PROJECT - WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2017 EXISTING V/C	LOS	[2] YEAR 2017 EXISTING WITH PH-2 PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2028 FUTURE W/O PH-2 PROJECT V/C	LOS	[4] YEAR 2028 FUTURE WITH PH-2 PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	[5] YEAR 2028 W/PH-2 PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
1	US-101 Fwy SB On-Ramp - Oxford Avenue/ Santa Monica Boulevard	AM	0.448	A	0.448	A	0.000	No	0.595	A	0.595	A	0.000	No	0.595	A	0.000	---
		PM	0.485	A	0.486	A	0.001	No	0.684	B	0.685	B	0.001	No	0.685	B	0.001	---
2	US-101 Fwy NB Off-Ramp/ Santa Monica Boulevard-Serrano Avenue	AM	0.591	A	0.594	A	0.003	No	0.747	C	0.751	C	0.004	No	0.751	C	0.004	---
		PM	0.638	B	0.638	B	0.000	No	0.868	D	0.868	D	0.000	No	0.868	D	0.000	---
3	Normandie Avenue/ Hollywood Boulevard	AM	0.521	A	0.528	A	0.007	No	0.656	B	0.663	B	0.007	No	0.663	B	0.007	---
		PM	0.611	B	0.613	B	0.002	No	0.792	C	0.794	C	0.002	No	0.794	C	0.002	---
4	Normandie Avenue/ Sunset Boulevard	AM	0.589	A	0.597	A	0.008	No	0.739	C	0.747	C	0.008	No	0.747	C	0.008	---
		PM	0.553	A	0.557	A	0.004	No	0.743	C	0.745	C	0.002	No	0.745	C	0.002	---
5	Normandie Avenue/ Fountain Avenue	AM	0.647	B	0.647	B	0.000	No	0.781	C	0.781	C	0.000	No	0.781	C	0.000	---
		PM	0.825	D	0.821	D	-0.004	No	1.043	F	1.038	F	-0.005	No	1.038	F	-0.005	---
6	Normandie Avenue/ Santa Monica Boulevard	AM	0.685	B	0.689	B	0.004	No	0.877	D	0.880	D	0.003	No	0.880	D	0.003	---
		PM	0.767	C	0.766	C	-0.001	No	1.031	F	1.030	F	-0.001	No	1.030	F	-0.001	---
7	Edgemont Street/ Franklin Avenue	AM	0.625	B	0.639	B	0.014	No	0.729	C	0.743	C	0.014	No	0.743	C	0.014	---
		PM	0.689	B	0.699	B	0.010	No	0.823	D	0.833	D	0.010	No	0.833	D	0.010	---
8	Edgemont Street/ Hollywood Boulevard	AM	0.517	A	0.537	A	0.020	No	0.633	B	0.653	B	0.020	No	0.653	B	0.020	---
		PM	0.513	A	0.522	A	0.009	No	0.669	B	0.679	B	0.010	No	0.679	B	0.010	---
9	Edgemont Street/ Sunset Boulevard	AM	0.441	A	0.465	A	0.024	No	0.573	A	0.597	A	0.024	No	0.597	A	0.024	---
		PM	0.415	A	0.415	A	0.000	No	0.543	A	0.543	A	0.000	No	0.543	A	0.000	---
10	Edgemont Street/ Fountain Avenue	AM	0.520	A	0.515	A	-0.005	No	0.630	B	0.625	B	-0.005	No	0.625	B	-0.005	---
		PM	0.549	A	0.554	A	0.005	No	0.714	C	0.719	C	0.005	No	0.719	C	0.005	---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 9-2 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
PHASE 2 (PHASES 1 AND 2) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING WITH PH-2 PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2028 FUTURE W/O PH-2 PROJECT V/C	LOS	YEAR 2028 FUTURE WITH PH-2 PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2028 W/PH-2 PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
11	Edgemont Street/	AM	0.361	A	0.365	A	0.004	No	0.495	A	0.498	A	0.003	No	0.498	A	0.003	---
	Santa Monica Boulevard	PM	0.609	B	0.615	B	0.006	No	0.784	C	0.789	C	0.005	No	0.789	C	0.005	---
12	Vermont Avenue/	AM	0.663	B	0.675	B	0.012	No	0.773	C	0.786	C	0.013	No	0.786	C	0.013	---
	Franklin Avenue	PM	0.679	B	0.681	B	0.002	No	0.823	D	0.825	D	0.002	No	0.825	D	0.002	---
13	Vermont Avenue/	AM	0.539	A	0.555	A	0.016	No	0.649	B	0.665	B	0.016	No	0.665	B	0.016	---
	Hollywood Boulevard	PM	0.574	A	0.591	A	0.017	No	0.732	C	0.748	C	0.016	No	0.748	C	0.016	---
14	Vermont Avenue/	AM	0.660	B	0.693	B	0.033	No	0.814	D	0.848	D	0.034	Yes	0.834	D	0.020	No
	Sunset Boulevard	PM	0.784	C	0.800	C	0.016	No	0.996	E	1.012	F	0.016	Yes	1.001	F	0.005	Yes
15	Vermont Avenue/	AM	0.703	C	0.707	C	0.004	No	0.838	D	0.842	D	0.004	No	0.842	D	0.004	---
	Fountain Avenue	PM	0.668	B	0.677	B	0.009	No	0.863	D	0.871	D	0.008	No	0.871	D	0.008	---
16	Vermont Avenue/	AM	0.683	B	0.693	B	0.010	No	0.864	D	0.874	D	0.010	No	0.874	D	0.010	---
	Santa Monica Boulevard	PM	0.602	B	0.605	B	0.003	No	0.901	E	0.908	E	0.007	No	0.908	E	0.007	---
17	Vermont Avenue/	AM	0.439	A	0.440	A	0.001	No	0.528	A	0.530	A	0.002	No	0.530	A	0.002	---
	Melrose Avenue	PM	0.577	A	0.580	A	0.003	No	0.685	B	0.687	B	0.002	No	0.687	B	0.002	---
18	Vermont Avenue/	AM	0.598	A	0.599	A	0.001	No	0.682	B	0.683	B	0.001	No	0.683	B	0.001	---
	US-101 Fwy NB On-Ramp/	PM	0.474	A	0.477	A	0.003	No	0.546	A	0.549	A	0.003	No	0.549	A	0.003	---
19	Vermont Avenue/	AM	0.479	A	0.483	A	0.004	No	0.550	A	0.553	A	0.003	No	0.553	A	0.003	---
	US-101 Fwy NB Off-Ramp	PM	0.481	A	0.484	A	0.003	No	0.557	A	0.560	A	0.003	No	0.560	A	0.003	---
20	US-101 Fwy SB Off-Ramp/	AM	0.290	A	0.291	A	0.001	No	0.333	A	0.333	A	0.000	No	0.333	A	0.000	---
	Rosewood Avenue	PM	0.317	A	0.317	A	0.000	No	0.363	A	0.363	A	0.000	No	0.363	A	0.000	---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 9-2 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
PHASE 2 (PHASES 1 AND 2) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING WITH PH-2 PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2028 FUTURE W/O PH-2 PROJECT V/C	LOS	YEAR 2028 FUTURE WITH PH-2 PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2028 W/PH-2 PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
21	Vermont Avenue/	AM	0.567	A	0.568	A	0.001	No	0.645	B	0.647	B	0.002	No	0.647	B	0.002	---
	Rosewood Avenue	PM	0.608	B	0.611	B	0.003	No	0.697	B	0.700	B	0.003	No	0.700	B	0.003	---
22	Vermont Avenue/	AM	0.574	A	0.578	A	0.004	No	0.659	B	0.662	B	0.003	No	0.662	B	0.003	---
	Oakwood Avenue -	PM	0.551	A	0.554	A	0.003	No	0.634	B	0.637	B	0.003	No	0.637	B	0.003	---
	US-101 Fwy SB On-Ramp																	
23	Hillhurst Avenue-Virgil Avenue/	AM	0.676	B	0.689	B	0.013	No	0.882	D	0.895	D	0.013	No	0.895	D	0.013	---
	Sunset Boulevard - Sunset Drive -	PM	0.715	C	0.720	C	0.005	No	0.973	E	0.978	E	0.005	No	0.978	E	0.005	---
	Hollywood Boulevard																	
24	Virgil Avenue/	AM	0.823	D	0.824	D	0.001	No	0.969	E	0.970	E	0.001	No	0.970	E	0.001	---
	Santa Monica Boulevard	PM	0.977	E	0.981	E	0.004	No	1.160	F	1.163	F	0.003	No	1.163	F	0.003	---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 9-3
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
FULL BUILD-OUT (PHASES 1-3) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING WITH PROJECT B-O V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2030 FUTURE W/O PROJECT B-O V/C	LOS	YEAR 2030 FUTURE WITH PROJECT B-O V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2030 W/PROJECT B-O MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
1	US-101 Fwy SB On-Ramp - Oxford Avenue/ Santa Monica Boulevard	AM	0.448	A	0.449	A	0.001	No	0.607	B	0.607	B	0.000	No	0.607	B	0.000	---
		PM	0.485	A	0.486	A	0.001	No	0.697	B	0.698	B	0.001	No	0.698	B	0.001	---
2	US-101 Fwy NB Off-Ramp/ Santa Monica Boulevard-Serrano Avenue	AM	0.591	A	0.595	A	0.004	No	0.762	C	0.766	C	0.004	No	0.766	C	0.004	---
		PM	0.638	B	0.639	B	0.001	No	0.883	D	0.885	D	0.002	No	0.885	D	0.002	---
3	Normandie Avenue/ Hollywood Boulevard	AM	0.521	A	0.531	A	0.010	No	0.670	B	0.679	B	0.009	No	0.679	B	0.009	---
		PM	0.611	B	0.613	B	0.002	No	0.808	D	0.811	D	0.003	No	0.811	D	0.003	---
4	Normandie Avenue/ Sunset Boulevard	AM	0.589	A	0.602	B	0.013	No	0.754	C	0.767	C	0.013	No	0.767	C	0.013	---
		PM	0.553	A	0.559	A	0.006	No	0.755	C	0.760	C	0.005	No	0.760	C	0.005	---
5	Normandie Avenue/ Fountain Avenue	AM	0.647	B	0.647	B	0.000	No	0.799	C	0.799	C	0.000	No	0.799	C	0.000	---
		PM	0.825	D	0.824	D	-0.001	No	1.063	F	1.062	F	-0.001	No	1.062	F	-0.001	---
6	Normandie Avenue/ Santa Monica Boulevard	AM	0.685	B	0.689	B	0.004	No	0.895	D	0.899	D	0.004	No	0.899	D	0.004	---
		PM	0.767	C	0.768	C	0.001	No	1.050	F	1.051	F	0.001	No	1.051	F	0.001	---
7	Edgemont Street/ Franklin Avenue	AM	0.625	B	0.641	B	0.016	No	0.745	C	0.761	C	0.016	No	0.761	C	0.016	---
		PM	0.689	B	0.704	C	0.015	No	0.841	D	0.856	D	0.015	No	0.856	D	0.015	---
8	Edgemont Street/ Hollywood Boulevard	AM	0.517	A	0.543	A	0.026	No	0.647	B	0.673	B	0.026	No	0.673	B	0.026	---
		PM	0.513	A	0.528	A	0.015	No	0.683	B	0.698	B	0.015	No	0.698	B	0.015	---
9	Edgemont Street/ Sunset Boulevard	AM	0.441	A	0.471	A	0.030	No	0.586	A	0.615	B	0.029	No	0.615	B	0.029	---
		PM	0.415	A	0.426	A	0.011	No	0.553	A	0.564	A	0.011	No	0.564	A	0.011	---
10	Edgemont Street/ Fountain Avenue	AM	0.520	A	0.521	A	0.001	No	0.644	B	0.645	B	0.001	No	0.645	B	0.001	---
		PM	0.549	A	0.558	A	0.009	No	0.729	C	0.739	C	0.010	No	0.739	C	0.010	---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 9-3 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
FULL BUILD-OUT (PHASES 1-3) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING WITH PROJECT B-O V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2030 FUTURE W/O PROJECT B-O V/C	LOS	YEAR 2030 FUTURE WITH PROJECT B-O V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2030 W/PROJECT B-O MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
11	Edgemont Street/	AM	0.361	A	0.366	A	0.005	No	0.505	A	0.509	A	0.004	No	0.509	A	0.004	---
	Santa Monica Boulevard	PM	0.609	B	0.620	B	0.011	No	0.800	C	0.811	D	0.011	No	0.811	D	0.011	---
12	Vermont Avenue/	AM	0.663	B	0.677	B	0.014	No	0.789	C	0.804	D	0.015	No	0.804	D	0.015	---
	Franklin Avenue	PM	0.679	B	0.683	B	0.004	No	0.841	D	0.845	D	0.004	No	0.845	D	0.004	---
13	Vermont Avenue/	AM	0.539	A	0.558	A	0.019	No	0.663	B	0.681	B	0.018	No	0.681	B	0.018	---
	Hollywood Boulevard	PM	0.574	A	0.593	A	0.019	No	0.748	C	0.766	C	0.018	No	0.766	C	0.018	---
14	Vermont Avenue/	AM	0.660	B	0.701	C	0.041	Yes	0.830	D	0.872	D	0.042	Yes	0.859	D	0.029	No
	Sunset Boulevard	PM	0.784	C	0.804	D	0.020	Yes	1.016	F	1.036	F	0.020	Yes	1.024	F	0.008	Yes
15	Vermont Avenue/	AM	0.703	C	0.710	C	0.007	No	0.856	D	0.863	D	0.007	No	0.863	D	0.007	---
	Fountain Avenue	PM	0.668	B	0.678	B	0.010	No	0.880	D	0.890	D	0.010	No	0.890	D	0.010	---
16	Vermont Avenue/	AM	0.683	B	0.696	B	0.013	No	0.882	D	0.895	D	0.013	No	0.895	D	0.013	---
	Santa Monica Boulevard	PM	0.602	B	0.607	B	0.005	No	0.920	E	0.927	E	0.007	No	0.927	E	0.007	---
17	Vermont Avenue/	AM	0.439	A	0.441	A	0.002	No	0.540	A	0.543	A	0.003	No	0.543	A	0.003	---
	Melrose Avenue	PM	0.577	A	0.581	A	0.004	No	0.701	C	0.705	C	0.004	No	0.705	C	0.004	---
18	Vermont Avenue/	AM	0.598	A	0.599	A	0.001	No	0.697	B	0.699	B	0.002	No	0.699	B	0.002	---
	US-101 Fwy NB On-Ramp/	PM	0.474	A	0.479	A	0.005	No	0.559	A	0.563	A	0.004	No	0.563	A	0.004	---
19	Vermont Avenue/	AM	0.479	A	0.483	A	0.004	No	0.563	A	0.567	A	0.004	No	0.567	A	0.004	---
	US-101 Fwy NB Off-Ramp	PM	0.481	A	0.486	A	0.005	No	0.570	A	0.575	A	0.005	No	0.575	A	0.005	---
20	US-101 Fwy SB Off-Ramp/	AM	0.290	A	0.291	A	0.001	No	0.341	A	0.342	A	0.001	No	0.342	A	0.001	---
	Rosewood Avenue	PM	0.317	A	0.318	A	0.001	No	0.373	A	0.373	A	0.000	No	0.373	A	0.000	---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

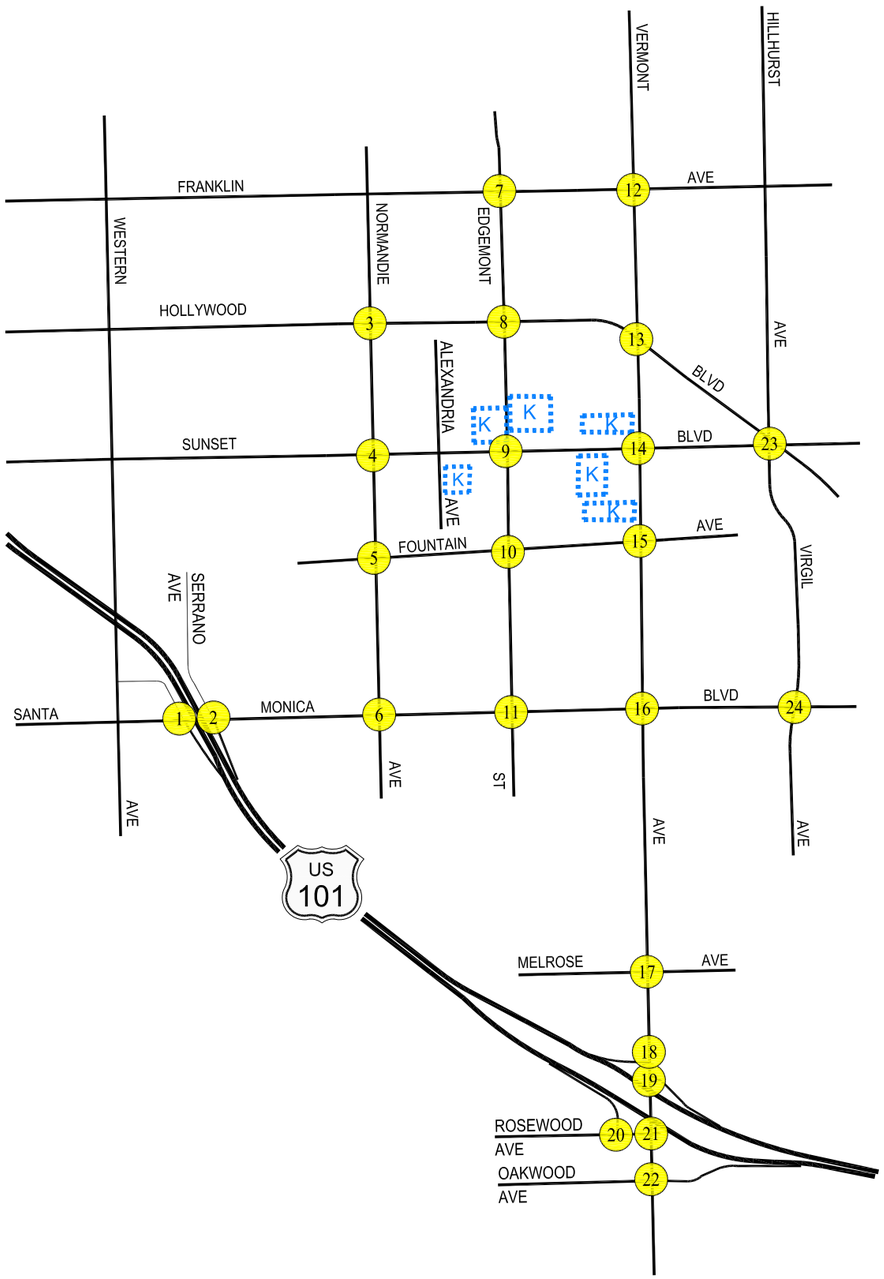
Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

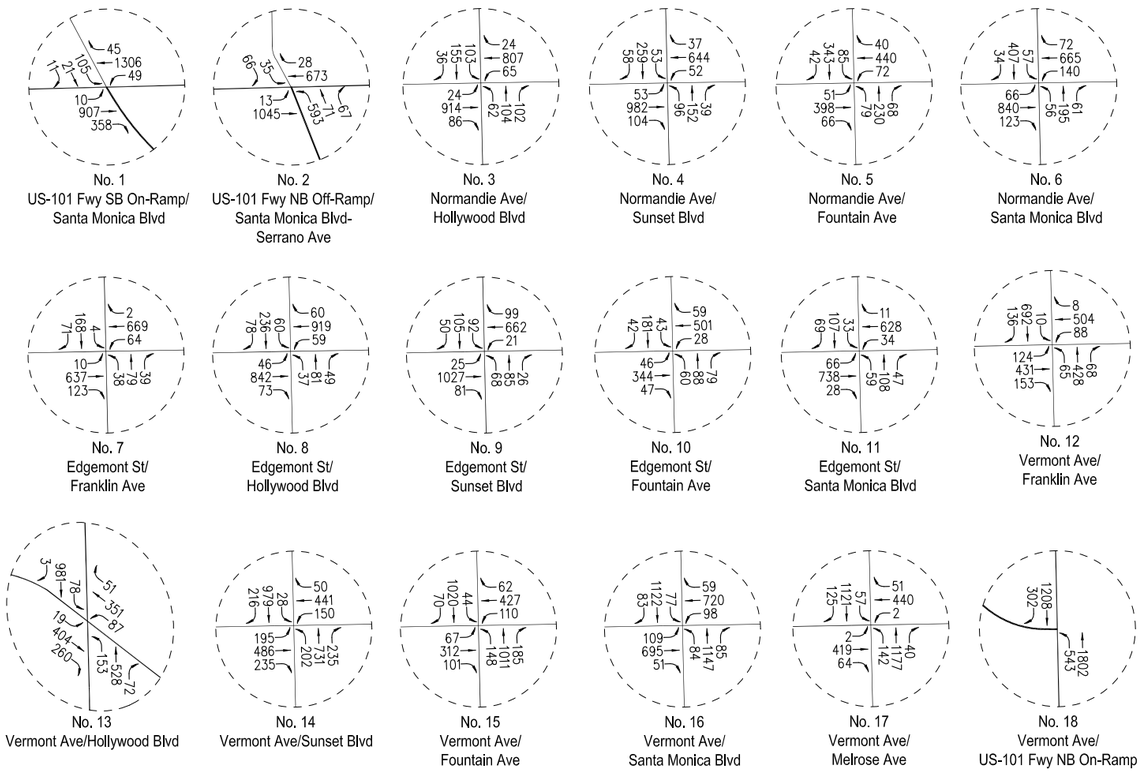
Table 9-3 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
FULL BUILD-OUT (PHASES 1-3) PROJECT - WEEKDAY AM AND PM PEAK HOURS

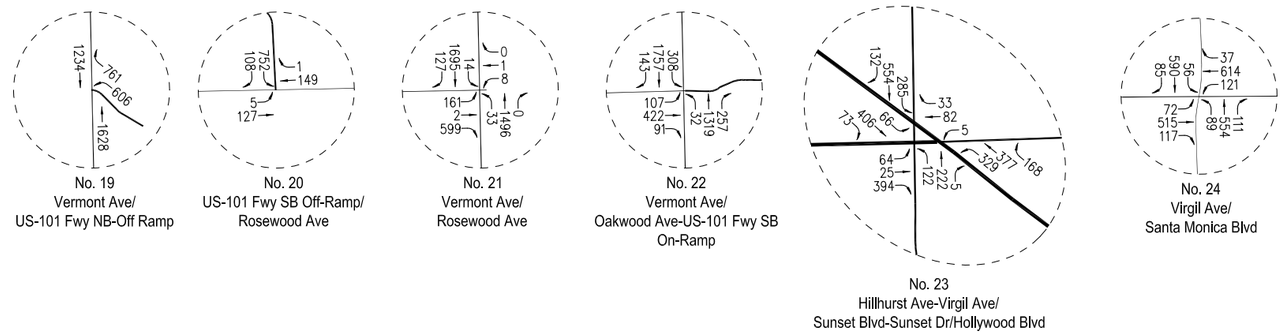
			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING WITH PROJECT B-O V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2030 FUTURE W/O PROJECT B-O V/C	LOS	YEAR 2030 FUTURE WITH PROJECT B-O V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2030 W/PROJECT B-O MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
21	Vermont Avenue/	AM	0.567	A	0.568	A	0.001	No	0.659	B	0.661	B	0.002	No	0.661	B	0.002	---
	Rosewood Avenue	PM	0.608	B	0.612	B	0.004	No	0.713	C	0.718	C	0.005	No	0.718	C	0.005	---
22	Vermont Avenue/	AM	0.574	A	0.578	A	0.004	No	0.675	B	0.678	B	0.003	No	0.678	B	0.003	---
	Oakwood Avenue -	PM	0.551	A	0.555	A	0.004	No	0.649	B	0.653	B	0.004	No	0.653	B	0.004	---
	US-101 Fwy SB On-Ramp																	
23	Hillhurst Avenue-Virgil Avenue/	AM	0.676	B	0.692	B	0.016	No	0.882	D	0.898	D	0.016	No	0.898	D	0.016	---
	Sunset Boulevard - Sunset Drive -	PM	0.715	C	0.723	C	0.008	No	0.973	E	0.981	E	0.008	No	0.981	E	0.008	---
	Hollywood Boulevard																	
24	Virgil Avenue/	AM	0.823	D	0.824	D	0.001	No	0.989	E	0.991	E	0.002	No	0.991	E	0.002	---
	Santa Monica Boulevard	PM	0.977	E	0.981	E	0.004	No	1.184	F	1.188	F	0.004	No	1.188	F	0.004	---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010







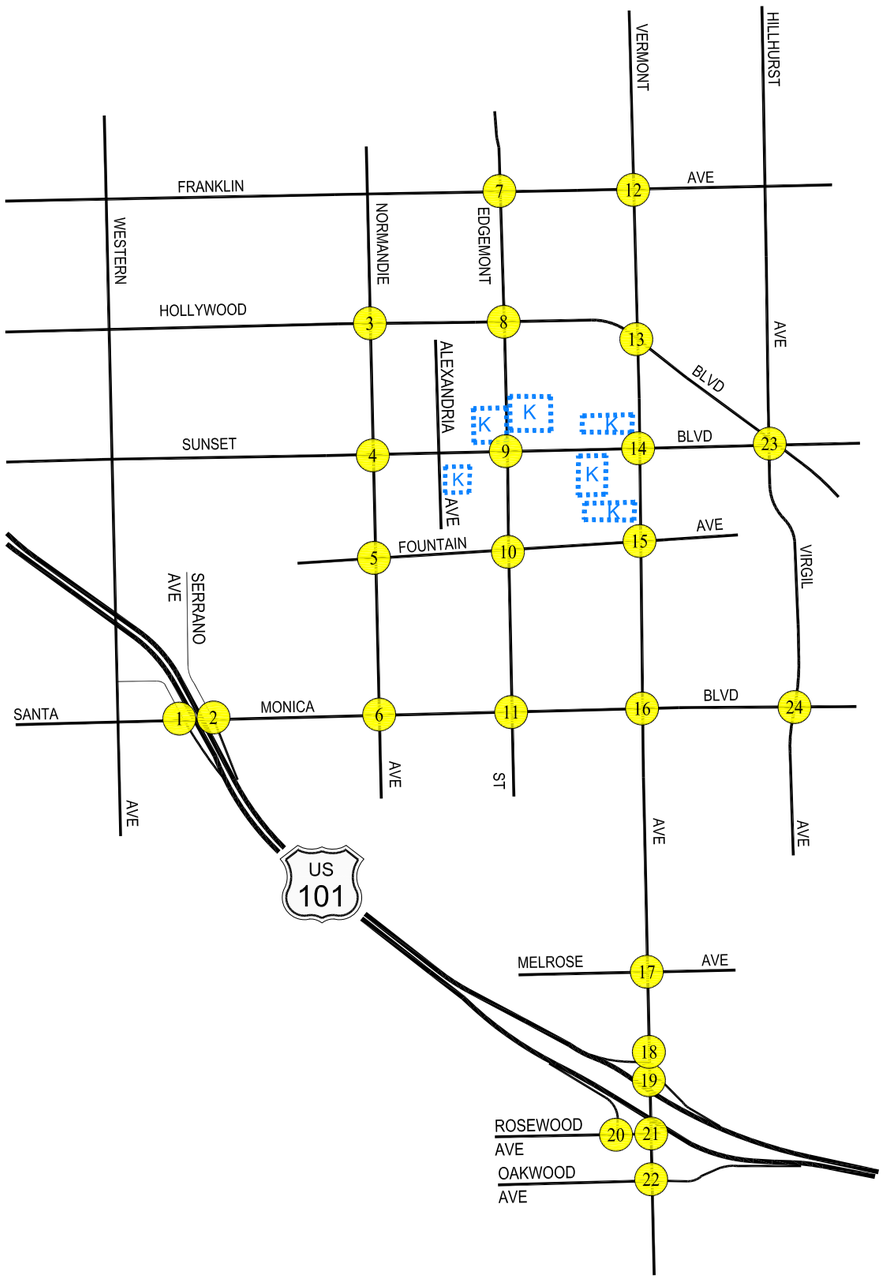
N

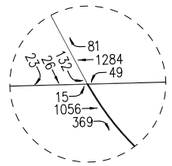
NOT TO SCALE

K KAISER PROJECT AREA

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 9-1
EXISTING WITH PHASE 1 PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT





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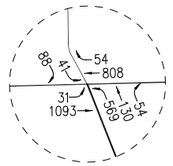
US-101 Fwy SB On-Ramp/
Santa Monica Blvd



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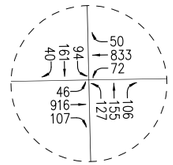
US-101 Fwy NB Off-Ramp/
Santa Monica Blvd-
Serrano Ave



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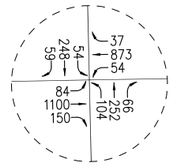
Hollywood Blvd



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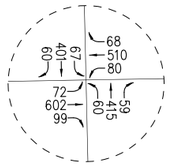
Sunset Blvd



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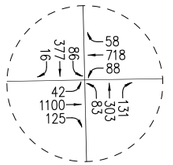
Fountain Ave



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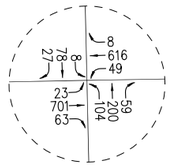

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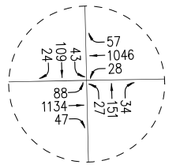
Franklin Ave



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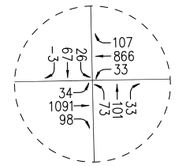
Hollywood Blvd



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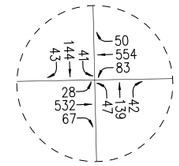

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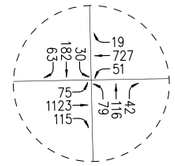

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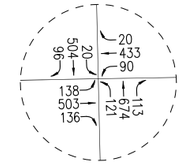

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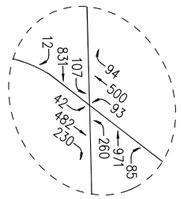
Franklin Ave



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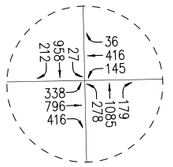

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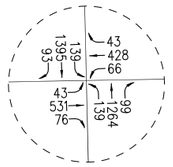

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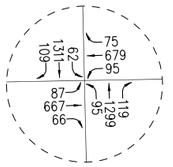
Fountain Ave



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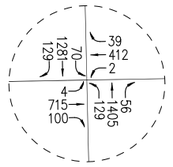

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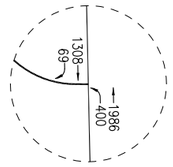

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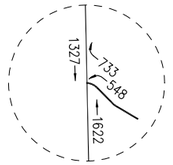

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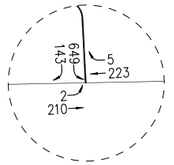

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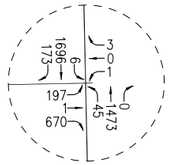
US-101 Fwy SB Off-Ramp/
Rosewood Ave



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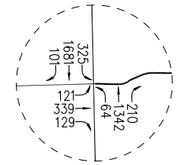
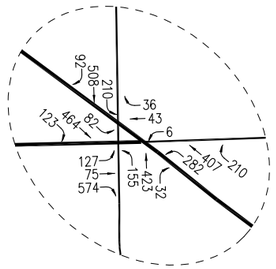
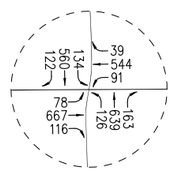


No. 22
Vermont Ave/
Oakwood Ave-US-101 Fwy SB
On-Ramp



No. 23
Hillhurst Ave-Virgil Ave/
Sunset Blvd-Sunset Dr/Hollywood Blvd



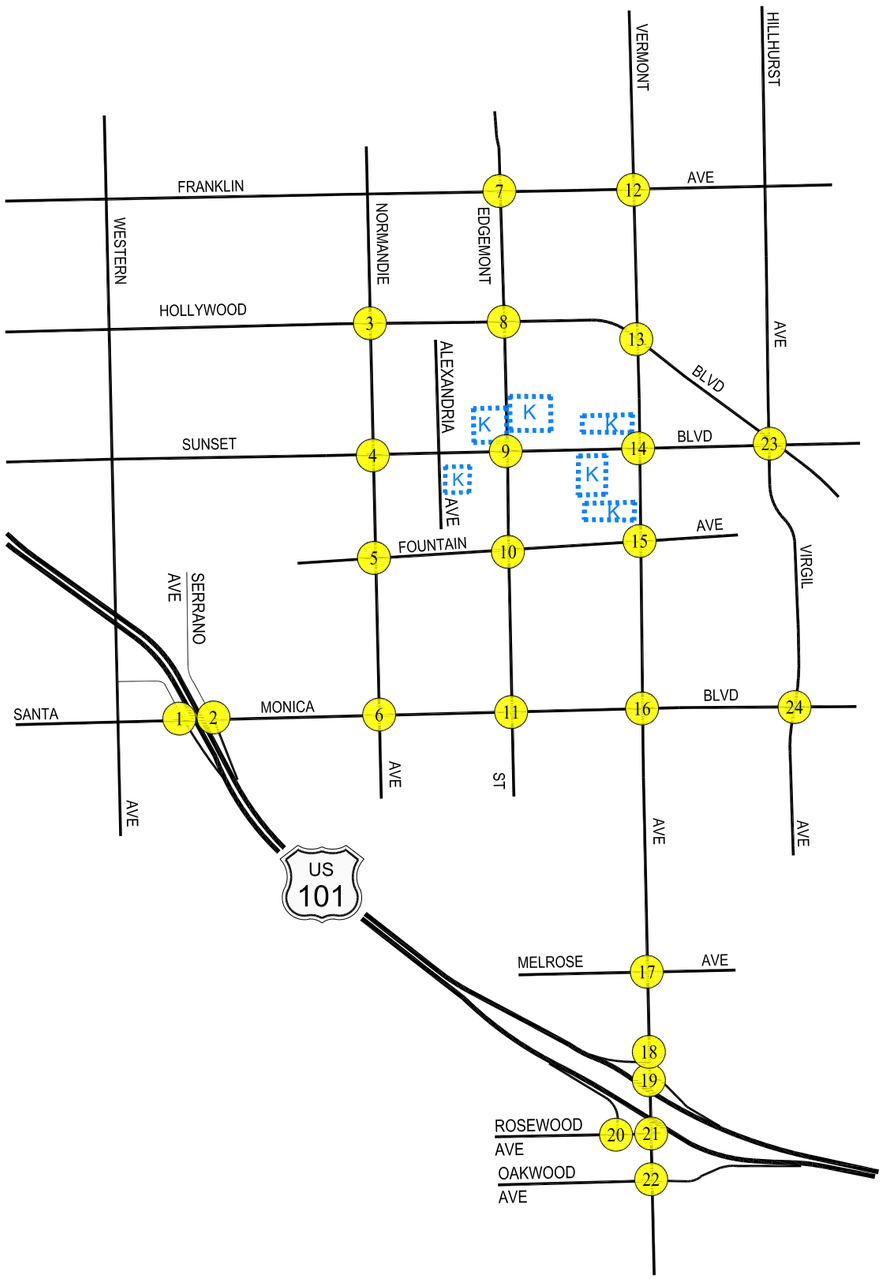
No. 24
Virgil Ave/
Santa Monica Blvd

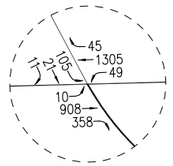
N
NOT TO SCALE

K KAISER PROJECT AREA

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 9-2
EXISTING WITH PHASE 1 PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT





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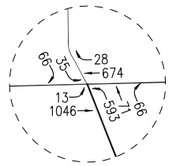
Santa Monica Blvd



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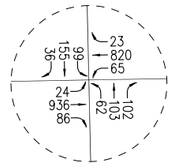
Santa Monica Blvd-
Serrano Ave



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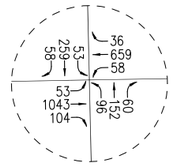
Hollywood Blvd



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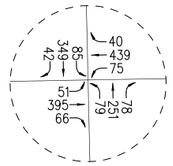
Sunset Blvd



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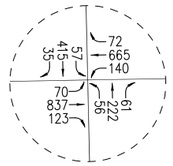
Fountain Ave



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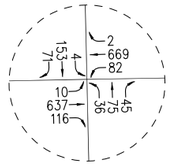

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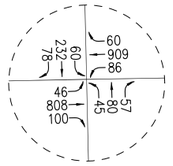
Franklin Ave



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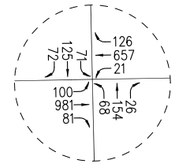

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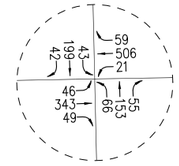
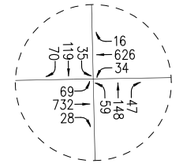
Sunset Blvd



No. 10
Edgemont St/
Fountain Ave



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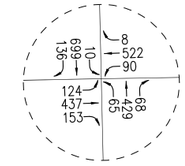
Santa Monica Blvd



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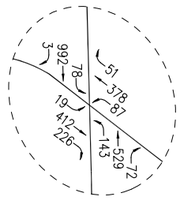
Franklin Ave



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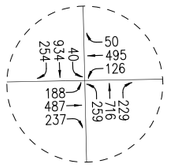

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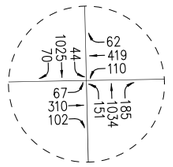

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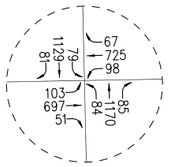
Fountain Ave



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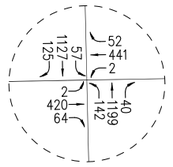
Santa Monica Blvd



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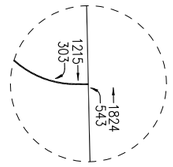
Melrose Ave



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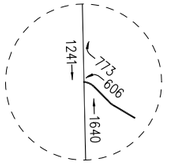
US-101 Fwy NB On-Ramp



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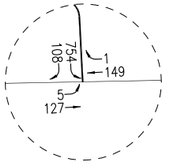
US-101 Fwy NB-Off Ramp



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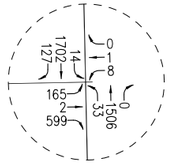
US-101 Fwy SB Off-Ramp/
Rosewood Ave



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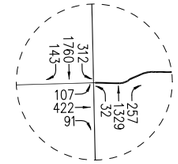
Rosewood Ave



No. 22
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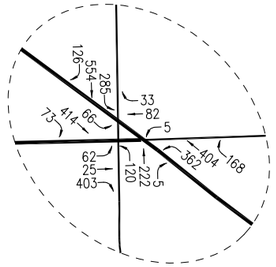
Oakwood Ave-US-101 Fwy SB
On-Ramp



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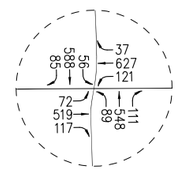
Hillhurst Ave-Virgil Ave/
Sunset Blvd-Sunset Dr/Hollywood Blvd



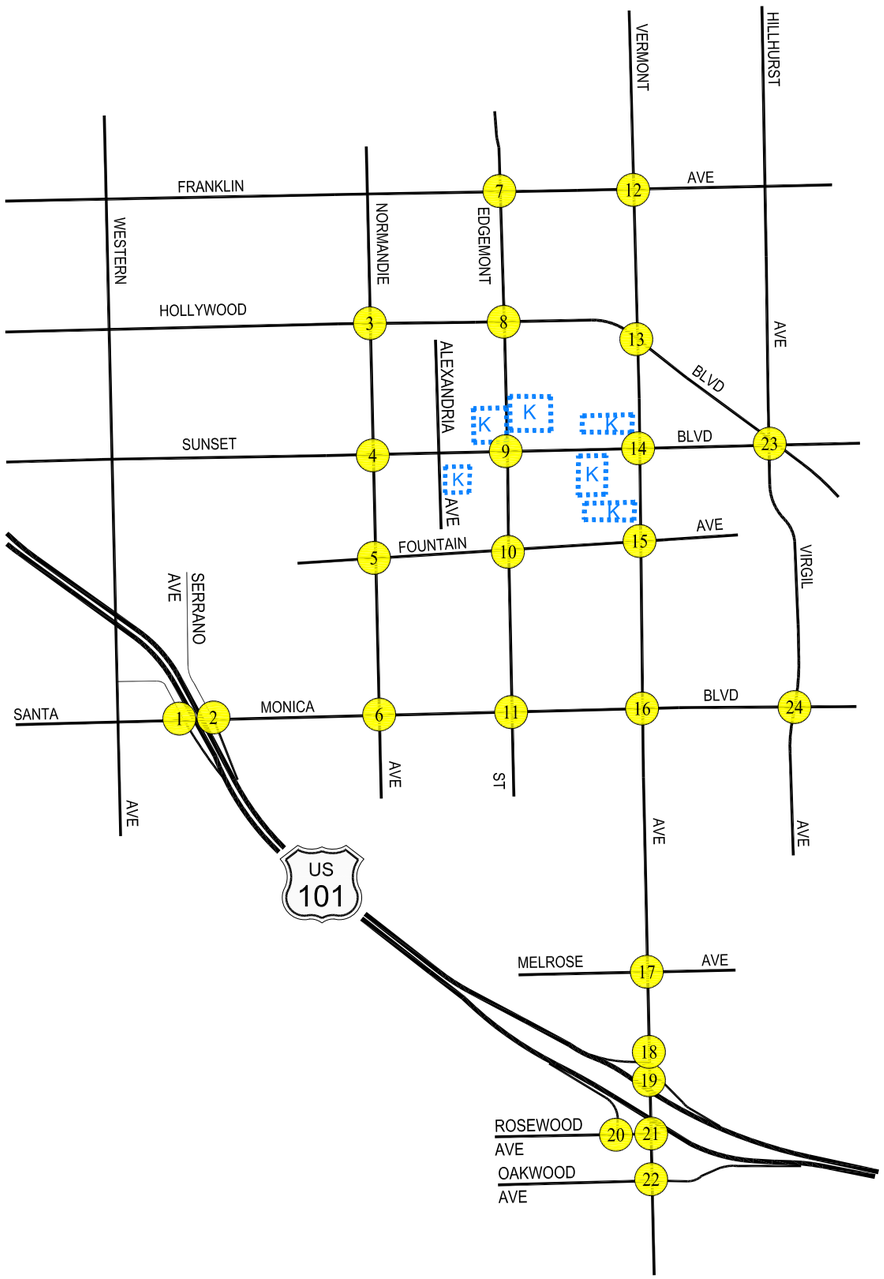
No. 24
Virgil Ave/
Santa Monica Blvd

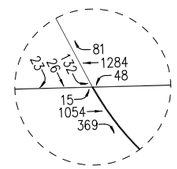
N
NOT TO SCALE

K KAISER PROJECT AREA

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 9-3
EXISTING WITH PHASE 2 PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT





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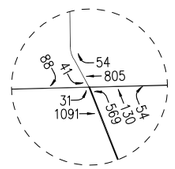
US-101 Fwy SB On-Ramp/
Santa Monica Blvd



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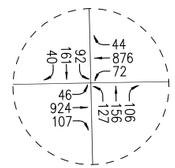
US-101 Fwy NB Off-Ramp/
Santa Monica Blvd-
Serrano Ave



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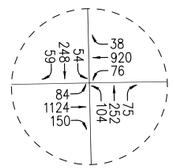
Hollywood Blvd



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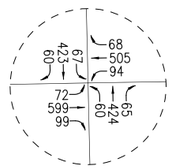
Sunset Blvd



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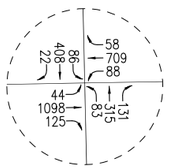
Fountain Ave



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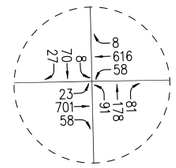
Santa Monica Blvd



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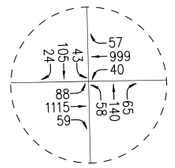
Franklin Ave



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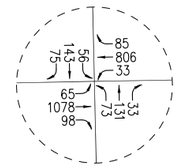
Hollywood Blvd



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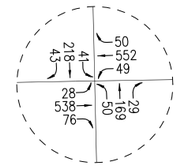
Sunset Blvd



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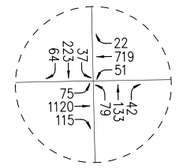
Fountain Ave



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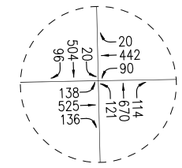
Santa Monica Blvd



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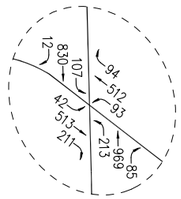
Franklin Ave



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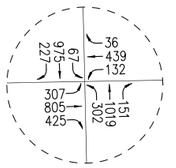
Vermont Ave/Hollywood Blvd



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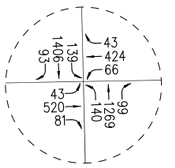

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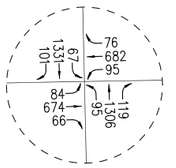
Fountain Ave



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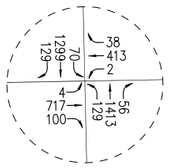
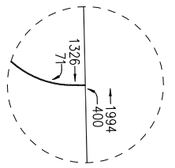
Santa Monica Blvd



No. 17
Vermont Ave/
Melrose Ave



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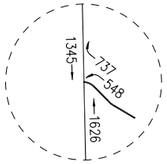
US-101 Fwy NB On-Ramp



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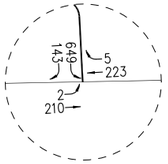
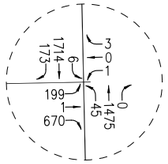
US-101 Fwy NB-Off Ramp



No. 20
US-101 Fwy SB Off-Ramp/
Rosewood Ave



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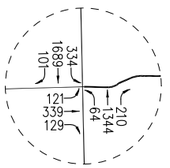
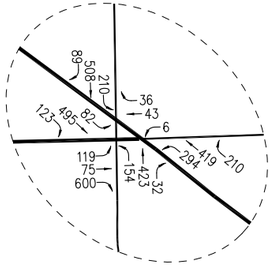
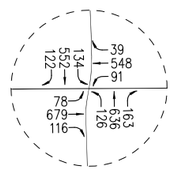
Rosewood Ave



No. 22
Vermont Ave/
Oakwood Ave-US-101 Fwy SB
On-Ramp



No. 23
Hillhurst Ave-Virgil Ave/
Sunset Blvd-Sunset Dr/Hollywood Blvd



No. 24
Virgil Ave/
Santa Monica Blvd

N
NOT TO SCALE

K KAISER PROJECT AREA

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 9-4
EXISTING WITH PHASE 2 PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

9.1.4 *Existing With Project Build-out Conditions*

As indicated in column [2] of *Table 9–3,* application of the City's threshold criteria to the "Existing With Project Build-out" scenario indicates that the project is expected to result in one (1) significant traffic impact as noted below:

- Int. No. 14: Vermont Avenue/Sunset Boulevard

  AM peak hour *v/c* ratio increase of 0.041 [to 0.701 (LOS C) from 0.660 (LOS B)]

  PM peak hour *v/c* ratio increase of 0.020 [to 0.804 (LOS D) from 0.784 (LOS C)]

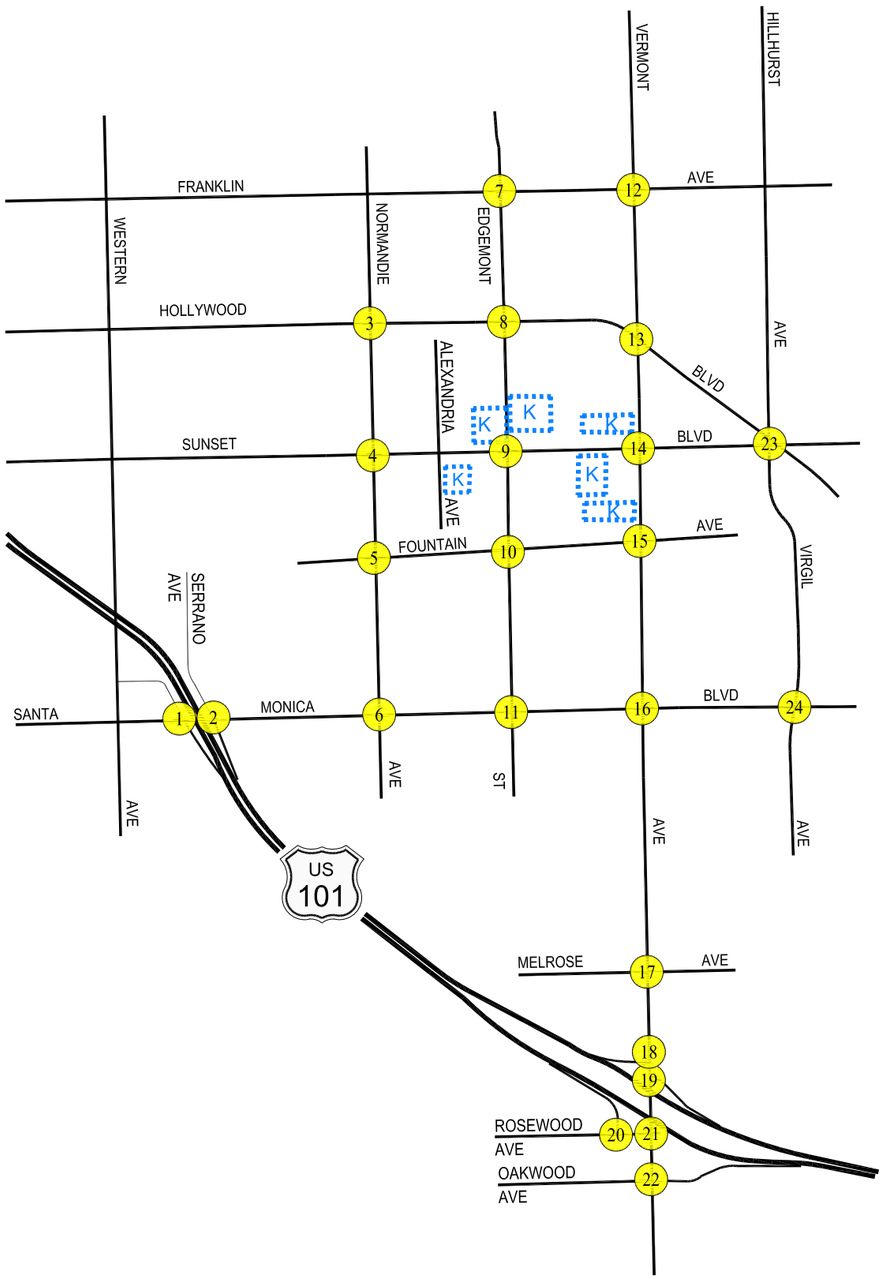
Incremental, but not significant, impacts are noted at the remaining study intersections. Refer to Section 10.0 for a discussion of mitigation measures considered for this intersection. The existing with project build-out traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 9–5*** and ***9–6***, respectively.

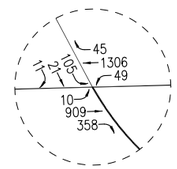
9.2 Future 2024 Conditions

9.2.1 *Future Without Phase 1 Project Conditions*

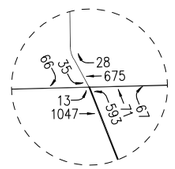
The future cumulative baseline without Phase 1 project conditions (i.e., year 2024 without Phase 1 project) were forecast based on the addition of traffic generated by the completion and occupancy of the related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth to year 2024). The *v/c* ratios at all of the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 6–1*. As presented in column [3] of *Table 9–1,* 19 of the 24 study intersections are expected to operate at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related projects traffic under the future without Phase 1 project conditions. The following five study intersections are expected to operate at LOS E or F during the peak hours shown below with the addition of growth in ambient traffic and related projects traffic under the future without Phase 1 project conditions:

- Int. No. 5: Normandie Ave./Fountain Ave. — PM Peak Hour: *v/c*=1.003, LOS F
- Int. No. 6: Normandie Ave./Santa Monica Blvd. — PM Peak Hour: *v/c*=0.992, LOS E
- Int. No. 14: Vermont Ave./Sunset Blvd. — PM Peak Hour: *v/c*=0.958, LOS E
- Int. No. 23: Hillhurst-Virgil/Sunset-Hollywood Bl. — PM Peak Hour: *v/c*=0.938, LOS E
- Int. No. 24: Virgil Ave./Santa Monica Blvd. — AM Peak Hour: *v/c*=0.929, LOS E; PM Peak Hour: *v/c*=1.113, LOS F

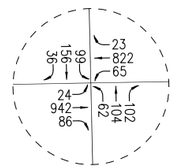




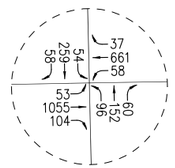
No. 1
US-101 Fwy SB On-Ramp/
Santa Monica Blvd



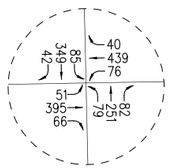
No. 2
US-101 Fwy NB Off-Ramp/
Santa Monica Blvd-
Serrano Ave



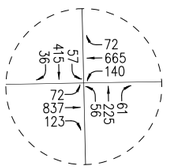
No. 3
Normandie Ave/
Hollywood Blvd



No. 4
Normandie Ave/
Sunset Blvd



No. 5
Normandie Ave/
Fountain Ave



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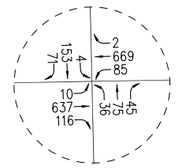
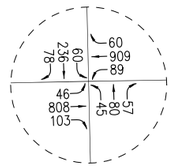
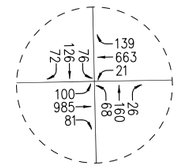
Normandie Ave/
Santa Monica Blvd



No. 7
Edgemont St/
Franklin Ave



No. 8
Edgemont St/
Hollywood Blvd



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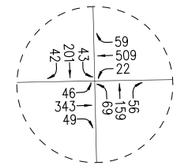
Sunset Blvd



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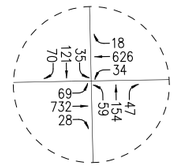
Fountain Ave



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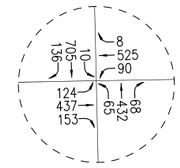
Santa Monica Blvd



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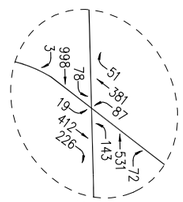
Vermont Ave/
Franklin Ave



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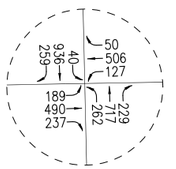

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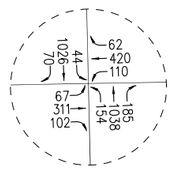

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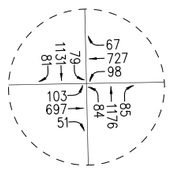
Fountain Ave



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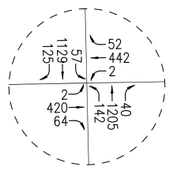
Santa Monica Blvd



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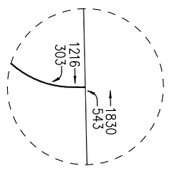
Vermont Ave/
Melrose Ave



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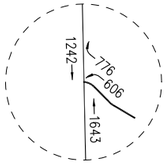
Vermont Ave/
US-101 Fwy NB On-Ramp



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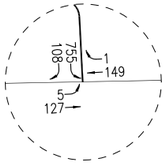
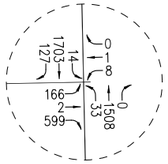
US-101 Fwy NB-Off Ramp



No. 20
US-101 Fwy SB Off-Ramp/
Rosewood Ave



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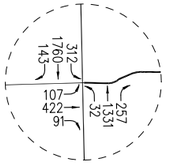
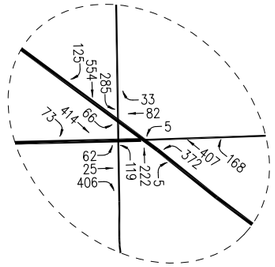
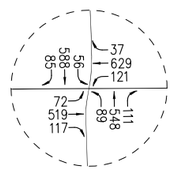
Rosewood Ave



No. 22
Vermont Ave/
Oakwood Ave-US-101 Fwy SB
On-Ramp



No. 23
Hillhurst Ave-Virgil Ave/
Sunset Blvd-Sunset Dr/Hollywood Blvd



No. 24
Virgil Ave/
Santa Monica Blvd

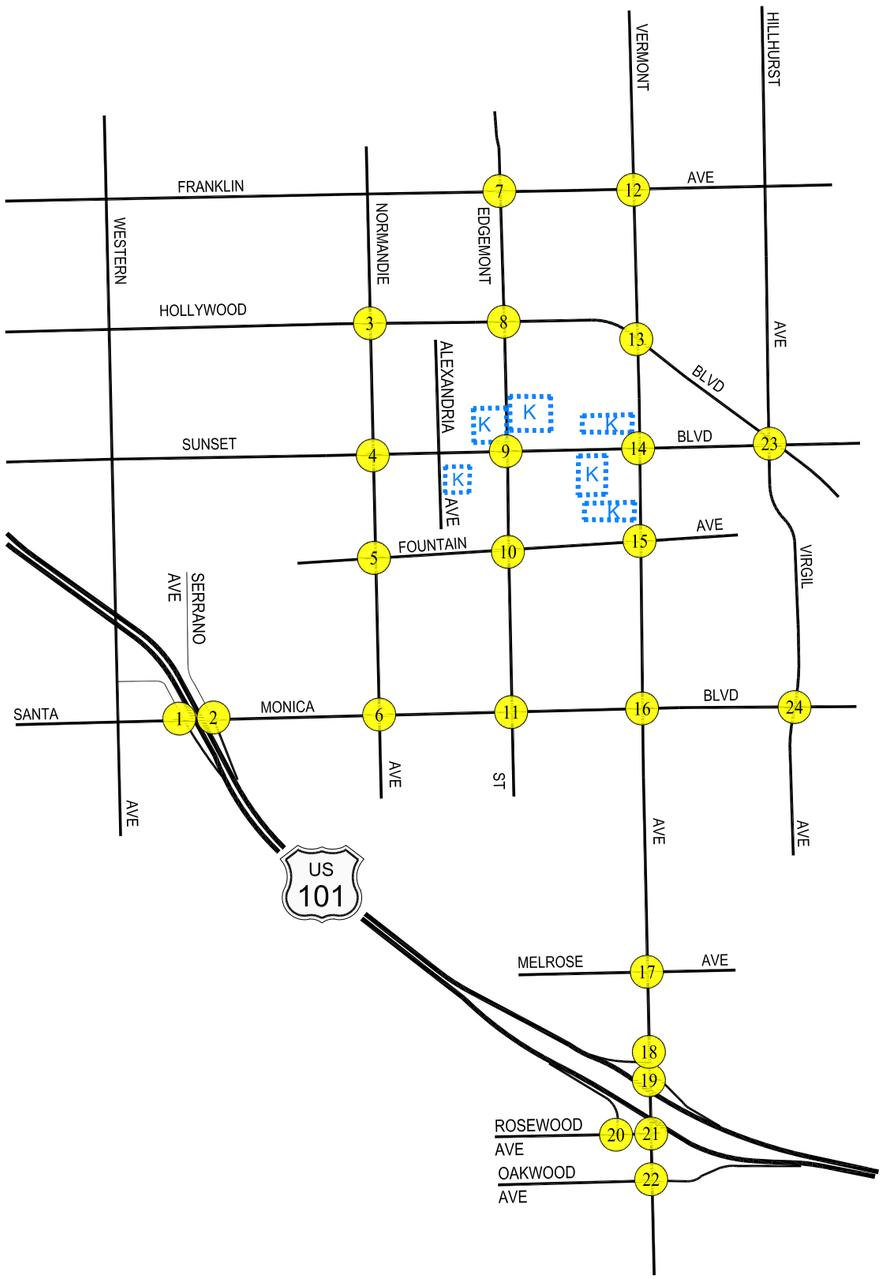
N
NOT TO SCALE

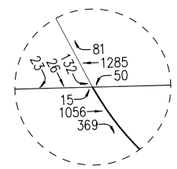
K KAISER PROJECT AREA

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 9-5
EXISTING WITH PROJECT BUILD-OUT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

o:\job_file\4081-5\dwg\f9-5.dwg LDP 11:48:20 05/04/2018 rodriquez





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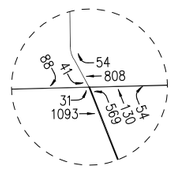
US-101 Fwy SB On-Ramp/
Santa Monica Blvd



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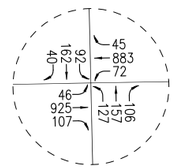
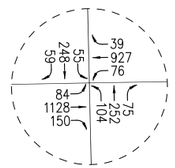
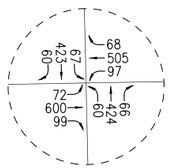
US-101 Fwy NB Off-Ramp/
Santa Monica Blvd-
Serrano Ave



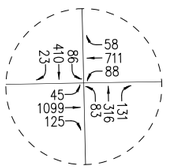
No. 3
Normandie Ave/
Hollywood Blvd



No. 4
Normandie Ave/
Sunset Blvd



No. 5
Normandie Ave/
Fountain Ave



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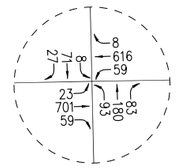
Normandie Ave/
Santa Monica Blvd



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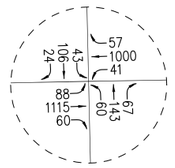
Franklin Ave



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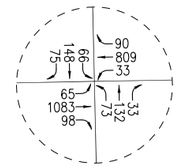
Edgemont St/
Hollywood Blvd



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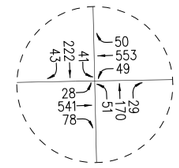
Sunset Blvd



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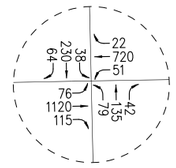
Fountain Ave



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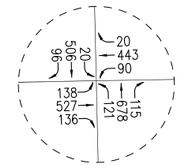
Santa Monica Blvd



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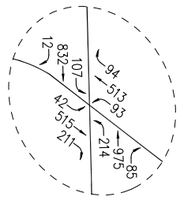
Franklin Ave



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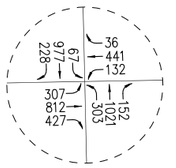

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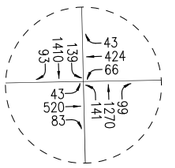
Vermont Ave/Sunset Blvd



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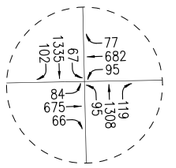
Vermont Ave/
Fountain Ave



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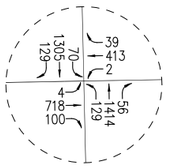
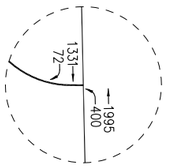
Santa Monica Blvd



No. 17
Vermont Ave/
Melrose Ave



No. 18
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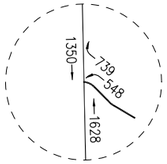
US-101 Fwy NB On-Ramp



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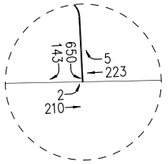
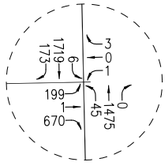
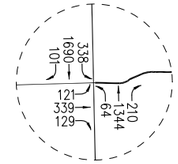
Vermont Ave/
US-101 Fwy NB-Off Ramp



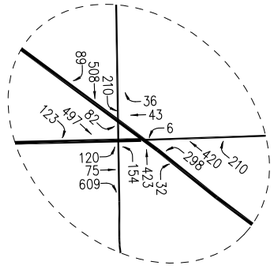
No. 20
US-101 Fwy SB Off-Ramp/
Rosewood Ave



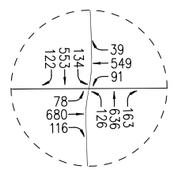
No. 21
Vermont Ave/
Rosewood Ave



No. 22
Vermont Ave/
Oakwood Ave-US-101 Fwy SB
On-Ramp



No. 23
Hillhurst Ave-Virgil Ave/
Sunset Blvd-Sunset Dr/Hollywood Blvd



No. 24
Virgil Ave/
Santa Monica Blvd

N
NOT TO SCALE

K KAISER PROJECT AREA

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 9-6
EXISTING WITH PROJECT BUILD-OUT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

The future without Phase 1 project (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in ***Figures 9–7*** and ***9–8***, respectively.

9.2.2 *Future With Phase 1 Project Conditions*

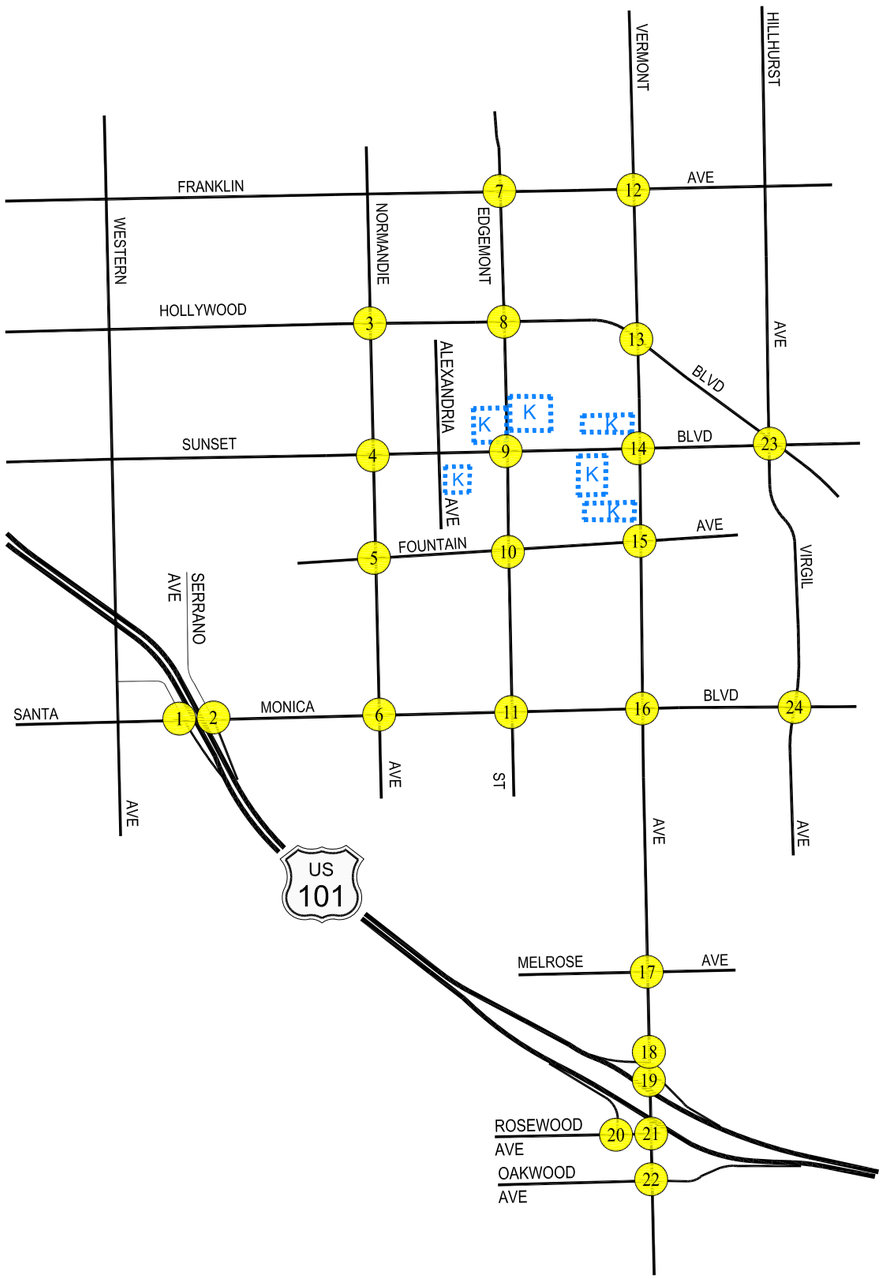
As shown in column [4] of *Table 9–1,* application of the City's threshold criteria to the "Future With Proposed Phase 1 Project" scenario indicates that the proposed project is not expected to result in any significant traffic impacts. Incremental, but not significant, impacts are noted at the 24 study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the "Future With Proposed Phase 1 Project" scenario. The future with Phase 1 project (existing, ambient growth, related projects and Phase 1 project) traffic volumes at the study intersections during the weekday AM and PM peak hours are provided in ***Figures 9-9*** and ***9-10***, respectively.

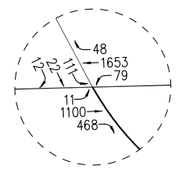
9.3 Future 2028 Conditions

9.3.1 *Future Without Phase 2 Project Conditions*

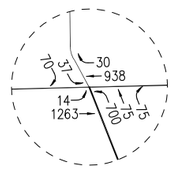
The future cumulative baseline without Phase 2 project conditions (i.e., year 2028 without Phases 1 and 2 project) were forecast based on the addition of traffic generated by the completion and occupancy of the related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth to year 2028). The *v/c* ratios at all of the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 6–1*. As presented in column [3] of *Table 9–2*, 18 of the 24 study intersections are expected to operate at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related projects traffic under the future without Phase 2 project conditions. The following six study intersections are expected to operate at LOS E or F during the peak hours shown below with the addition of growth in ambient traffic and related projects traffic under the future without Phase 2 project conditions:

- Int. No. 5: Normandie Ave./Fountain Ave. — PM Peak Hour: *v/c*=1.043, LOS F
- Int. No. 6: Normandie Ave./Santa Monica Blvd. — PM Peak Hour: *v/c*=1.031, LOS F
- Int. No. 14: Vermont Ave./Sunset Blvd. — PM Peak Hour: *v/c*=0.996, LOS E
- Int. No. 16: Vermont Ave./Santa Monica Blvd. — PM Peak Hour: *v/c*=0.901, LOS E
- Int. No. 23: Hillhurst-Virgil/Sunset-Hollywood Bl. — PM Peak Hour: *v/c*=0.973, LOS E
- Int. No. 24: Virgil Ave./Santa Monica Blvd. — AM Peak Hour: *v/c*=0.969, LOS E; PM Peak Hour: *v/c*=1.160, LOS F

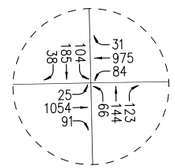




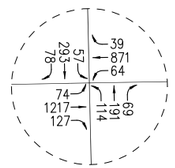
No. 1
US-101 Fwy SB On-Ramp/
Santa Monica Blvd



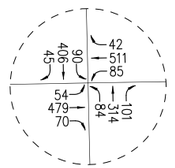
No. 2
US-101 Fwy NB Off-Ramp/
Santa Monica Blvd-
Serrano Ave



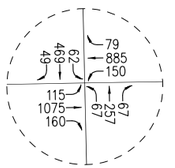
No. 3
Normandie Ave/
Hollywood Blvd



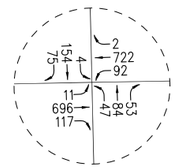
No. 4
Normandie Ave/
Sunset Blvd



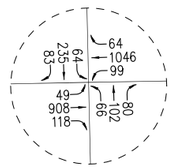
No. 5
Normandie Ave/
Fountain Ave



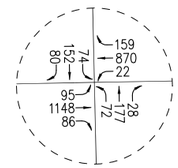
No. 6
Normandie Ave/
Santa Monica Blvd



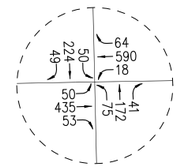
No. 7
Edgemont St/
Franklin Ave



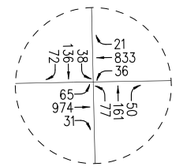
No. 8
Edgemont St/
Hollywood Blvd



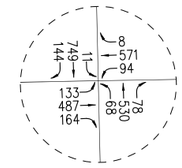
No. 9
Edgemont St/
Sunset Blvd



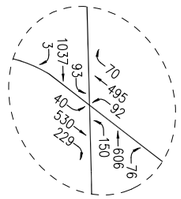
No. 10
Edgemont St/
Fountain Ave



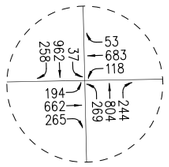
No. 11
Edgemont St/
Santa Monica Blvd



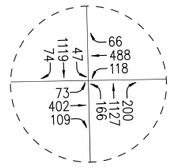
No. 12
Vermont Ave/
Franklin Ave



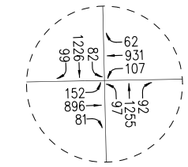
No. 13
Vermont Ave/Hollywood Blvd



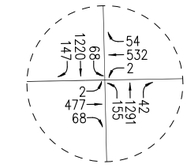
No. 14
Vermont Ave/Sunset Blvd



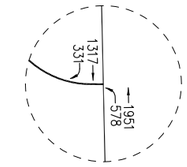
No. 15
Vermont Ave/
Fountain Ave



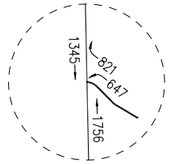
No. 16
Vermont Ave/
Santa Monica Blvd



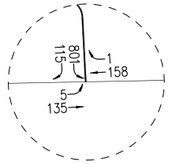
No. 17
Vermont Ave/
Melrose Ave



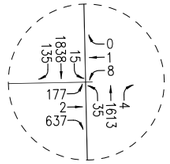
No. 18
Vermont Ave/
US-101 Fwy NB On-Ramp



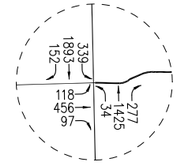
No. 19
Vermont Ave/
US-101 Fwy NB-Off Ramp



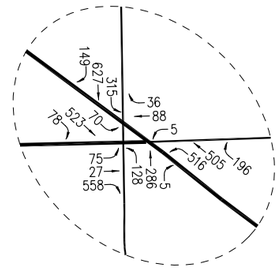
No. 20
US-101 Fwy SB Off-Ramp/
Rosewood Ave



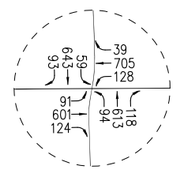
No. 21
Vermont Ave/
Rosewood Ave



No. 22
Vermont Ave/
Oakwood Ave-US-101 Fwy SB
On-Ramp



No. 23
Hillhurst Ave-Virgil Ave/
Sunset Blvd-Sunset Dr/Hollywood Blvd



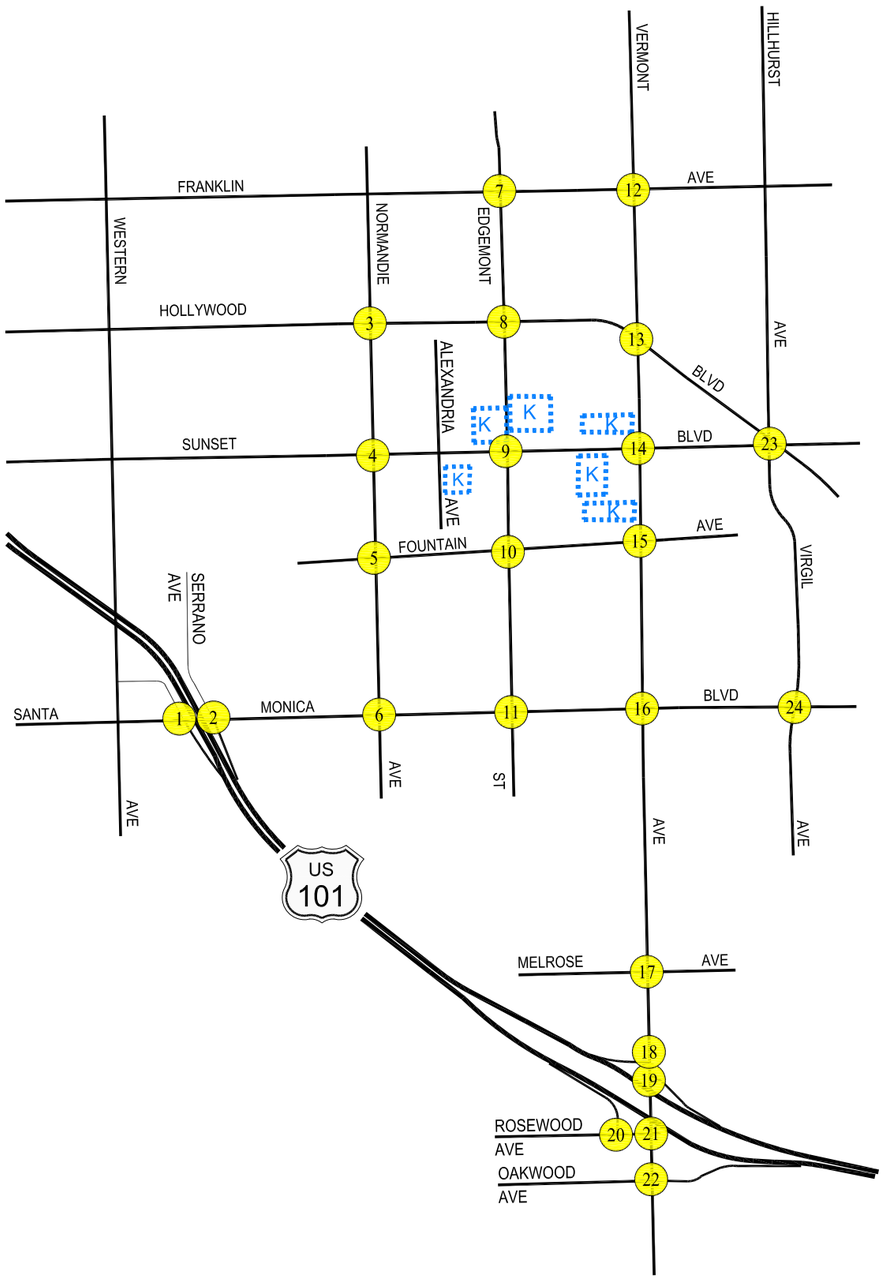
No. 24
Virgil Ave/
Santa Monica Blvd

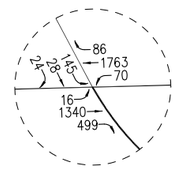
N
NOT TO SCALE

K KAISER PROJECT AREA

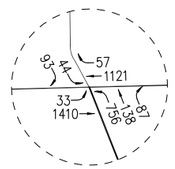
LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 9-7
FUTURE WITHOUT PHASE 1 PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

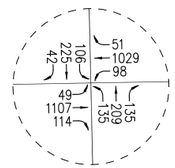




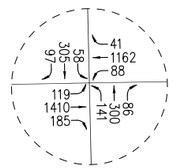
No. 1
US-101 Fwy SB On-Ramp/
Santa Monica Blvd



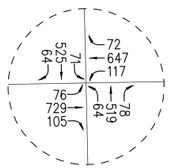
No. 2
US-101 Fwy NB Off-Ramp/
Santa Monica Blvd-
Serrano Ave



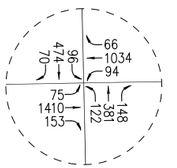
No. 3
Normandie Ave/
Hollywood Blvd



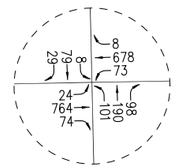
No. 4
Normandie Ave/
Sunset Blvd



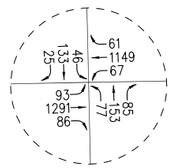
No. 5
Normandie Ave/
Fountain Ave



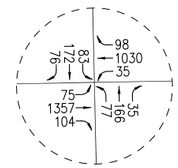
No. 6
Normandie Ave/
Santa Monica Blvd



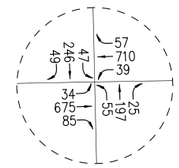
No. 7
Edgemont St/
Franklin Ave



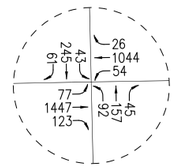
No. 8
Edgemont St/
Hollywood Blvd



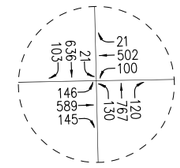
No. 9
Edgemont St/
Sunset Blvd



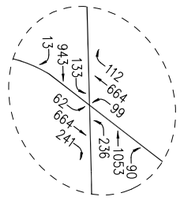
No. 10
Edgemont St/
Fountain Ave



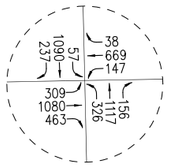
No. 11
Edgemont St/
Santa Monica Blvd



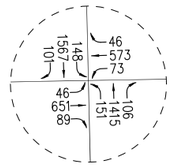
No. 12
Vermont Ave/
Franklin Ave



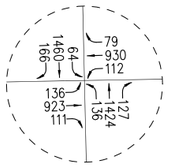
No. 13
Vermont Ave/Hollywood Blvd



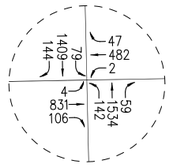
No. 14
Vermont Ave/Sunset Blvd



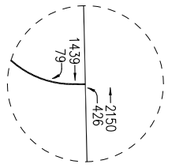
No. 15
Vermont Ave/
Fountain Ave



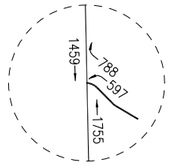
No. 16
Vermont Ave/
Santa Monica Blvd



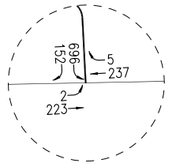
No. 17
Vermont Ave/
Melrose Ave



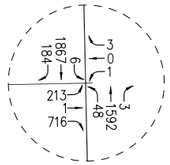
No. 18
Vermont Ave/
US-101 Fwy NB On-Ramp



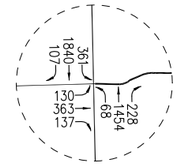
No. 19
Vermont Ave/
US-101 Fwy NB-Off Ramp



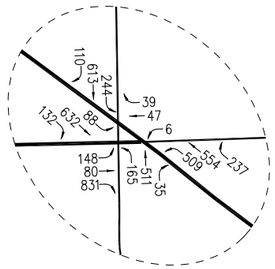
No. 20
US-101 Fwy SB Off-Ramp/
Rosewood Ave



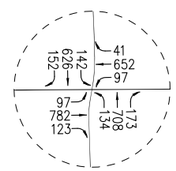
No. 21
Vermont Ave/
Rosewood Ave



No. 22
Vermont Ave/
Oakwood Ave-US-101 Fwy SB
On-Ramp



No. 23
Hillhurst Ave-Virgil Ave/
Sunset Blvd-Sunset Dr/Hollywood Blvd



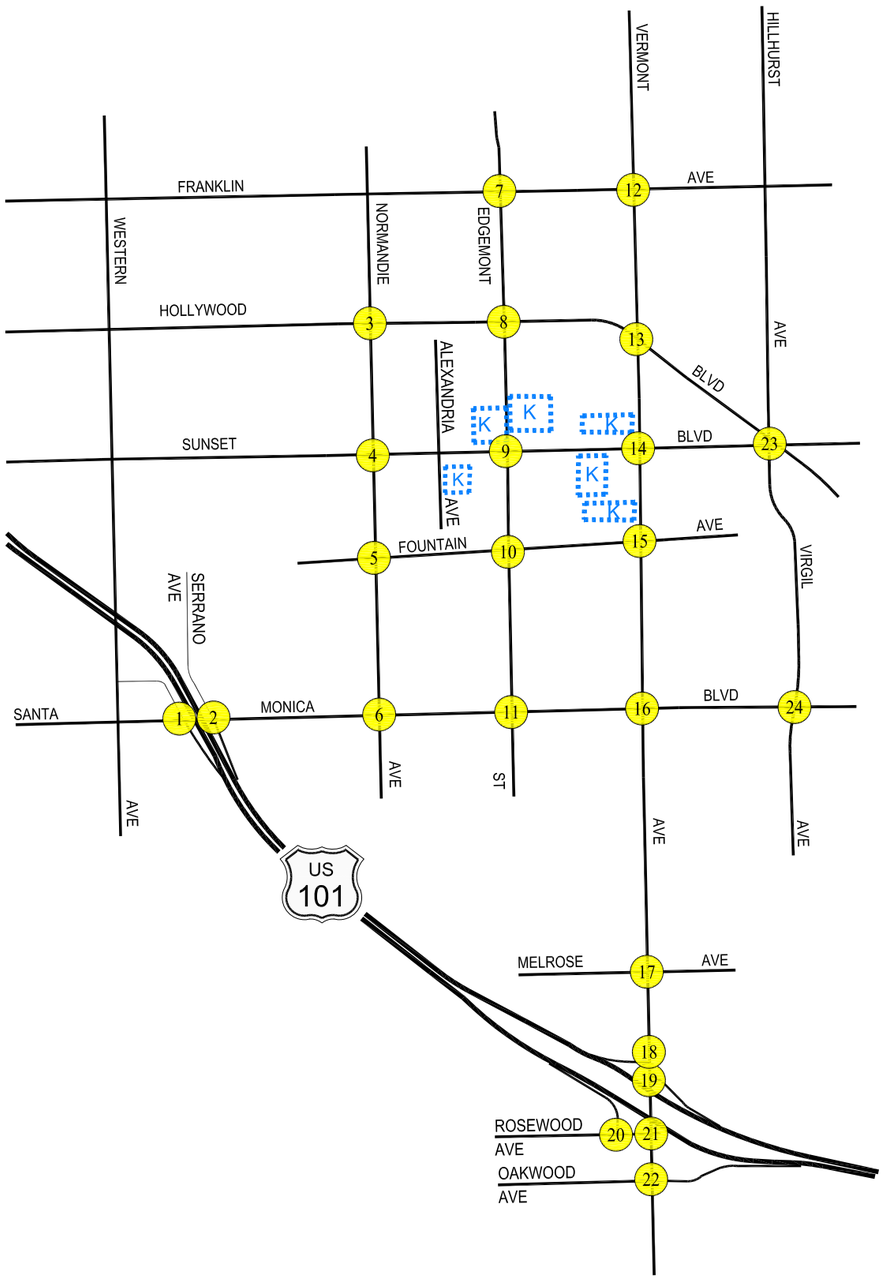
No. 24
Virgil Ave/
Santa Monica Blvd

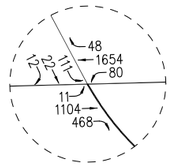
N
NOT TO SCALE

K KAISER PROJECT AREA

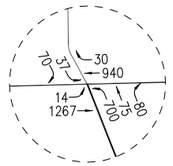
LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 9-8
FUTURE WITHOUT PHASE 1 PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

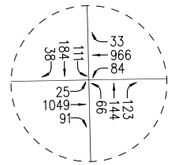




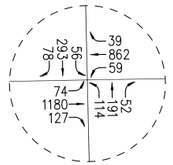
No. 1
US-101 Fwy SB On-Ramp/
Santa Monica Blvd



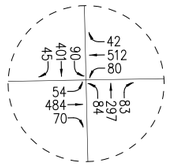
No. 2
US-101 Fwy NB Off-Ramp/
Santa Monica Blvd-
Serrano Ave



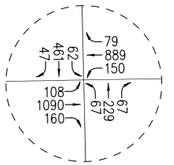
No. 3
Normandie Ave/
Hollywood Blvd



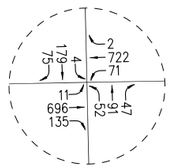
No. 4
Normandie Ave/
Sunset Blvd



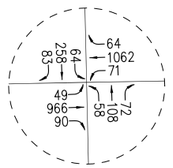
No. 5
Normandie Ave/
Fountain Ave



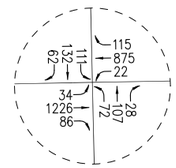
No. 6
Normandie Ave/
Santa Monica Blvd



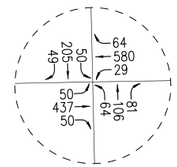
No. 7
Edgemont St/
Franklin Ave



No. 8
Edgemont St/
Hollywood Blvd



No. 9
Edgemont St/
Sunset Blvd



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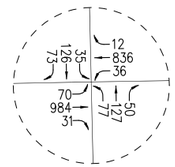
Fountain Ave



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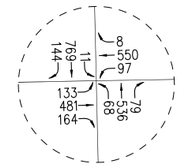
Santa Monica Blvd



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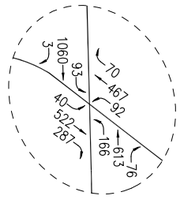
Franklin Ave



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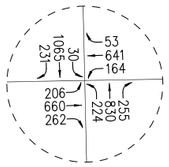

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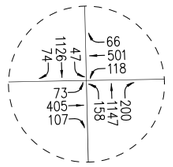

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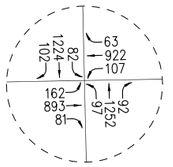
Fountain Ave



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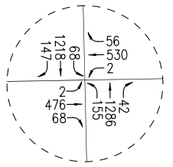
Santa Monica Blvd



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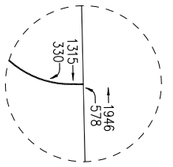
Melrose Ave



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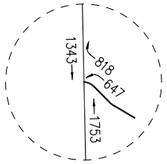
Vermont Ave/
US-101 Fwy NB On-Ramp



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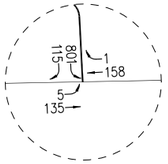
Vermont Ave/
US-101 Fwy NB-Off Ramp



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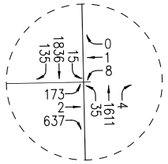
US-101 Fwy SB Off-Ramp/
Rosewood Ave



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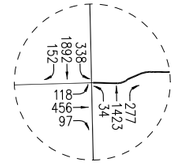
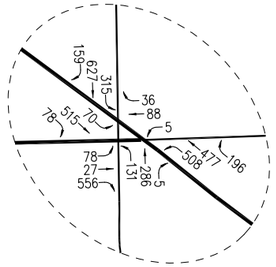
Rosewood Ave



No. 22
Vermont Ave/
Oakwood Ave-US-101 Fwy SB
On-Ramp



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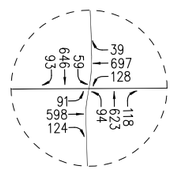
Hillhurst Ave-Virgil Ave/
Sunset Blvd-Sunset Dr/Hollywood Blvd



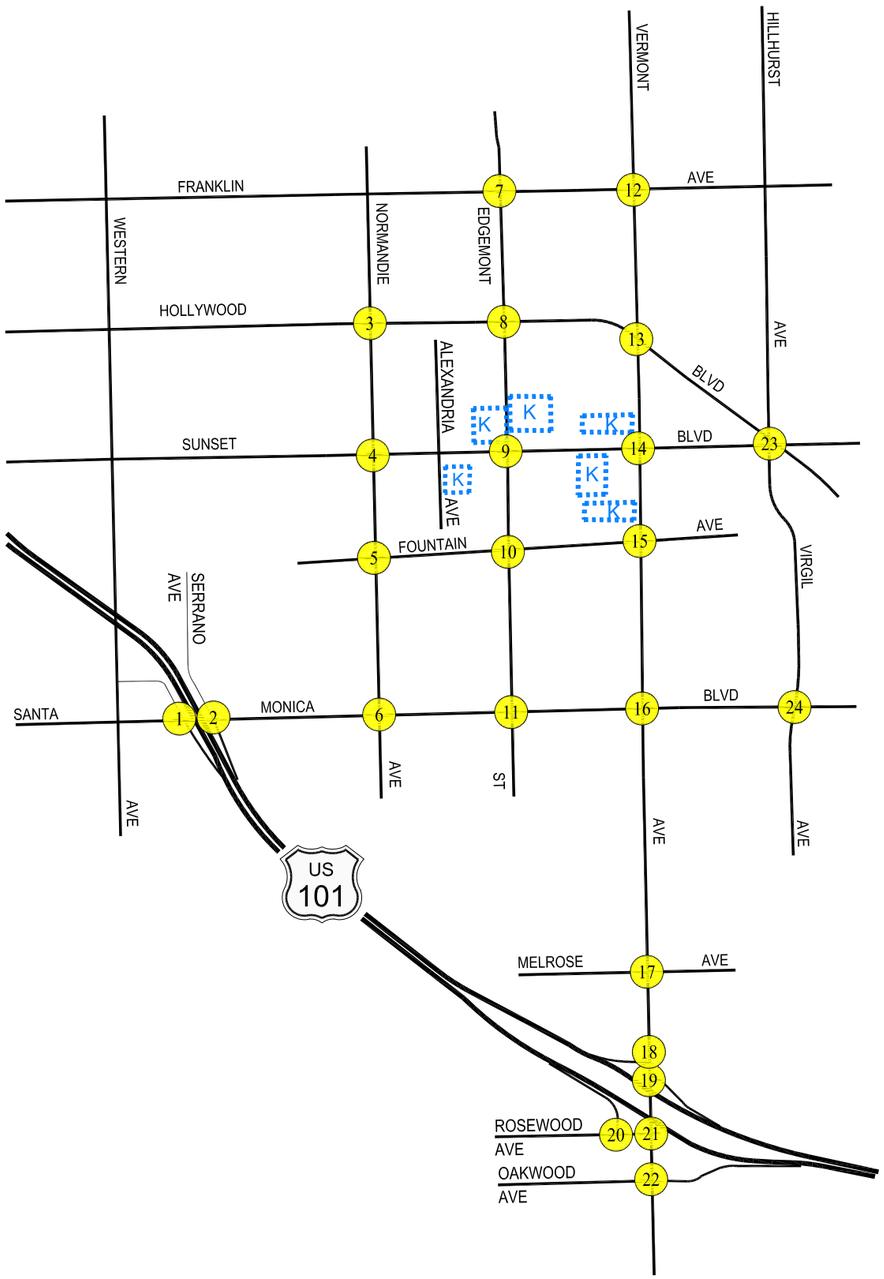
No. 24
Virgil Ave/
Santa Monica Blvd

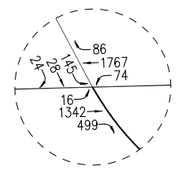
N
NOT TO SCALE

K KAISER PROJECT AREA

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 9-9
FUTURE WITH PHASE 1 PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT





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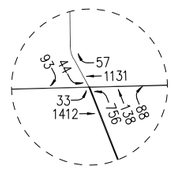
US-101 Fwy SB On-Ramp/
Santa Monica Blvd



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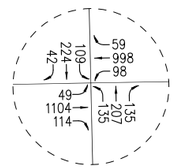
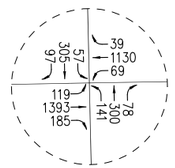
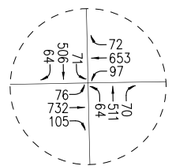
US-101 Fwy NB Off-Ramp/
Santa Monica Blvd-
Serrano Ave



No. 3
Normandie Ave/
Hollywood Blvd



No. 4
Normandie Ave/
Sunset Blvd



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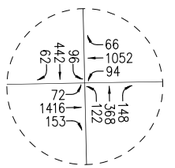
Normandie Ave/
Fountain Ave



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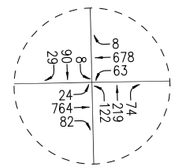
Normandie Ave/
Santa Monica Blvd



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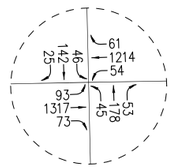
Franklin Ave



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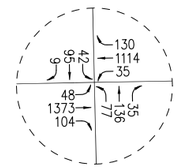
Hollywood Blvd



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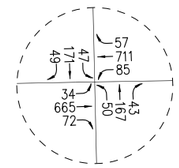
Sunset Blvd



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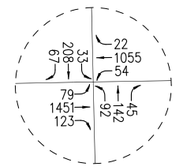
Fountain Ave



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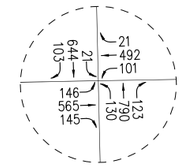
Santa Monica Blvd



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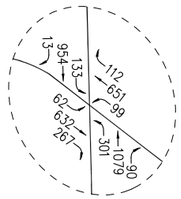
Franklin Ave



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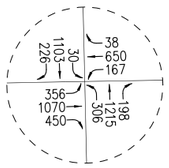
Vermont Ave/Hollywood Blvd



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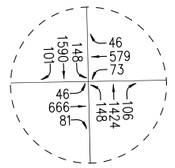
Vermont Ave/Sunset Blvd



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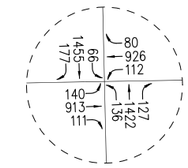
Vermont Ave/
Fountain Ave



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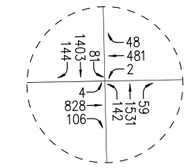
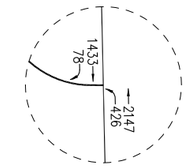
Vermont Ave/
Santa Monica Blvd



No. 17
Vermont Ave/
Melrose Ave



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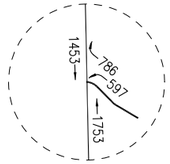
Vermont Ave/
US-101 Fwy NB On-Ramp



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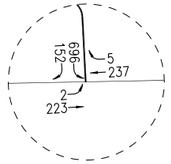
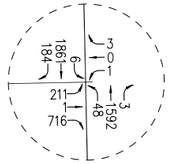
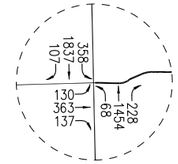
Vermont Ave/
US-101 Fwy NB-Off Ramp



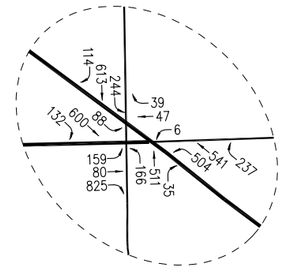
No. 20
US-101 Fwy SB Off-Ramp/
Rosewood Ave



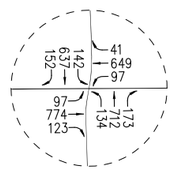
No. 21
Vermont Ave/
Rosewood Ave



No. 22
Vermont Ave/
Oakwood Ave-US-101 Fwy SB
On-Ramp



No. 23
Hillhurst Ave-Virgil Ave/
Sunset Blvd-Sunset Dr/Hollywood Blvd



No. 24
Virgil Ave/
Santa Monica Blvd

N
NOT TO SCALE

K KAISER PROJECT AREA

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 9-10
FUTURE WITH PHASE 1 PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

The future without Phase 2 project (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in ***Figures 9–11*** and ***9–12***, respectively.

9.3.2 *Future With Phase 2 Project Conditions*

As shown in column [4] of *Table 9–2*, application of the City's threshold criteria to the "Future With Proposed Phase 2 Project" scenario indicates that the proposed project is expected to result in one (1) significant traffic impact as noted below:

- Int. No. 14: Vermont Avenue/Sunset Boulevard

  AM peak hour *v/c* ratio increase of 0.034 [to 0.848 (LOS D) from 0.814 (LOS D)]

  PM peak hour *v/c* ratio increase of 0.016 [to 1.012 (LOS F) from 0.996 (LOS E)]

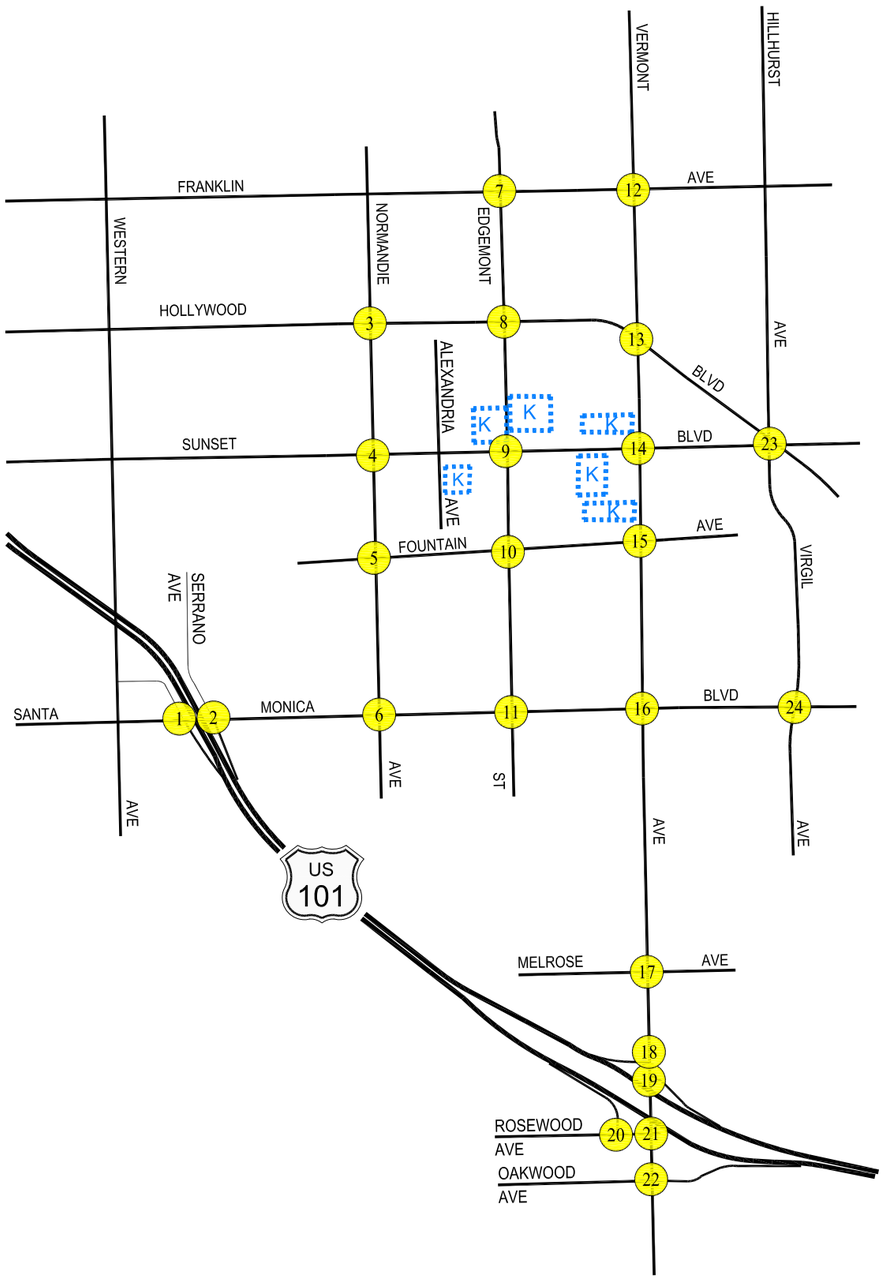
Incremental, but not significant, impacts are noted at the remaining study intersections. Refer to Section 10.0 for a discussion of mitigation measures considered for this intersection. The future with Phase 2 project (existing, ambient growth, related projects and Phase 2 project) traffic volumes at the study intersections during the weekday AM and PM peak hours are provided in ***Figures 9-13*** and ***9-14***, respectively.

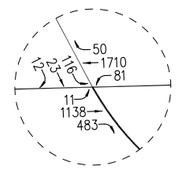
9.4 Future 2030 Conditions

9.4.1 *Future 2030 Without Project Build-out Conditions*

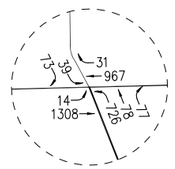
The future cumulative baseline without project build-out conditions (i.e., year 2030 without Phases 1, 2, and 3 project) were forecast based on the addition of traffic generated by the completion and occupancy of the related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth to year 2030). The *v/c* ratios at all of the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 6–1*. As presented in column [3] of *Table 9–3*, 18 of the 24 study intersections are expected to operate at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related projects traffic under the future without project build-out conditions. The following six study intersections are expected to operate at LOS E or F during the peak hours shown below with the addition of growth in ambient traffic and related projects traffic under the future without project build-out conditions:

- Int. No. 5: Normandie Ave./Fountain Ave. PM Peak Hour: *v/c*=1.063, LOS F
- Int. No. 6: Normandie Ave./Santa Monica Blvd. PM Peak Hour: *v/c*=1.050, LOS F
- Int. No. 14: Vermont Ave./Sunset Blvd. PM Peak Hour: *v/c*=1.016, LOS F
- Int. No. 16: Vermont Ave./Santa Monica Blvd. PM Peak Hour: *v/c*=0.920, LOS E

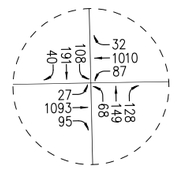




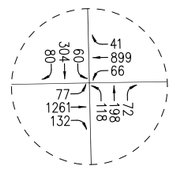
No. 1
US-101 Fwy SB On-Ramp/
Santa Monica Blvd



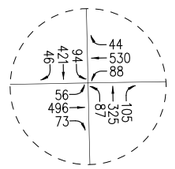
No. 2
US-101 Fwy NB Off-Ramp/
Santa Monica Blvd-
Serrano Ave



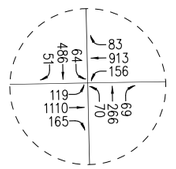
No. 3
Normandie Ave/
Hollywood Blvd



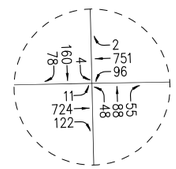
No. 4
Normandie Ave/
Sunset Blvd



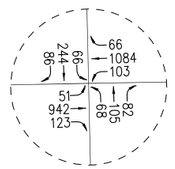
No. 5
Normandie Ave/
Fountain Ave



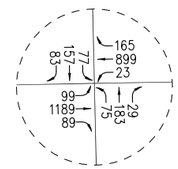
No. 6
Normandie Ave/
Santa Monica Blvd



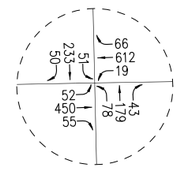
No. 7
Edgemont St/
Franklin Ave



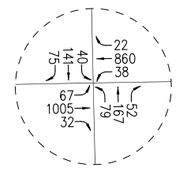
No. 8
Edgemont St/
Hollywood Blvd



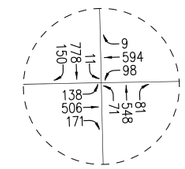
No. 9
Edgemont St/
Sunset Blvd



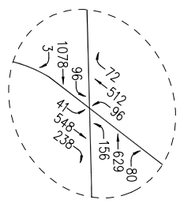
No. 10
Edgemont St/
Fountain Ave



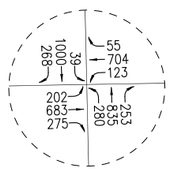
No. 11
Edgemont St/
Santa Monica Blvd



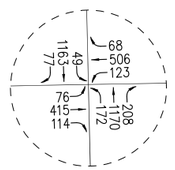
No. 12
Vermont Ave/
Franklin Ave



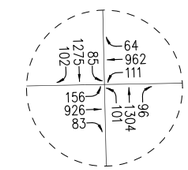
No. 13
Vermont Ave/Hollywood Blvd



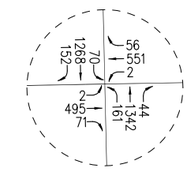
No. 14
Vermont Ave/Sunset Blvd



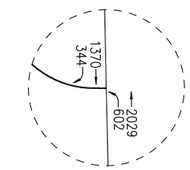
No. 15
Vermont Ave/
Fountain Ave



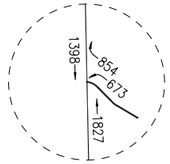
No. 16
Vermont Ave/
Santa Monica Blvd



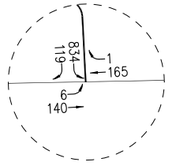
No. 17
Vermont Ave/
Melrose Ave



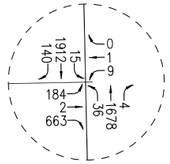
No. 18
Vermont Ave/
US-101 Fwy NB On-Ramp



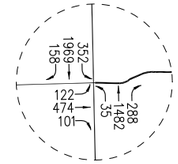
No. 19
Vermont Ave/
US-101 Fwy NB-Off Ramp



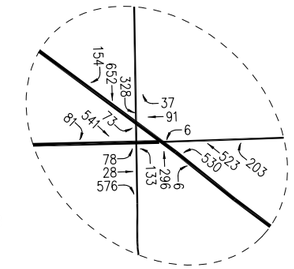
No. 20
US-101 Fwy SB Off-Ramp/
Rosewood Ave



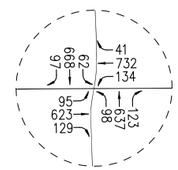
No. 21
Vermont Ave/
Rosewood Ave



No. 22
Vermont Ave/
Oakwood Ave-US-101 Fwy SB
On-Ramp



No. 23
Hillhurst Ave-Virgil Ave/
Sunset Blvd-Sunset Dr/Hollywood Blvd



No. 24
Virgil Ave/
Santa Monica Blvd

N
NOT TO SCALE

K KAISER PROJECT AREA

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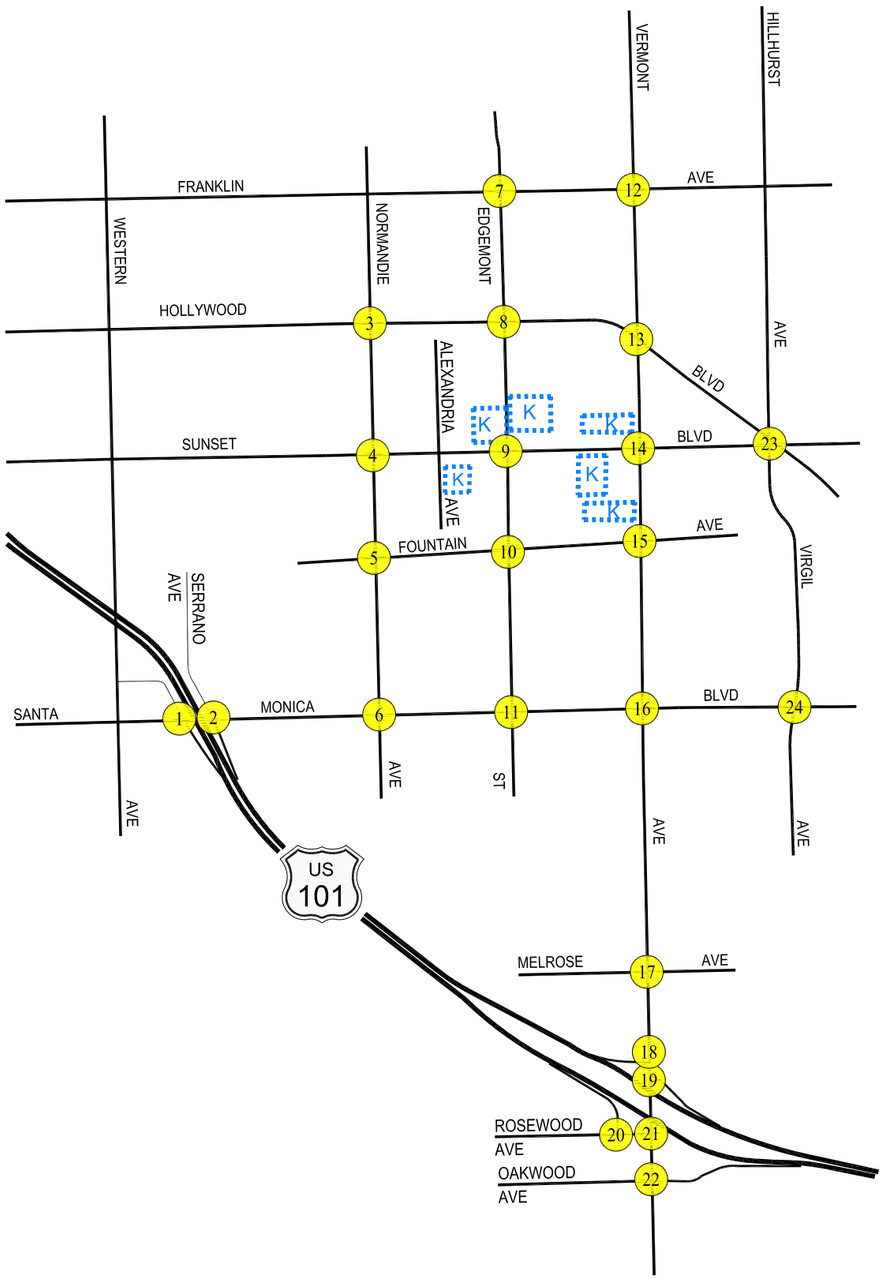
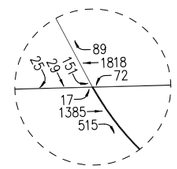
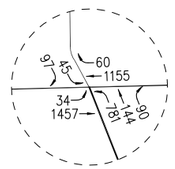
FIGURE 9-11
FUTURE WITHOUT PHASE 2 PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

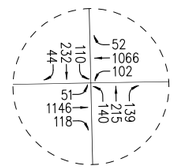




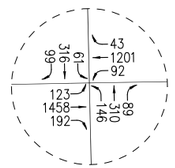
No. 1
US-101 Fwy SB On-Ramp/
Santa Monica Blvd



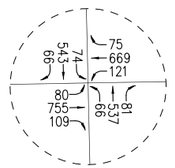
No. 2
US-101 Fwy NB Off-Ramp/
Santa Monica Blvd-
Serrano Ave



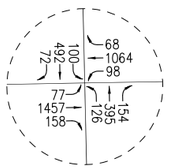
No. 3
Normandie Ave/
Hollywood Blvd



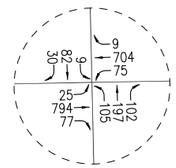
No. 4
Normandie Ave/
Sunset Blvd



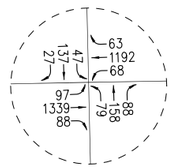
No. 5
Normandie Ave/
Fountain Ave



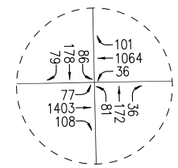
No. 6
Normandie Ave/
Santa Monica Blvd



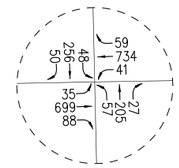
No. 7
Edgemont St/
Franklin Ave



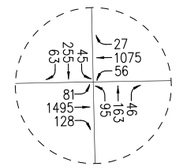
No. 8
Edgemont St/
Hollywood Blvd



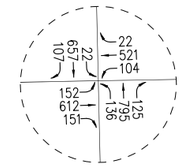
No. 9
Edgemont St/
Sunset Blvd



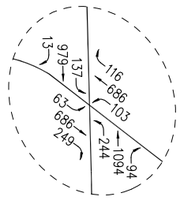
No. 10
Edgemont St/
Fountain Ave



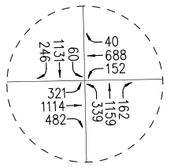
No. 11
Edgemont St/
Santa Monica Blvd



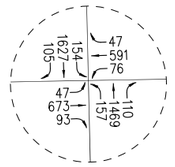
No. 12
Vermont Ave/
Franklin Ave



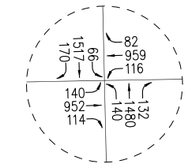
No. 13
Vermont Ave/Hollywood Blvd



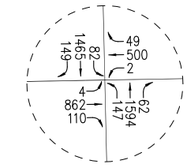
No. 14
Vermont Ave/Sunset Blvd



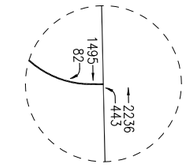
No. 15
Vermont Ave/
Fountain Ave



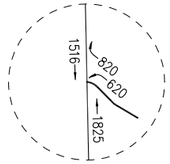
No. 16
Vermont Ave/
Santa Monica Blvd



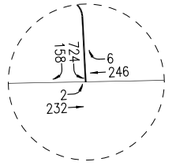
No. 17
Vermont Ave/
Melrose Ave



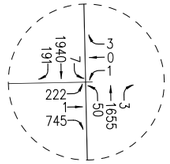
No. 18
Vermont Ave/
US-101 Fwy NB On-Ramp



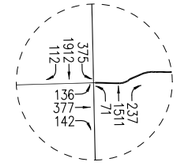
No. 19
Vermont Ave/
US-101 Fwy NB-Off Ramp



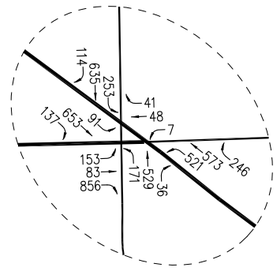
No. 20
US-101 Fwy SB Off-Ramp/
Rosewood Ave



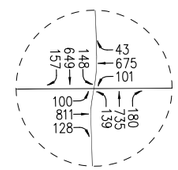
No. 21
Vermont Ave/
Rosewood Ave



No. 22
Vermont Ave/
Oakwood Ave-US-101 Fwy SB
On-Ramp



No. 23
Hillhurst Ave-Virgil Ave/
Sunset Blvd-Sunset Dr/Hollywood Blvd



No. 24
Virgil Ave/
Santa Monica Blvd

N
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K KAISER PROJECT AREA

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 9-12
FUTURE WITHOUT PHASE 2 PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
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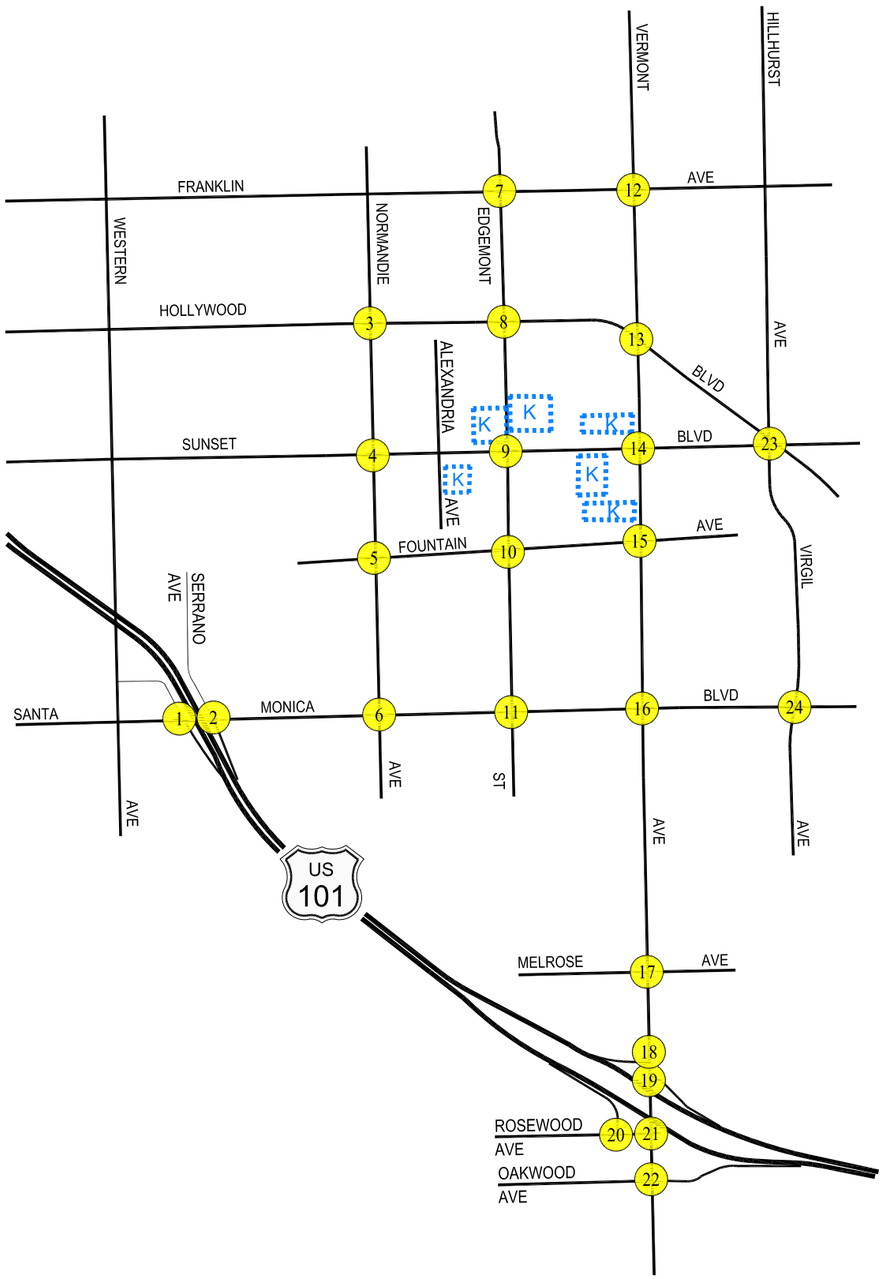
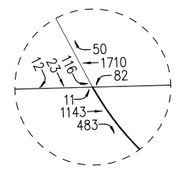
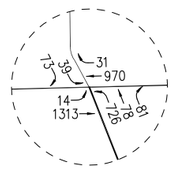
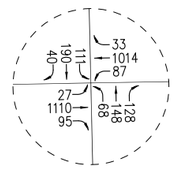




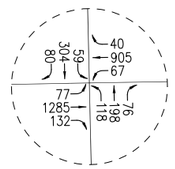
No. 1
US-101 Fwy SB On-Ramp/
Santa Monica Blvd



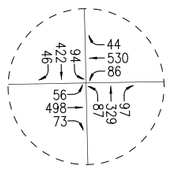
No. 2
US-101 Fwy NB Off-Ramp/
Santa Monica Blvd-
Serrano Ave



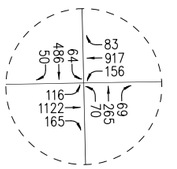
No. 3
Normandie Ave/
Hollywood Blvd



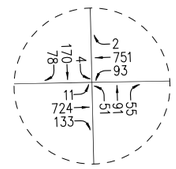
No. 4
Normandie Ave/
Sunset Blvd



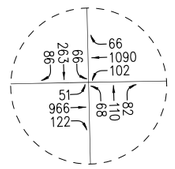
No. 5
Normandie Ave/
Fountain Ave



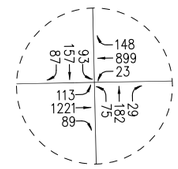
No. 6
Normandie Ave/
Santa Monica Blvd



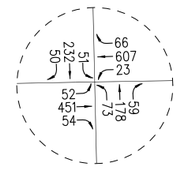
No. 7
Edgemont St/
Franklin Ave



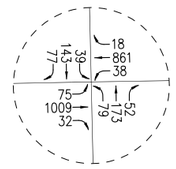
No. 8
Edgemont St/
Hollywood Blvd



No. 9
Edgemont St/
Sunset Blvd



No. 10
Edgemont St/
Fountain Ave



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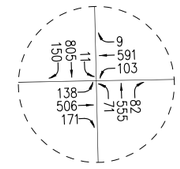
Santa Monica Blvd



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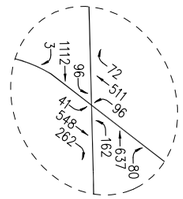
Franklin Ave



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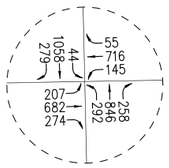

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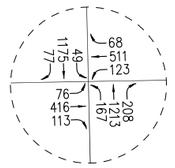
Vermont Ave/Sunset Blvd



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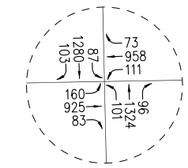
Fountain Ave



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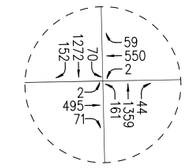
Santa Monica Blvd



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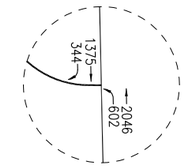
Melrose Ave



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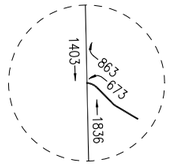
US-101 Fwy NB On-Ramp



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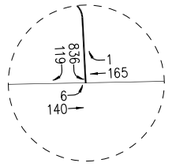
Vermont Ave/
US-101 Fwy NB-Off Ramp



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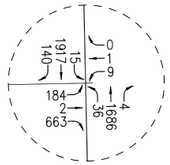
US-101 Fwy SB Off-Ramp/
Rosewood Ave



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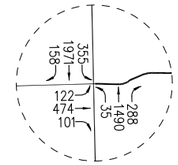
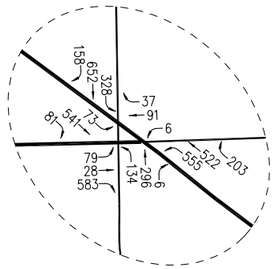
Rosewood Ave



No. 22
Vermont Ave/
Oakwood Ave-US-101 Fwy SB
On-Ramp



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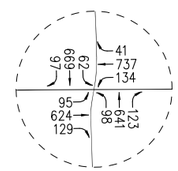
Hillhurst Ave-Virgil Ave/
Sunset Blvd-Sunset Dr/Hollywood Blvd



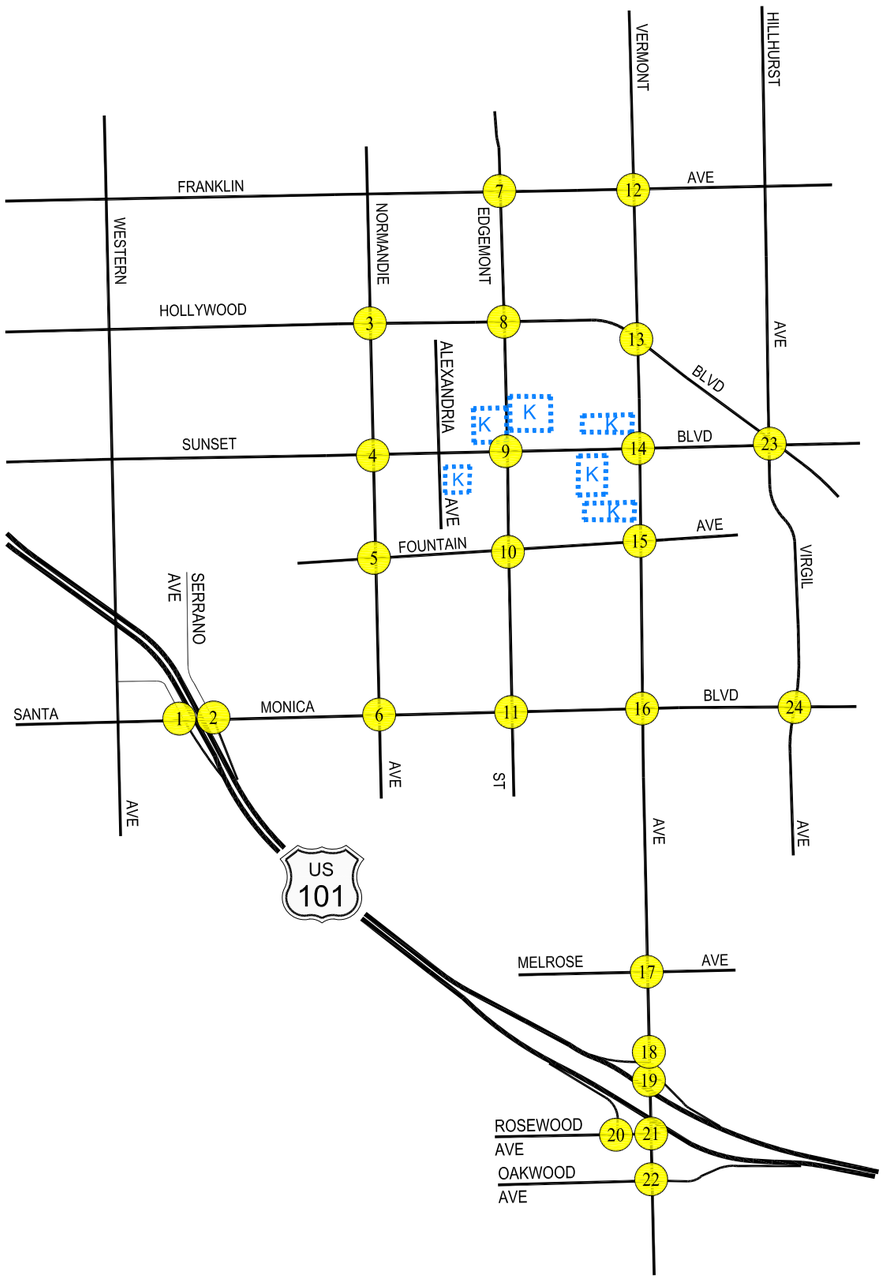
No. 24
Virgil Ave/
Santa Monica Blvd

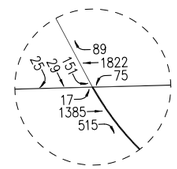
N
NOT TO SCALE

K KAISER PROJECT AREA

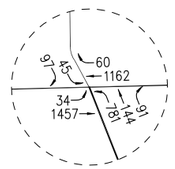
LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 9-13
FUTURE WITH PHASE 2 PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT





No. 1
US-101 Fwy SB On-Ramp/
Santa Monica Blvd



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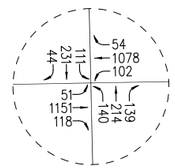
US-101 Fwy NB Off-Ramp/
Santa Monica Blvd-
Serrano Ave



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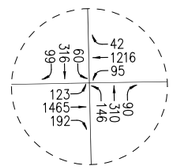
Normandie Ave/
Hollywood Blvd



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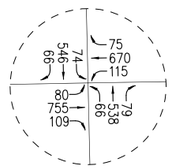
Sunset Blvd



No. 5
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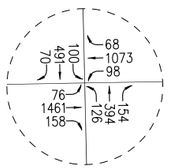
Fountain Ave



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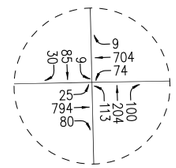
Santa Monica Blvd



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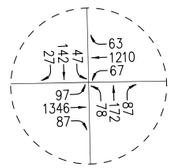
Franklin Ave



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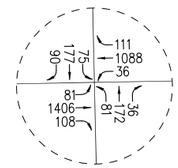
Hollywood Blvd



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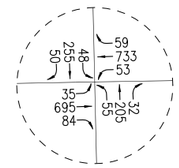
Sunset Blvd



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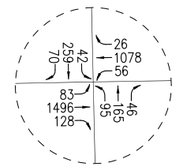
Fountain Ave



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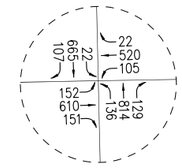
Santa Monica Blvd



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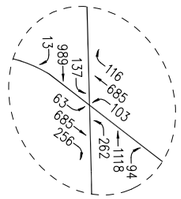
Franklin Ave



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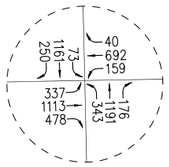

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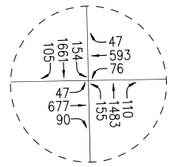
Vermont Ave/Sunset Blvd



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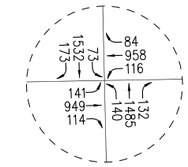
Fountain Ave



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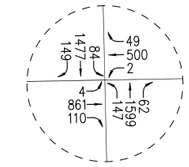
Santa Monica Blvd



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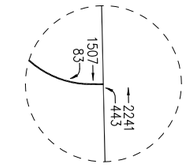
Melrose Ave



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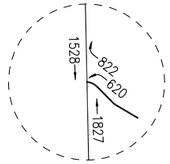
US-101 Fwy NB On-Ramp



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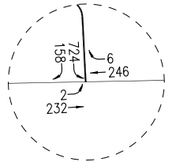
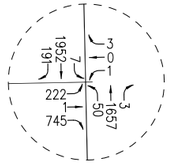
US-101 Fwy NB-Off Ramp



No. 20
US-101 Fwy SB Off-Ramp/
Rosewood Ave



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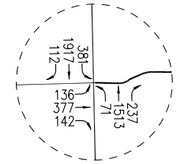
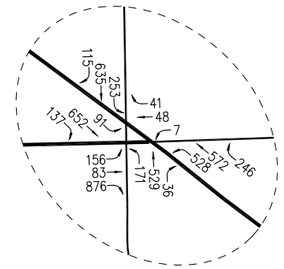
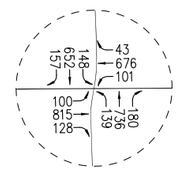
Rosewood Ave



No. 22
Vermont Ave/
Oakwood Ave-US-101 Fwy SB
On-Ramp



No. 23
Hillhurst Ave-Virgil Ave/
Sunset Blvd-Sunset Dr/Hollywood Blvd



No. 24
Virgil Ave/
Santa Monica Blvd

N
NOT TO SCALE

K KAISER PROJECT AREA

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 9-14
FUTURE WITH PHASE 2 PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

- Int. No. 23: Hillhurst-Virgil/Sunset-Hollywood Bl. PM Peak Hour: *v/c*=0.973, LOS E

- Int. No. 24: Virgil Ave./Santa Monica Blvd. AM Peak Hour: *v/c*=0.989, LOS E
  PM Peak Hour: *v/c*=1.184, LOS F

The future without project build-out (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in ***Figures 9–15*** and ***9–16***, respectively.

9.4.2 *Future 2030 With Project Build-out Conditions*

As shown in column [4] of *Table 9–3*, application of the City's threshold criteria to the "Future With Project Build-out" scenario indicates that the proposed project is expected to result in one (1) significant traffic impact as noted below:

- Int. No. 14: Vermont Avenue/Sunset Boulevard

  AM peak hour *v/c* ratio increase of 0.042 [to 0.872 (LOS D) from 0.830 (LOS D)]

  PM peak hour *v/c* ratio increase of 0.020 [to 1.036 (LOS F) from 1.016 (LOS F)]

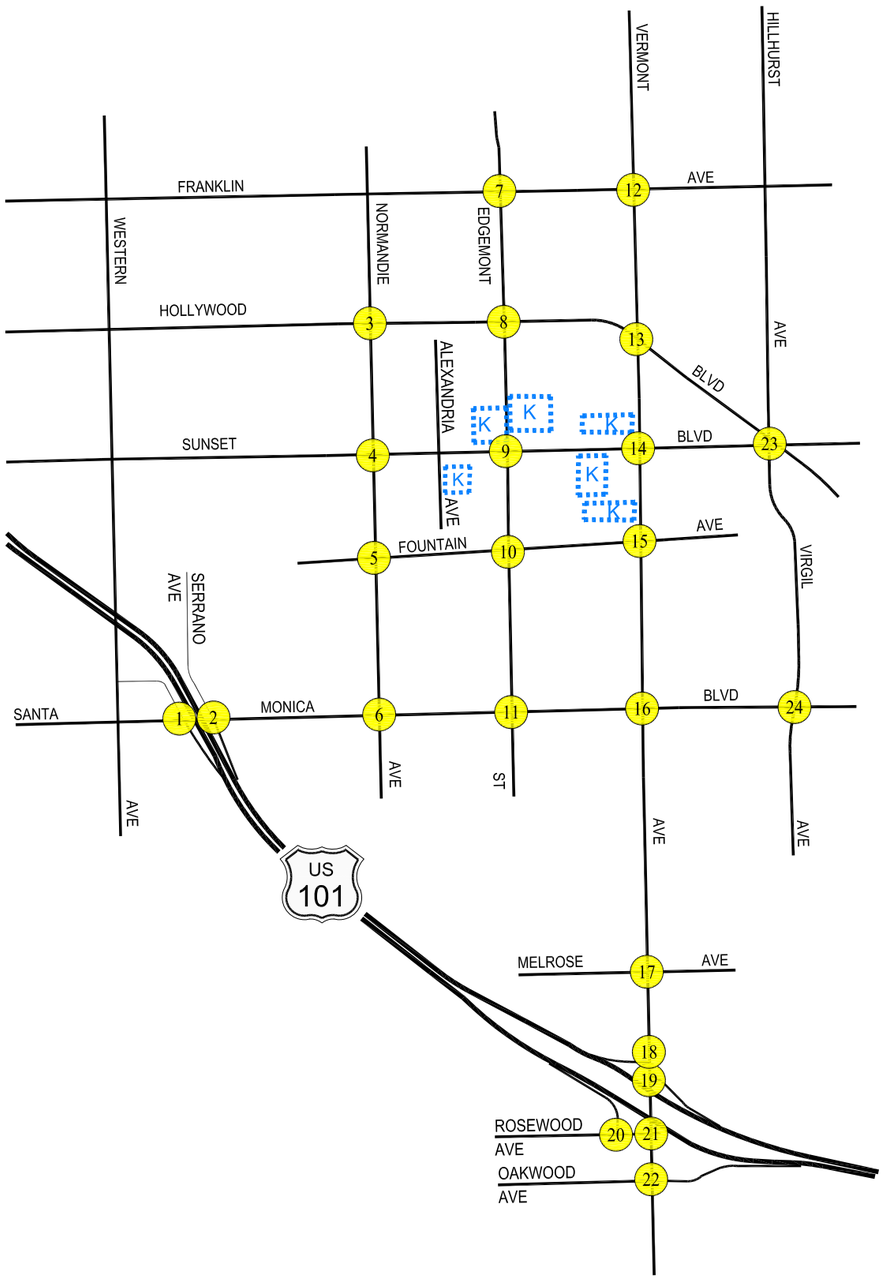
Refer to Section 10.0 for a discussion of mitigation measures considered for this intersection. Incremental, but not significant, impacts are noted at the remaining study intersections. The future with project build-out (existing, ambient growth, related projects and Phase 3 project) traffic volumes at the study intersections during the weekday AM and PM peak hours are provided in ***Figures 9-17*** and ***9-18***, respectively.

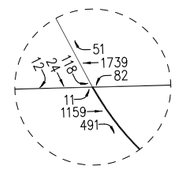
9.5 Freeway Impact Analysis Screening Criteria Review

Pursuant to the "Freeway Impact Analysis Procedures" agreement executed in October 2013 between LADOT and Caltrans District 7, as amended in December 2015, traffic studies may be required to conduct a focused freeway impact analysis in addition to the CMP analysis. If projects meet any of the following criteria, applicants are directed to the Caltrans' Intergovernmental Review (IGR) section for a determination on the need for analysis and, if necessary, the methodology to be utilized for a freeway impact analysis:

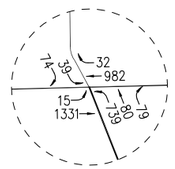
- The project's peak hour trips would result in a 1% or more increase to the freeway mainline capacity of a freeway segment operating at LOS E or F (based on an assumed capacity of 2,000 vehicles per hour per lane); or

- The project's peak hour trips would result in a 2% or more increase to the freeway mainline capacity of a freeway segment operating at LOS D (based on an assumed capacity of 2,000 vehicles per hour per lane); or

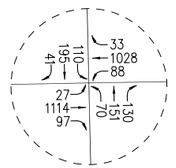




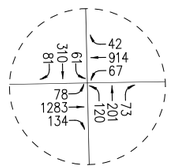
No. 1
US-101 Fwy SB On-Ramp/
Santa Monica Blvd



No. 2
US-101 Fwy NB Off-Ramp/
Santa Monica Blvd-
Serrano Ave



No. 3
Normandie Ave/
Hollywood Blvd



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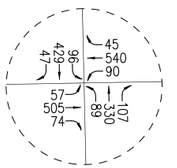
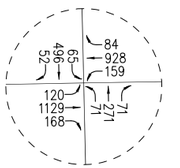
Sunset Blvd



No. 5
Normandie Ave/
Fountain Ave



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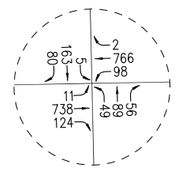
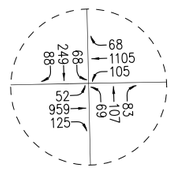
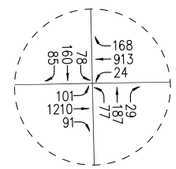
Normandie Ave/
Santa Monica Blvd



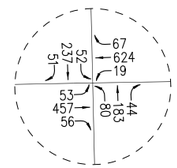
No. 7
Edgemont St/
Franklin Ave



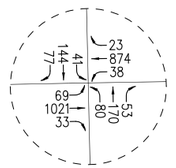
No. 8
Edgemont St/
Hollywood Blvd



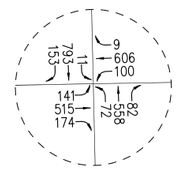
No. 9
Edgemont St/
Sunset Blvd



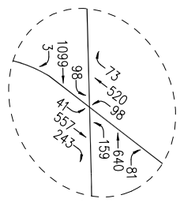
No. 10
Edgemont St/
Fountain Ave



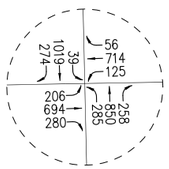
No. 11
Edgemont St/
Santa Monica Blvd



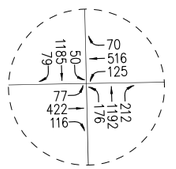
No. 12
Vermont Ave/
Franklin Ave



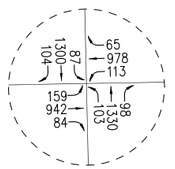
No. 13
Vermont Ave/Hollywood Blvd



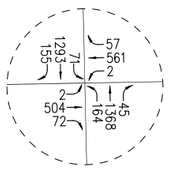
No. 14
Vermont Ave/Sunset Blvd



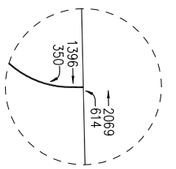
No. 15
Vermont Ave/
Fountain Ave



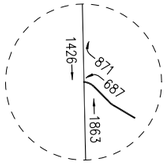
No. 16
Vermont Ave/
Santa Monica Blvd



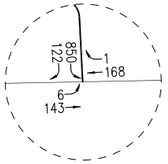
No. 17
Vermont Ave/
Melrose Ave



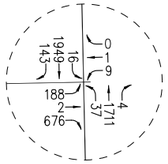
No. 18
Vermont Ave/
US-101 Fwy NB On-Ramp



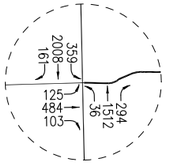
No. 19
Vermont Ave/
US-101 Fwy NB-Off Ramp



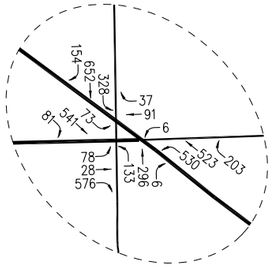
No. 20
US-101 Fwy SB Off-Ramp/
Rosewood Ave



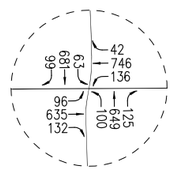
No. 21
Vermont Ave/
Rosewood Ave



No. 22
Vermont Ave/
Oakwood Ave-US-101 Fwy SB
On-Ramp



No. 23
Hillhurst Ave-Virgil Ave/
Sunset Blvd-Sunset Dr/Hollywood Blvd



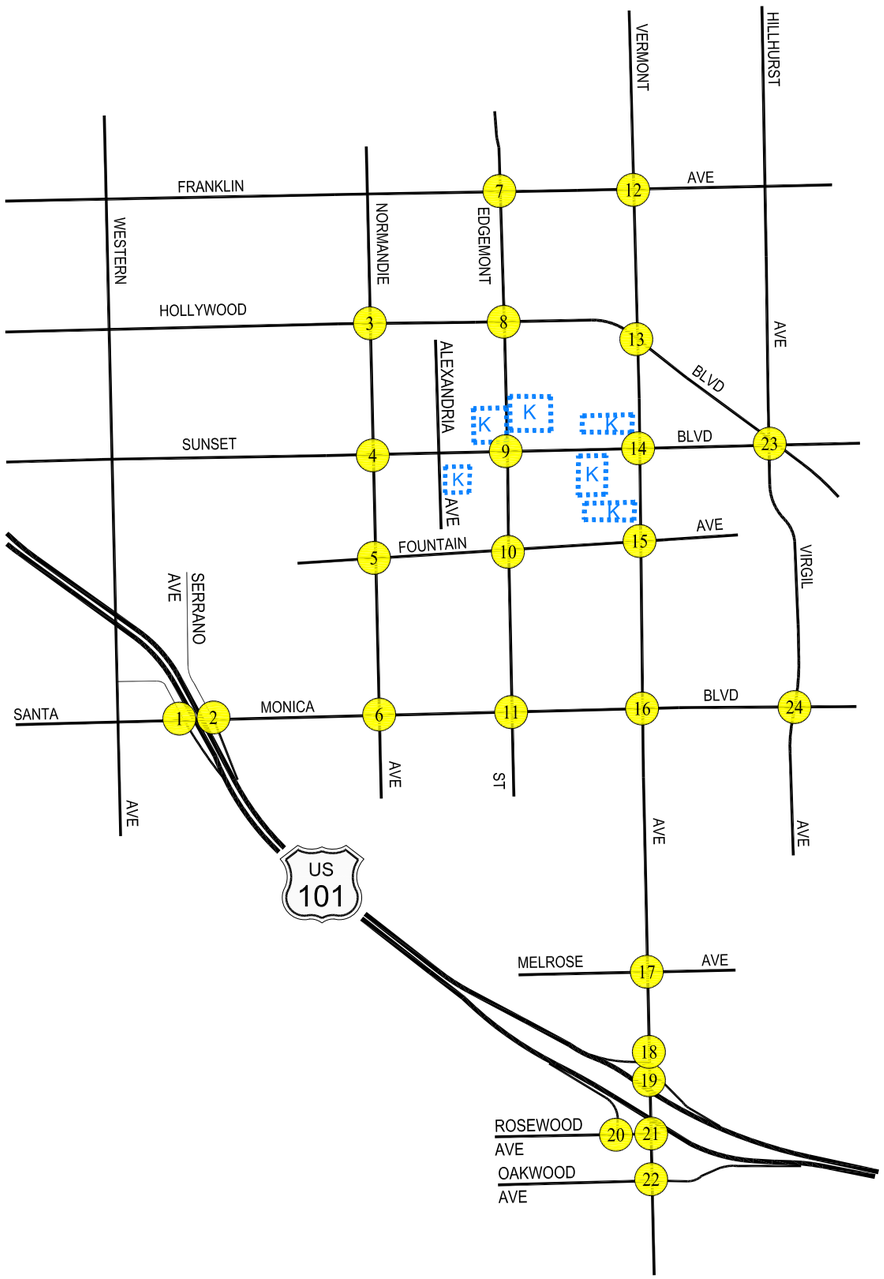
No. 24
Virgil Ave/
Santa Monica Blvd

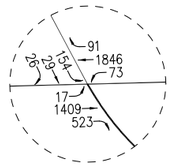
N
NOT TO SCALE

K KAISER PROJECT AREA

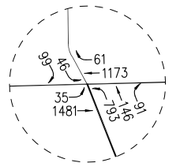
LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 9-15
FUTURE WITHOUT PROJECT BUILD-OUT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

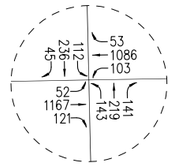




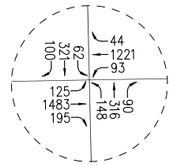
No. 1
US-101 Fwy SB On-Ramp/
Santa Monica Blvd



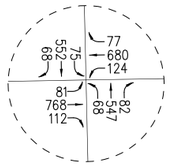
No. 2
US-101 Fwy NB Off-Ramp/
Santa Monica Blvd-
Serrano Ave



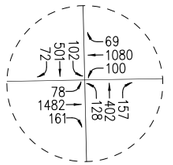
No. 3
Normandie Ave/
Hollywood Blvd



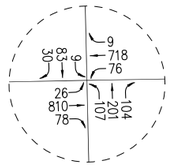
No. 4
Normandie Ave/
Sunset Blvd



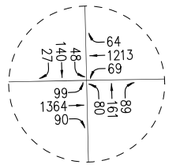
No. 5
Normandie Ave/
Fountain Ave



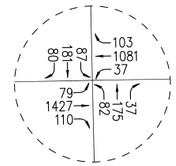
No. 6
Normandie Ave/
Santa Monica Blvd



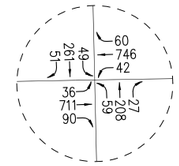
No. 7
Edgemont St/
Franklin Ave



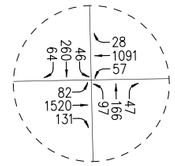
No. 8
Edgemont St/
Hollywood Blvd



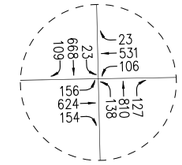
No. 9
Edgemont St/
Sunset Blvd



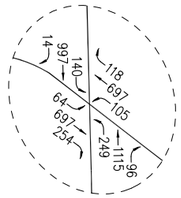
No. 10
Edgemont St/
Fountain Ave



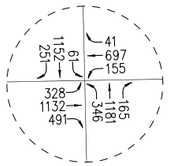
No. 11
Edgemont St/
Santa Monica Blvd



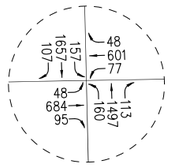
No. 12
Vermont Ave/
Franklin Ave



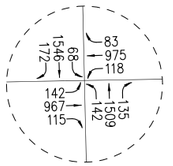
No. 13
Vermont Ave/Hollywood Blvd



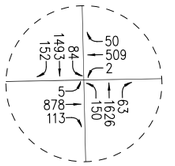
No. 14
Vermont Ave/Sunset Blvd



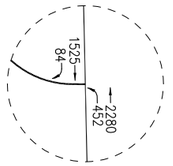
No. 15
Vermont Ave/
Fountain Ave



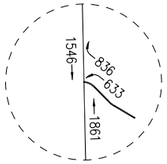
No. 16
Vermont Ave/
Santa Monica Blvd



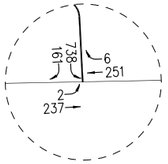
No. 17
Vermont Ave/
Melrose Ave



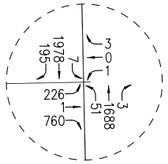
No. 18
Vermont Ave/
US-101 Fwy NB On-Ramp



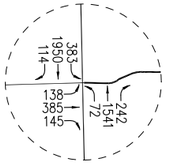
No. 19
Vermont Ave/
US-101 Fwy NB-Off Ramp



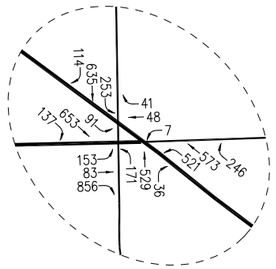
No. 20
US-101 Fwy SB Off-Ramp/
Rosewood Ave



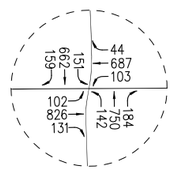
No. 21
Vermont Ave/
Rosewood Ave



No. 22
Vermont Ave/
Oakwood Ave-US-101 Fwy SB
On-Ramp



No. 23
Hillhurst Ave-Virgil Ave/
Sunset Blvd-Sunset Dr/Hollywood Blvd



No. 24
Virgil Ave/
Santa Monica Blvd

N
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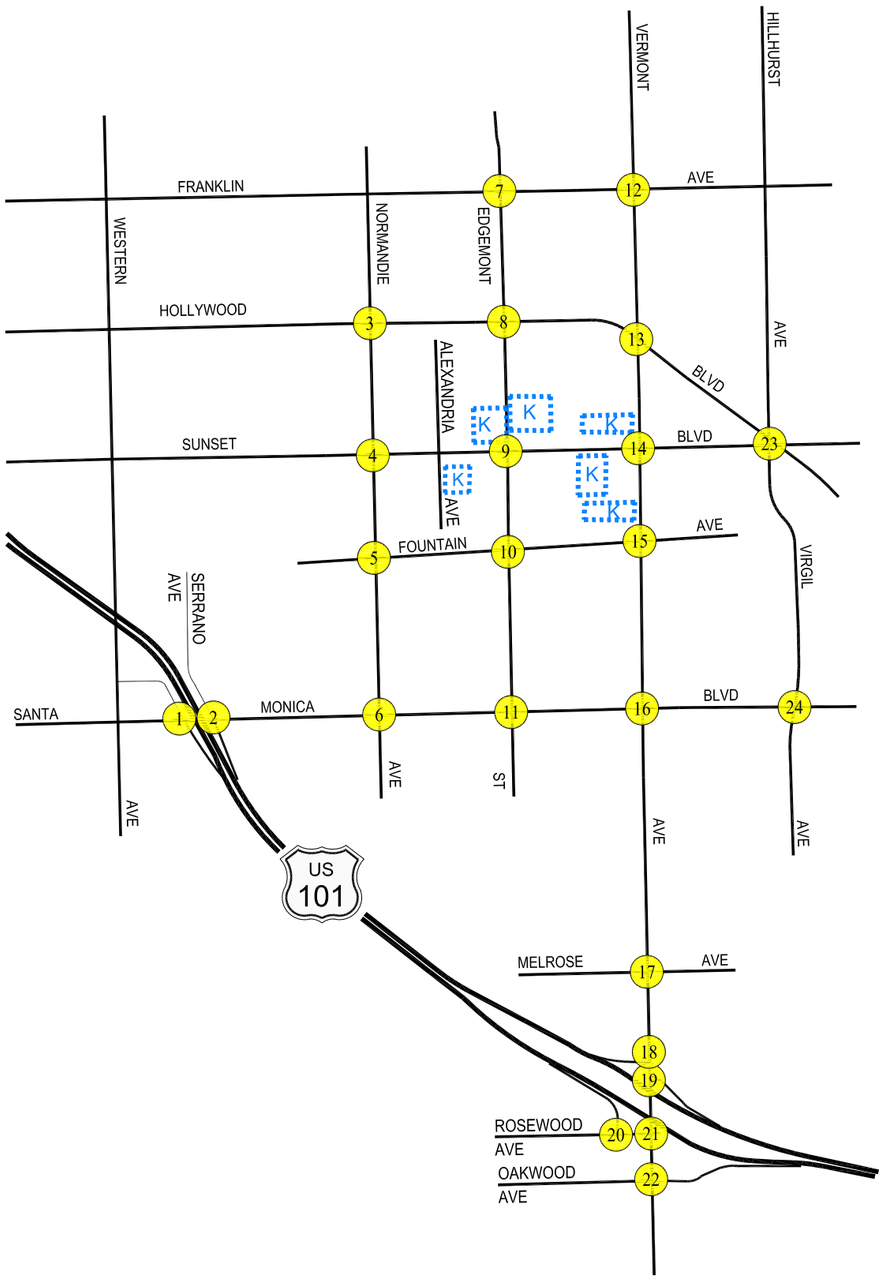
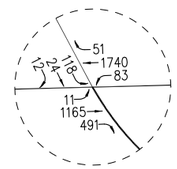
K KAISER PROJECT AREA

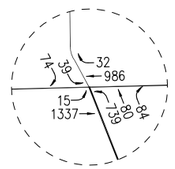
LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 9-16
FUTURE WITHOUT PROJECT BUILD-OUT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

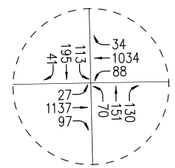




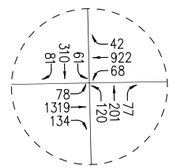
No. 1
US-101 Fwy SB On-Ramp/
Santa Monica Blvd



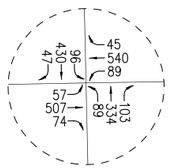
No. 2
US-101 Fwy NB Off-Ramp/
Santa Monica Blvd-
Serrano Ave



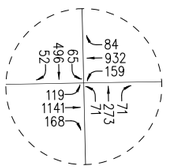
No. 3
Normandie Ave/
Hollywood Blvd



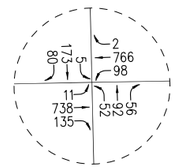
No. 4
Normandie Ave/
Sunset Blvd



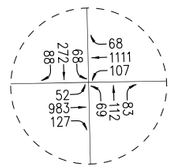
No. 5
Normandie Ave/
Fountain Ave



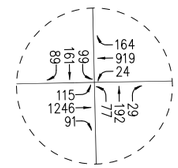
No. 6
Normandie Ave/
Santa Monica Blvd



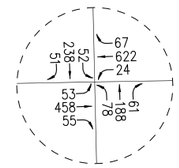
No. 7
Edgemont St/
Franklin Ave



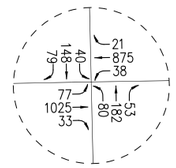
No. 8
Edgemont St/
Hollywood Blvd



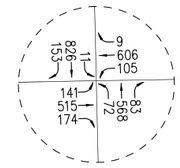
No. 9
Edgemont St/
Sunset Blvd



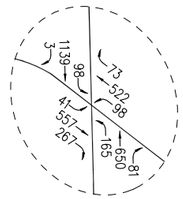
No. 10
Edgemont St/
Fountain Ave



No. 11
Edgemont St/
Santa Monica Blvd



No. 12
Vermont Ave/
Franklin Ave



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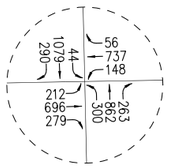

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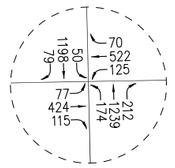

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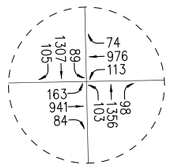

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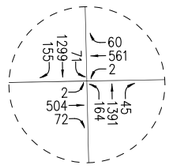

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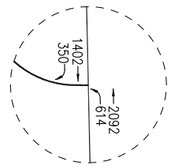

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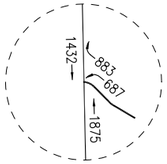

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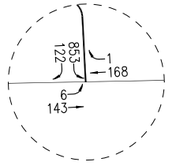

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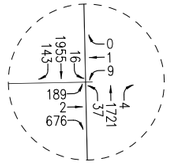

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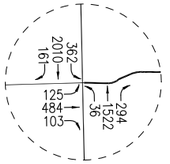

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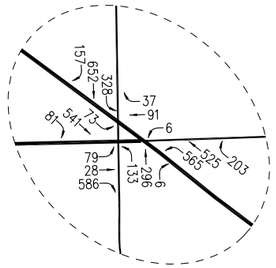
On-Ramp



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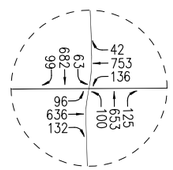
Sunset Blvd-Sunset Dr/Hollywood Blvd



No. 24
Virgil Ave/
Santa Monica Blvd

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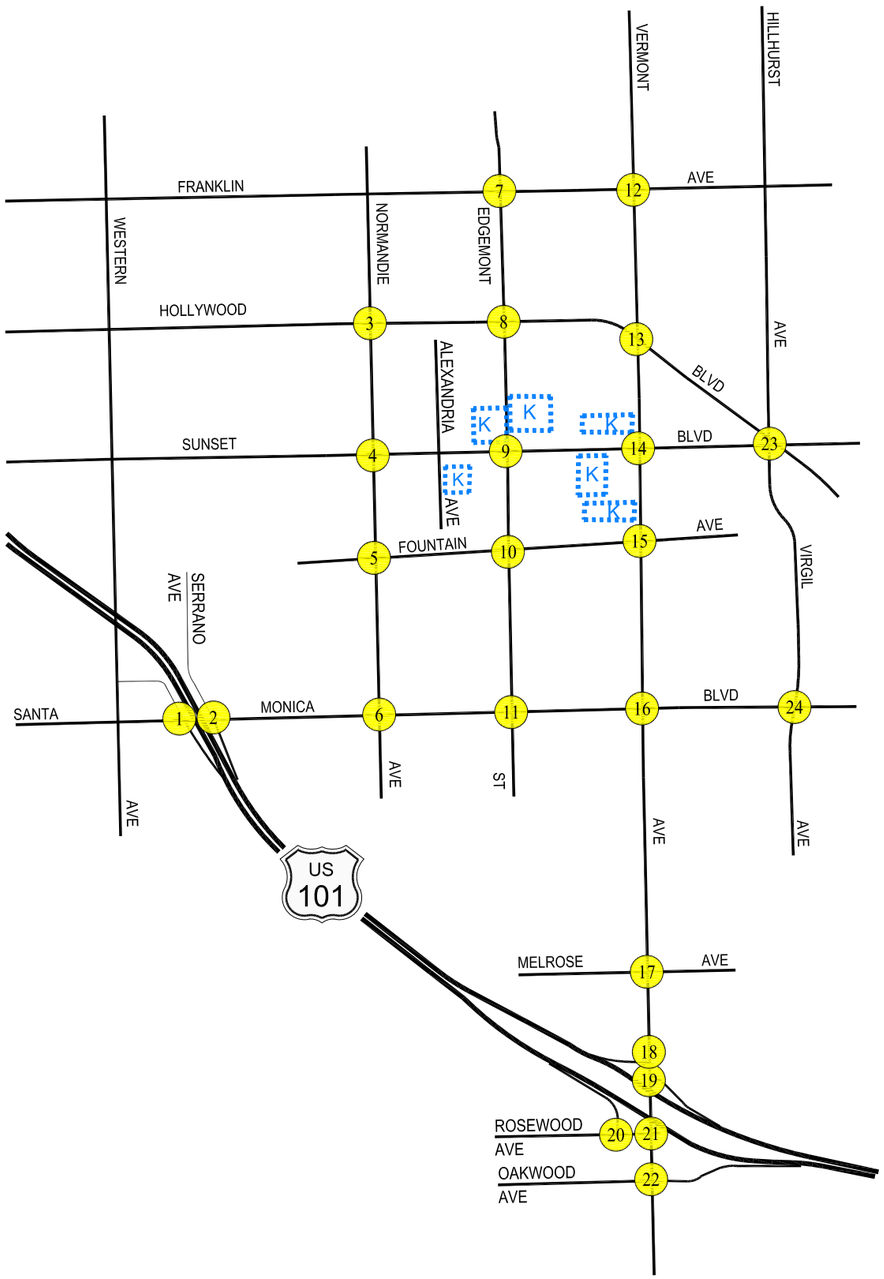
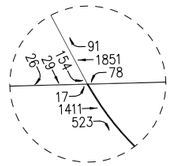
K KAISER PROJECT AREA

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 9-17
FUTURE WITH PROJECT BUILD-OUT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT





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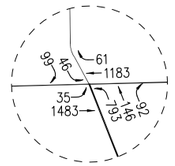

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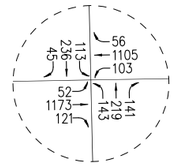

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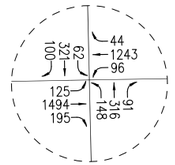

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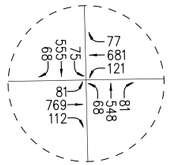

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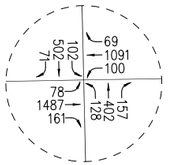

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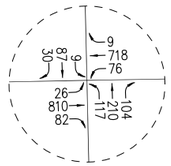

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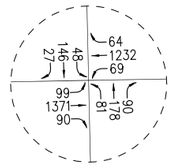

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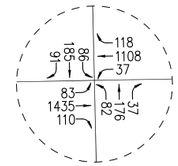

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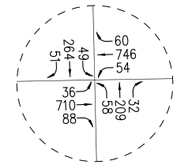

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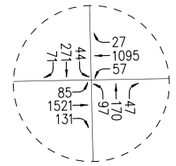

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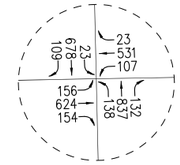

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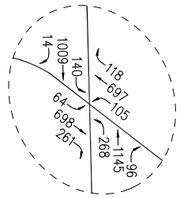

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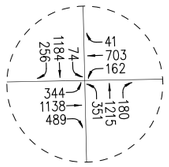

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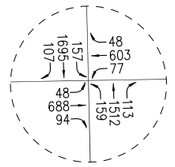

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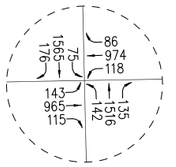

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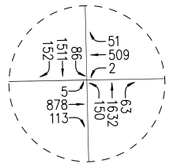

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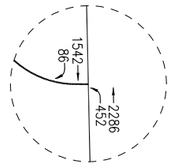

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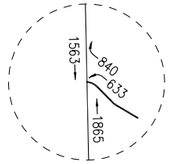

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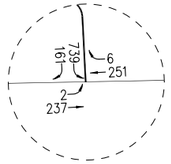

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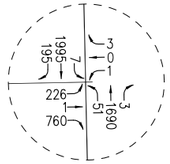

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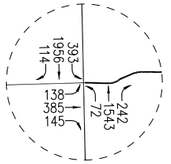

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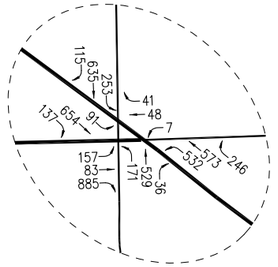

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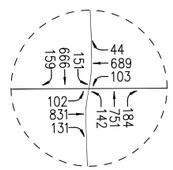

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Virgil Ave/
Santa Monica Blvd

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NOT TO SCALE

K KAISER PROJECT AREA

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 9-18
FUTURE WITH PROJECT BUILD-OUT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

- The project's peak hour trips would result in a 1% or more increase to the capacity of a freeway off-ramp operating at LOS E or F (based on an assumed ramp capacity of 850 vehicles per hour per lane); or

- The project's peak hour trips would result in a 2% or more increase to the capacity of a freeway off-ramp operating at LOS D (based on an assumed ramp capacity of 850 vehicles per hour per lane).

Freeway mainline segments and off-ramps in the project vicinity that are forecast to receive net new project trips are subject to freeway impact analysis screening. This screening analysis is based solely on the comparisons between the expected net new project-related traffic volumes and the capacity of the subject mainline freeway segments and freeway off-ramps. Thus, cumulative conditions (i.e., related project's traffic volumes and regional growth) are not considered for purposes of the screening analysis. The two (2) mainline freeway segments and six (6) freeway off-ramps selected for screening due to the proposed project are presented in ***Table 9-4***, with the freeway impact analysis screening performed for these facilities also presented therein. The project trips assigned to the freeway facilities are based on the trip distribution percentages presented in *Appendix C* and the trip generation forecast presented in *Table 7-3* at build-out of the Phase 3 project (i.e., including the Phase 1, 2, and 3 projects). Based on this review, the amount of project traffic expected to occur on the freeway system is not expected to meet any of the above listed criteria. Therefore, no further analysis of potential impacts to the freeway system is required.

9.6 City of Los Angeles High Injury Network Review

Vision Zero is a citywide initiative which prioritizes the safety of pedestrians and bicyclists on public streets, with the understanding that roads which are safe for vulnerable users will be safer for all users, in an effort to eliminate traffic fatalities. Key elements of the policy, such as reducing traffic speeds, are founded on the principles of engineering, education, enforcement, evaluation, and equity. Originating in Sweden, the policy has been adopted in numerous other North American cities, including California cities such as San Francisco and San Diego.

Mayor Eric Garcetti issued Executive Directive No. 10 in August 2015, formally launching the Vision Zero initiative in Los Angeles. Vision Zero is also a stated safety objective in the Mobility Plan 2035, which sets the goal of zero traffic deaths by 2035. Jointly directed by LADOT and the Police Department, Vision Zero takes a multi-disciplinary approach to identifying safety risk factors and implementing solutions on a citywide scale. Using a methodology originally developed by the San Francisco Public Health Department, the Vision Zero Task Force has identified streets where investments in safety will have the most impact in reducing severe injuries and traffic fatalities in the City.[10] These roads are collectively known as the High Injury Network (HIN). The HIN will be reviewed by the LADOT's Vision Zero group for potential engineering re-design as well as educational and enforcement campaigns.

[10] Vision Zero Los Angeles 2015-2025, August 2015.

Table 9-4
FREEWAY IMPACT SCREENING ANALYSIS [1]
WEEKDAY AM AND PM PEAK HOURS
KAISER PERMANENTE LAMC MASTER PLAN

PROJECT TRIP GENERATION	MEDICAL OFFICE AM	PM
INBOUND	233	71
OUTBOUND	61	179

FREEWAY LOCATION	DIRECTION	DIRECTION OF PROJECT TRIPS	MEDICAL OFFICE DIST. %	TRIPS AM	TRIPS PM	NUMBER OF LANES	TOTAL CAPACITY [2]	PERCENT OF CAPACITY AM	PERCENT OF CAPACITY PM	FREEWAY ANALYSIS REQUIRED? (YES/NO) [3]
MAINLINE SEGMENT										
US-101 Freeway north of Hollywood Boulevard	Southbound Northbound	Inbound Outbound	12% 12%	28 7	9 21	4 4	8,000 8,000	0.35% 0.09%	0.11% 0.26%	No No
US-101 Freeway south of Vermont Avenue	Northbound Southbound	Inbound Outbound	10% 10%	23 6	7 18	4 4	8,000 8,000	0.29% 0.08%	0.09% 0.23%	No No
OFF-RAMP										
US-101 Freeway SB at Hollywood Boulevard	Southbound	Inbound	5%	12	4	2	1,700	0.71%	0.24%	No
US-101 Freeway SB at Van Ness Ave-Harold Way	Southbound	Inbound	7%	16	5	2	1,700	0.94%	0.29%	No
US-101 Freeway NB at Wilton Place	Northbound	Inbound	4%	9	3	2	1,700	0.53%	0.18%	No
US-101 Freeway NB at Santa Monica Boulevard	Northbound	Inbound	2%	5	1	2	1,700	0.29%	0.06%	No
US-101 Freeway NB at Vermont Avenue	Northbound	Inbound	5%	12	4	3	2,550	0.47%	0.16%	No
US-101 Freeway SB at Rosewood Avenue	Southbound	Inbound	1%	2	1	1	850	0.24%	0.12%	No

[1] Pursuant to the *Transportation Impact Study Guidelines* , City of Los Angeles Department of Transportation, December 2016, and per *Agreement Between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures* , October 2, 2013, and First Amendment December 15, 2015.

[2] Total Capacity derived from the assumed free-flow capacities shown below: (in vehicles per hour per lane)

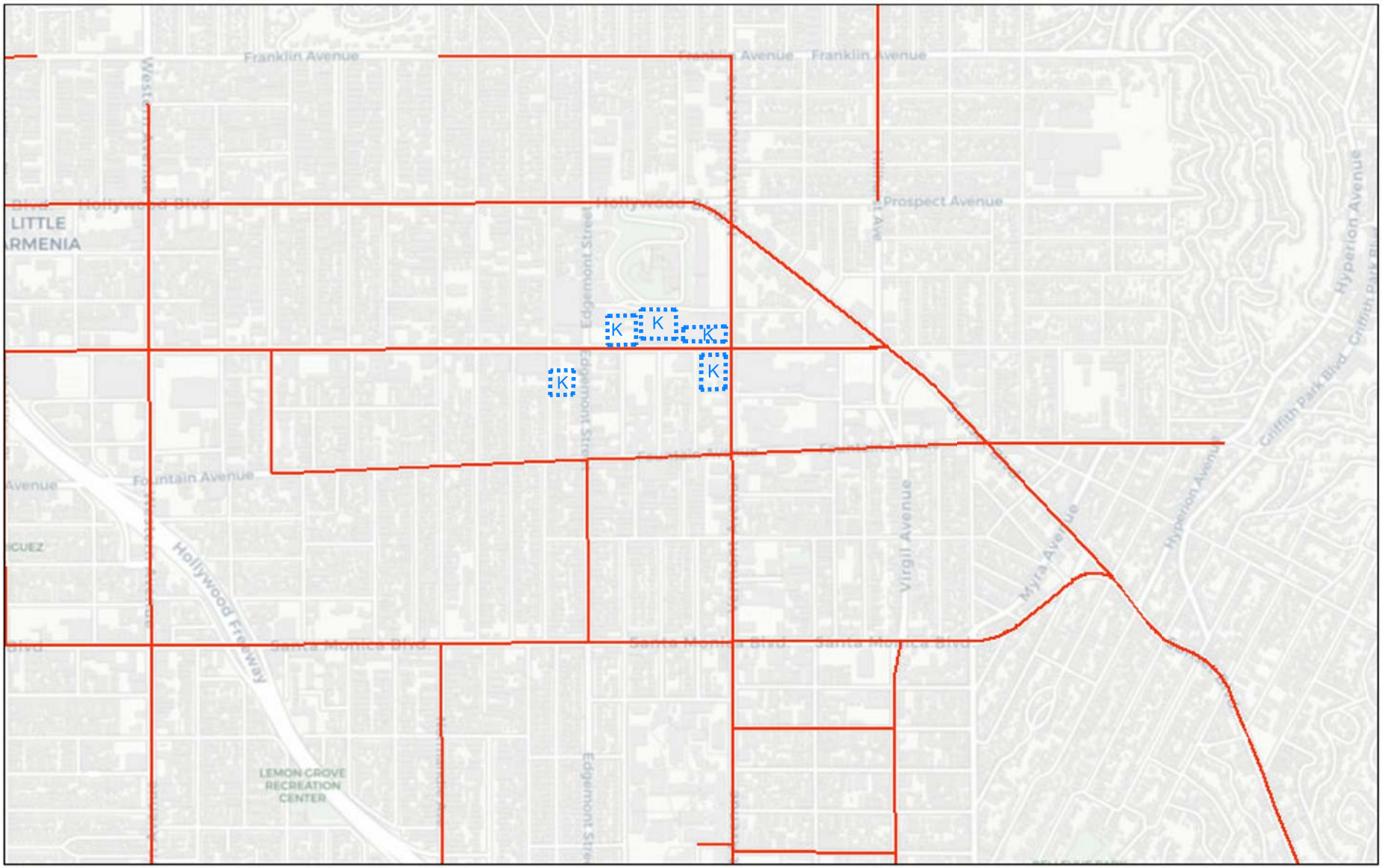
Facility	Capacity
Mainline Segment	2,000 vphpl
Off-Ramp	850 vphpl

[3] Freeway impact analysis is required if the project would result in an increase of ≥2% of capacity for facilities operating at LOS D, or in an increase of ≥1% of capacity for facilities operating at LOS E/F. For a more conservative screening analysis, all facilities are assumed to be operating at LOS E or F.

The proposed project is located in the Hollywood area which is a major focus of the City's Vision Zero Task Force. Several of the project sites are situated along the City's HIN. As shown in ***Figure 9-19***, roadways in the immediate vicinity of the proposed project which have been identified on the HIN are noted below:

- Franklin Avenue
- Hollywood Boulevard
- Sunset Boulevard
- Fountain Avenue
- Santa Monica Boulevard
- Edgemont Street south of Fountain Avenue
- Vermont Avenue

If a proposed project results in significant traffic impacts at intersections located along a designated HIN, LADOT's Vision Zero group will review those specific locations and immediate vicinity for potential safety enhancements that are consistent with the City's Vision Zero initiative.



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MAP SOURCE: LADOT VISION ZERO WEBSITE

K KAISER PROJECT AREA

HIGH INJURY NETWORK

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 9-19
CITY OF LOS ANGELES HIGH INJURY NETWORK IN PROJECT VICINITY

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

10.0 TRANSPORTATION DEMAND MANAGEMENT (TDM) PROGRAM AND CONSIDERED MITIGATION MEASURES

Transportation improvement measures typically consist of travel demand management programs and physical improvements such as traffic signal installations/modifications and/or roadway intersection restriping measures. Roadway widenings to accommodate additional travel lanes resulting in increased capacities and speeds are contrary to the City's Vision Zero initiative and are to be proposed only by exception (e.g., when additional right-of-way is available and an unusually high volume of turning traffic requires an additional lane to improve a significant vehicle queuing and safety issue). Moreover, current LADOT policies promote improvements to support the goals of the State of California to reduce greenhouse gas emissions by reducing the use of single-occupant vehicles and by encouraging developers to construct transit and pedestrian-friendly projects with safe and walkable environments connecting with transit stations for project tenants and patrons. Sustainability, smart growth and the reduction of greenhouse gas emissions have become prime concerns for the City of Los Angeles in addition to traditional mobility considerations. Therefore, based on LADOT's approach for recent projects in the study area, the recommended improvement program for the proposed project is focused on reducing project-related trips and promoting other travel modes. The following paragraphs provide an overview of the TDM program and mitigation measures considered in response to the identified significant traffic impact at the Vermont Avenue/Sunset Boulevard intersection.

10.1 Transportation Demand Management (TDM) Program

Transportation demand management (TDM) measures are aimed at reducing vehicular traffic generated at project sites and the associated need for parking. TDM measures decrease the number of vehicular trips generated by persons traveling to/from the site by offering specific facilities, services and actions designed to increase the use of alternative transportation modes (e.g., transit, walking, and bicycling) and ridesharing. These measures would be expected to reduce the project's potential traffic impacts. Trip reductions in the range of five (5%) to ten percent (10%) are common with greater reductions possible depending on the range of measures implemented. Therefore, a 10 percent (10%) trip reduction has been employed in the analysis for any significantly impacted locations. The project will comply with the City's Trip Reduction Ordinance[11].

10.2 Considered Physical Mitigation Measures

Physical mitigation measures were considered for the Vermont Avenue/Sunset Boulevard intersection in an effort to reduce the previously identified significant weekday AM and PM peak hour traffic impacts to less than significant levels. However, as described more fully below, these physical mitigation measures have been determined to be infeasible.

[11] City of Los Angeles Ordinance 168,700 (Transportation Demand Management and Trip Reduction Measures, effective 3/31/93) added Section J to Section 12.26 of the Los Angeles Municipal Code to provide transportation demand management features within new buildings which would facilitate the use of alternative transportation modes to decrease dependency on vehicles carrying only one person.

- Installation of an Additional Northbound Left-Turn Lane:

  The previously identified significant weekday AM and PM peak hour traffic impacts at the Vermont Avenue/Sunset Boulevard intersection could be reduced to less than significant levels via the installation of a second northbound left-turn lane. This measure was considered but ultimately rejected due to the lack of available right-of-way. Currently, the south leg of the Vermont Avenue/Sunset intersection is roughly 75 feet in width and already provides a total of seven (7) travel lanes (i.e., four northbound approach lanes and three departure travel lanes). Construction of a second northbound left-turn lane would require additional right-of-way that does not exist due to the presence of developed buildings and Metro's Red Line Station and portal. In addition, roadway widening via a reduction in the existing sidewalk widths is not possible, as the resulting sidewalk widths would not meet those required for ADA purposes. Thus, this mitigation measure was determined to be infeasible.

- Installation of an Additional Southbound Through Lane:

  The previously identified significant weekday AM and PM peak hour traffic impacts at the Vermont Avenue/Sunset Boulevard intersection could also be reduced to less than significant levels via the installation of an additional southbound through lane. This measure was considered but ultimately rejected due to the lack of available right-of-way. Currently, the north leg of the Vermont Avenue/Sunset intersection is roughly 75 feet in width and provides four southbound approach lanes and while two departure travel lanes are provided the City also has implemented a red curb zone along the east side of Vermont Avenue due to the very high transit utilization). Construction of an additional southbound through lane would require additional right-of-way that does not exist due to the presence of developed buildings and Metro's Red Line Station and portal located at the northwest corner of the intersection. In addition, roadway widening via a reduction in the existing sidewalk widths is not possible, as the resulting sidewalk widths would not meet those required for ADA purposes. Thus, this mitigation measure was determined to be infeasible.

10.3 City of Los Angeles Traffic Signal Upgrades

Based on coordination with LADOT staff, some of the signalized intersections within the project study area require an upgrade to the traffic signal equipment and hardware. Traffic signal upgrades provide a system-wide benefit by reducing delays experienced by motorists at the study intersections. Transportation systems management (TSM) improvements, such as traffic signal equipment and hardware upgrades, roadway system loops and close circuit television cameras, communication fiber, etc., upgrade the area network hub. This enhances the traffic signal system area-wide and improves the network capacity for real-time video monitoring of intersection, corridor, transit, and pedestrian operations by reducing delays experienced by motorists at study intersections. The TSM improvements also support the City's mobility objective to avoid the creation of conditions that would adversely affect the pedestrian environment, such as longer

roadway crossings via roadway widenings. LADOT has determined that such transportation system management (TSM) improvements would increase intersection capacity by one percent (a 0.01 improvement in v/c ratio).

Traffic signal equipment upgrades in the project study area are available at the following intersections:

- Normandie Avenue/Fountain Avenue (Intersection No. 5)
- Alexandria Avenue/Fountain Avenue
- Edgemont Street/Sunset Boulevard (Intersection No. 9)
- Edgemont Street/Fountain Avenue (Intersection No. 10)

Based on preliminary coordination with LADOT, the funding contribution towards the above traffic signal upgrades totals approximately $101,000.00. The final amount of the traffic signal equipment upgrade contribution will be confirmed prior to the issuance of LADOT's departmental clearance letter. This would need to be guaranteed prior to issuance of the project's building permit. Also, the payment would need to be deposited into the appropriate City account prior to issuance of the Certificate of Occupancy.

The results of the analysis of traffic conditions associated with the recommended traffic signal upgrades and their effect on the Vermont Avenue/Sunset Boulevard intersection is summarized in *Tables 9-2* and *9-3*. As shown in column [5] of *Tables 9–2* and *9-3*, the recommended mitigation measures are expected to reduce the project-related traffic impact to less than significant levels at the Vermont Avenue/Sunset Boulevard intersection during the PM peak hour under the future with Phase 2 and the future with project build-out conditions. However, the Vermont Avenue/Sunset Boulevard intersection is expected to remain significantly impacted during the AM peak hour under the future with Phase 2 and the future with project build-out conditions. Thus, the proposed project's significant impact at the Vermont Avenue/Sunset Boulevard intersection would remain significant and unavoidable during the AM peak hour under the future with Phase 2 and the future with project build-out conditions. The corresponding CMA data worksheets are contained in *Appendix C*.

11.0 CONGESTION MANAGEMENT PROGRAM TRAFFIC IMPACT ASSESSMENT

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2010 Congestion Management Program, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program*, Los Angeles County Metropolitan Transportation Authority, October 2010.

According to Section D.9.1 (Appendix D, page D-6) of the 2010 CMP manual, the criteria for determining a significant transportation impact is listed below:

> "A significant transportation impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C $\geq$ 0.02), causing or worsening LOS F (V/C > 1.00); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C $\geq$ 0.02)."

The CMP impact criteria apply for analysis of both intersection and freeway monitoring locations.

11.1 Intersections

The following CMP intersection monitoring location in the project vicinity has been identified:

- CMP Station — Intersection

  No. 61 — Western Avenue/Santa Monica Boulevard

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the weekday AM or PM peak hours. The proposed project will not add 50 or more trips during either the weekday AM or PM peak hours (i.e., of adjacent street traffic) at CMP monitoring intersections, as stated in the CMP manual as the threshold criteria for a traffic impact assessment. The proposed project is anticipated to contribute less than 50 peak hour vehicle trips during the weekday AM and PM peak hours at the Western Avenue/Santa Monica intersection. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

11.2 Freeways

The following CMP freeway monitoring location in the project vicinity has been identified:

- CMP Station — Location

Seg. No. 1037 State Route 101 Freeway south of Santa Monica Boulevard

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the weekday AM or PM peak hours. The proposed project will not add 150 or more trips (in either direction) during either the weekday AM or PM peak hours to CMP freeway monitoring locations which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. The proposed project is anticipated to generate below the 150 AM or PM peak hour trip threshold at the mainline freeway segment in closest proximity to the above freeway monitoring location. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

11.3 Transit Impact Review

As required by the *2010 Congestion Management Program*, a review has been made of the potential impacts of the proposed project on transit service. As discussed in Subsection 4.4 herein, existing transit service is provided in the vicinity of the proposed Kaiser Permanente LAMC campus.

The project build-out trip generation, as shown in *Table 7–3*, was adjusted by values set forth in the CMP and by LADOT (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 15.0 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed project at build-out is forecast to generate demand for 62 transit trips during the weekday AM peak hour and 53 transit trips during the weekday PM peak hour. Over a 24-hour period, the proposed project is forecast to generate demand for 946 daily transit trips. Therefore, the calculations are as follows:

- Weekday AM Peak Hour = $294 \times 1.4 \times 0.15 = 62$ Transit Trips
- Weekday PM Peak Hour = $250 \times 1.4 \times 0.15 = 53$ Transit Trips
- Weekday Daily Trips = $4{,}506 \times 1.4 \times 0.15 = 946$ Transit Trips

As shown in *Table 4–3*, 15 bus/rail transit lines and routes are provided adjacent to or in close proximity the project site. As outlined in *Table 4–3*, under the "No. of Buses/Trains During Peak Hour" column, these 15 transit lines provide services for an average of (i.e., average of the directional number of buses during the peak hours) roughly 180 and 166 buses/trains during the weekday AM and PM peak hours, respectively. Therefore, based on the above calculated weekday AM and PM peak hour trips, this would correspond to less than one additional transit rider per bus/train due to the proposed project at build-out. It is anticipated that the existing transit service in the project area will adequately accommodate the increase in project-generated transit trips. Thus, given the number of project-generated transit trips per bus/train, no impacts on existing or future transit services in the project area are expected to occur as a result of project build-out.

12.0 SUMMARY AND CONCLUSIONS

- ***Project Description*** – The proposed Kaiser Permanente Los Angeles Medical Center project is planned to be constructed in three development phases. Summaries of the Los Angeles Medical Center campus-wide square footages upon completion of each development phase are provided below:

  - Phase 1 Project (Years 2020 to 2024):
    - Hospital: 460 beds
    - Medical Office: 615,287 square feet

  - Phase 2 Project (Years 2024 to 2028):
    - Hospital: 460 beds
    - Medical Office: 773,388 square feet
    - Retail: 2,300 square feet

  - Project Build-out (Phases 1, 2 and 3, Years 2024 to 2028):
    - Hospital: 460 beds
    - Medical Office: 814,888 square feet
    - Retail: 2,300 square feet

- ***Vehicular Site Access*** – Vehicular access to the Kaiser Permanente LAMC campus is provided by the key public roadways traversing the campus. No changes to the LAMC campus key access roadways and intersections are planned as part of the Kaiser Permanente LAMC project. Minor changes will occur at the 1345 North Vermont Avenue development site (Phase 1) for access to the proposed parking garage at this location.

- ***Study Scope –*** A total of 24 study intersections were selected for analysis in consultation with LADOT staff in order to determine potential traffic impacts related to the proposed project.

- ***Project Trip Generation*** – The project at build-out is expected to generate a net increase of 294 vehicle trips (233 inbound trips and 61 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the project at build-out is expected to generate a net increase of 250 vehicle trips (71 inbound trips and 179 outbound trips). Over a 24-hour period, the project at build-out is forecast to generate a net increase of 4,506 vehicle trips (2,253 inbound trips and 2,253 outbound trips) during a typical weekday.

- ***Related Projects*** – The City of Los Angeles Departments of Transportation and Planning were consulted to obtain the list of development projects (related projects) in the area. A total of 85 related projects was identified and considered as part of the cumulative traffic analysis. In addition, an annual growth rate of one percent (1.0%) to the years 2024, 2028, and 2030 (i.e., the anticipated build-out years for Phase 1, Phase 2, and Phase 3, respectively) was used for analysis

purposes. Therefore, application of this ambient growth factor in addition to the forecast traffic generated by the related projects allows for a conservative forecast of future traffic volumes in the project study area as incorporation of both (i.e., an ambient traffic growth rate and a detailed list of cumulative development projects) is expected to overstate potential future traffic volumes. Further, as described in Section 6.0 above, CEQA only requires that one of these two approaches be employed in developing the future traffic volume forecasts.

- ***Traffic Impact Analysis*** – – It was determined that the proposed project would not result in any significant traffic impacts in the "Future Year 2024 With Phase 1 Project" conditions. It was determined that the proposed project would contribute to a significant cumulative traffic impact at one (1) intersection (Vermont Avenue/Sunset Boulevard intersection) in the "Future Year 2028 With Phase 2 Project" conditions. It was determined that the proposed project would also contribute to a significant traffic impact at this same intersection in the "Existing With Project Build-out" and "Future Year 2030 With Project Build-out" conditions. Incremental but less than significant impacts are noted at the remaining study intersections. The Applicant will be required to comply with the City's Trip Reduction Ordinance in an effort to reduce vehicle trip generation and associated impacts. Physical mitigation measures were considered for these significant traffic impacts, but were ultimately rejected as they were determined to be infeasible. Transportation systems management improvements are proposed in the project study area that would reduce the project-related traffic impact to less than significant levels at the Vermont Avenue/Sunset Boulevard intersection during the PM peak hour. However, the proposed project's significant impact at the Vermont Avenue/Sunset Boulevard intersection would remain significant and unavoidable during the AM peak hour.

- ***CMP Traffic Assessment*** – The results of the Los Angeles CMP traffic assessment indicate that the proposed project will not adversely affect any CMP arterial monitoring intersections or freeway monitoring locations. Therefore, no improvements/mitigation measures at CMP monitoring locations are required.

APPENDIX A

TRAFFIC STUDY MEMORANDUM OF UNDERSTANDING

LADOT

Transportation Impact Study Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Impact Study for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Impact Study Guidelines:

I. PROJECT INFORMATION

Project Name: Kaiser Permanente Los Angeles Medical Center

Project Address: 1345 N. Vermont Ave; 4760 Sunset Blvd; 1517 N. Vermont Ave; 1526 Edgemont St; 1505 N. Edgemont St; and 4950 Sunset Blvd

Project Description: Net addition of approximately 179,700 SF of medical office to the medical center to be constructed in three development phases (please see separate sheet for detailed project description)

LADOT Project Case Number: _____ Project Site Plan attached? *(Required)* ■ Yes ☐ No

II. TRIP GENERATION

Geographic Distribution: N 25 % S 25 % E 30 % W 20 %

Illustration of Project trip distribution percentages at Study intersections attached? *(Required)* ■ Yes ☐ No

Trip Generation Adjustments *(Exact amount of credit subject to approval by LADOT)*

	Yes	No
Transit Usage	■	☐
Transportation Demand Management	☐	■
Existing Active Land Use	■	☐
Previous Land Use	☐	■
Internal Trip	☐	■
Pass-By Trip	■	☐

Source of Trip Generation Rate(s)? ■ ITE 9th Edition ☐ Other: _____

Trip generation table including a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ■ Yes ☐ No

At Build-out	IN	OUT	TOTAL
AM Trips	233	61	294
PM Trips	71	179	250

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2030 Ambient or CMP Growth Rate: 1.0 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ■ Yes ☐ No

Subject to Freeway Impact Analysis, in addition to CMP Analysis? *(Freeway analysis screening filter must be included in this MOU; selecting "yes" implies that at least one criteria was satisfied)* ☐ Yes ■ No

Map of Study Intersections attached? *(May be subject to LADOT revision after initial impact analysis)* ■ Yes ☐ No

Is this Project located on a street within the High Injury Network? ■ Yes ☐ No

IV. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
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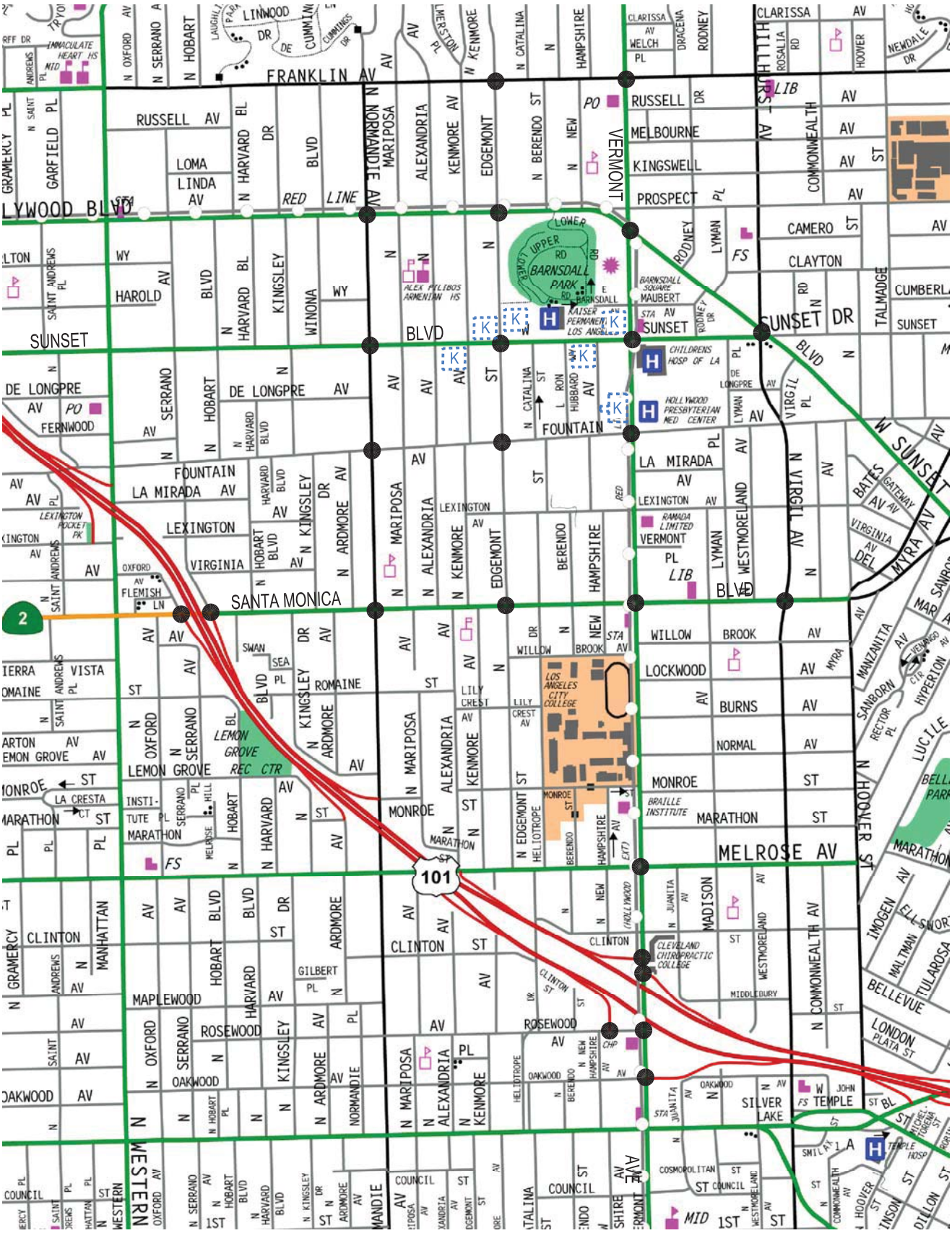
E-Mail:	bravo@llgengineers.com	eddie.h.arango@kp.org

Approved by:	Consultant's Representative	Date	LADOT Representative	Date
	x Francesca S. Bravo Digitally signed by Francesca S. Bravo DN: cn=Francesca S. Bravo, o=LLG Engineers, ou, email=bravo@llgengineers.com, c=US Date: 2018.05.10 15:03:57 -07'00'		x	5/14/18

Table 2-1
SUMMARY OF PROJECT LAND USE COMPONENTS BY PHASE [1]

CAMPUS SITE	LOCATION	EXISTING USE(S) TO BE REMOVED		PROPOSED USE(S)	
		SIZE	LAND USE	SIZE	LAND USE
PHASE 1 (YEARS 2020-2024)					
SITE 1	1345 North Vermont Avenue	15,113 SF 2 DU	Six (6) Commercial & Residential Structures, and Surface Parking Lots	130,000 SF 562 Spaces	Medical Office Building Parking Structure
SITE 2	4760 Sunset Boulevard	39 Spaces	Surface Parking Lot	50,000 SF 6 Spaces	Medical Office Building Surface Parking Lot
SITE 3	1505 Edgemont Street	79,356 SF	Medical Office Building	----	New Construction at this site to occur during Phase 3
SITE 4	1526 North Edgemont Street	120,557 SF	Medical Office Building	----	New Construction at this site to occur during Phase 2
PHASE 2 (YEARS 2024-2028)					
SITE 4	1526 North Edgemont Street	----	Demolition at this site to occur during Phase 1	177,300 SF 177,300 SF	Medical Office Building OR 105-Bed Hospital Addition & Bridge Connection to Existing Hospital
SITE 5	1517 North Vermont Avenue	19,199 SF 186 Spaces	Medical Office Building Parking Structure	578 Spaces 2,300 SF	Parking Structure Ground Floor Commercial/Retail
PHASE 3 (YEARS 2028-2030)					
SITE 3	1505 North Edgemont Street	----	Demolition at this site to occur during Phase 1	41,500 SF 73,500 SF	Medical Office Building OR Medical Office Building
SITE 6	1424 & 1430 North Alexandria Ave.	----	Existing Surface Parking Area & Temporary, Single-Story Structure	286 Spaces	Parking Structure Addition

[1] Source: Notice of Preparation for the Kaiser Permanente Los Angeles Medical Center Project, Los Angeles Department of City Planning.



NOT TO SCALE

MAP SOURCE: RAND MCNALLY & COMPANY

K KAISER PROJECT AREA

STUDY INTERSECTION

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

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Table 4-1
LIST OF STUDY INTERSECTIONS

MAP NO.	LOCATION	TRAFFIC CONTROL
1	US-101 Fwy SB On-Ramp/Santa Monica Blvd	Signalized
2	US-101 Fwy NB On-Ramp/Santa Monica Blvd-Serrano Ave	Signalized
3	Normandie Ave/Hollywood Blvd	Signalized
4	Normandie Ave/Sunset Blvd	Signalized
5	Normandie Ave/Fountain Ave	Signalized
6	Normandie Ave/Santa Monica Blvd	Signalized
7	Edgemont St/Franklin Ave	Signalized
8	Edgemont St/Hollywood Blvd	Signalized
9	Edgemont St/Sunset Blvd	Signalized
10	Edgemont St/Fountain Ave	Signalized
11	Edgemont St/Santa Monica Blvd	Signalized
12	Vermont Ave/Franklin Ave	Signalized
13	Vermont Ave/Hollywood Blvd	Signalized
14	Vermont Ave/Sunset Blvd	Signalized
15	Vermont Ave/Fountain Ave	Signalized
16	Vermont Ave/Santa Monica Blvd	Signalized
17	Vermont Ave/Melrose Ave	Signalized
18	Vermont Ave/US-101 Fwy NB On-Ramp	Signalized
19	Vermont Ave/US-101 Fwy NB Off-Ramp	Signalized
20	US-101 Fwy SB Off-Ramp/Rosewood Ave	Signalized
21	Vermont Ave/Rosewood Ave	Signalized
22	Vermont Ave/Oakwood Ave-US-101 Fwy SB On-Ramp	Signalized
23	Hillhurst Ave-Virgil Ave/Sunset Blvd-Sunset Dr/Hollywood Blvd	Signalized
24	Virgil Ave/Santa Monica Blvd	Signalized

N

NOT TO SCALE

MAP SOURCE: GOOGLE EARTH

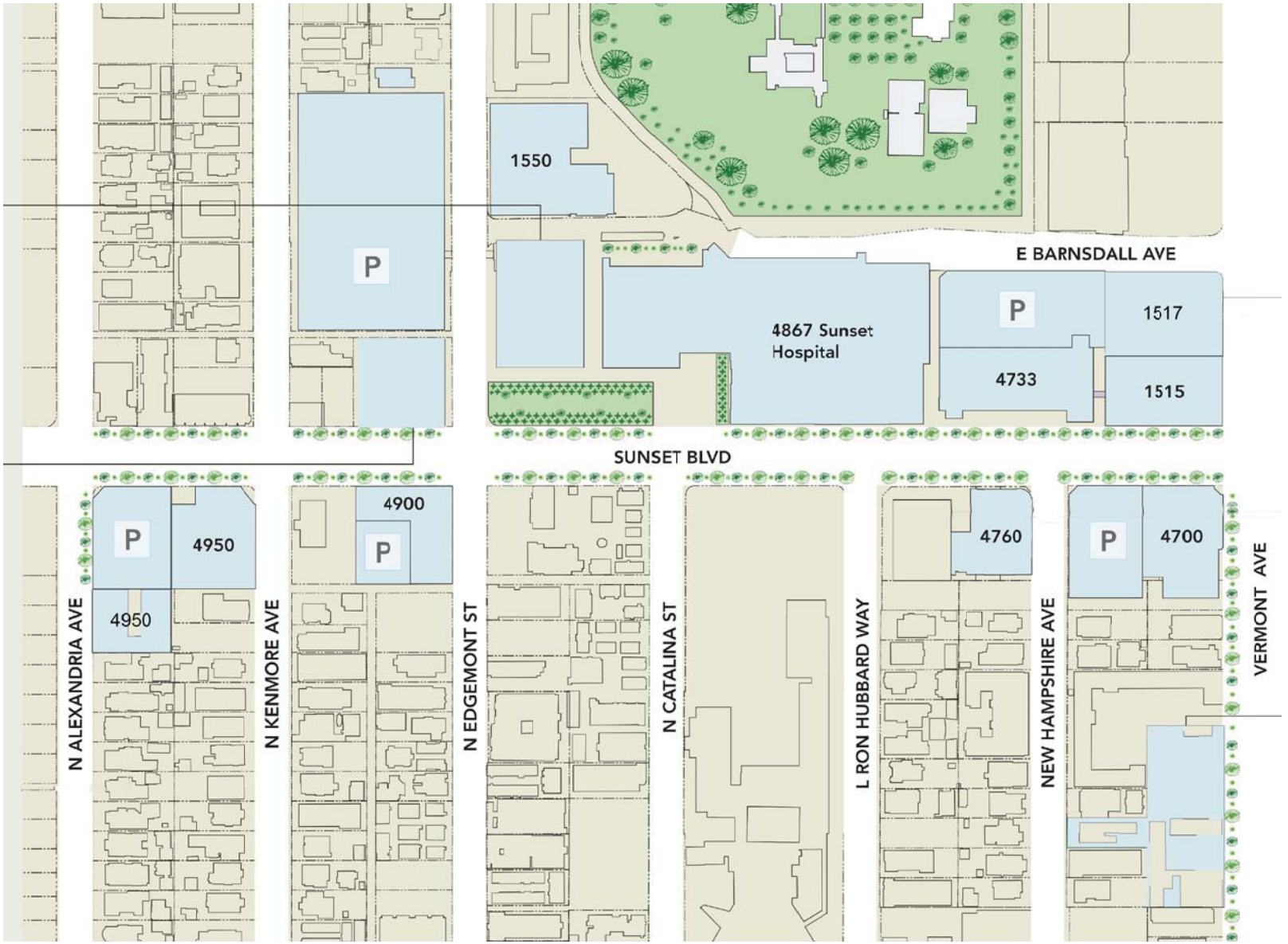
KAISER PROJECT AREA

FIGURE 2-1

KAISER PERMANENTE LAMC CAMPUS AND DEVELOPMENT SITES

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

LINSCOTT, LAW & GREENSPAN, engineers



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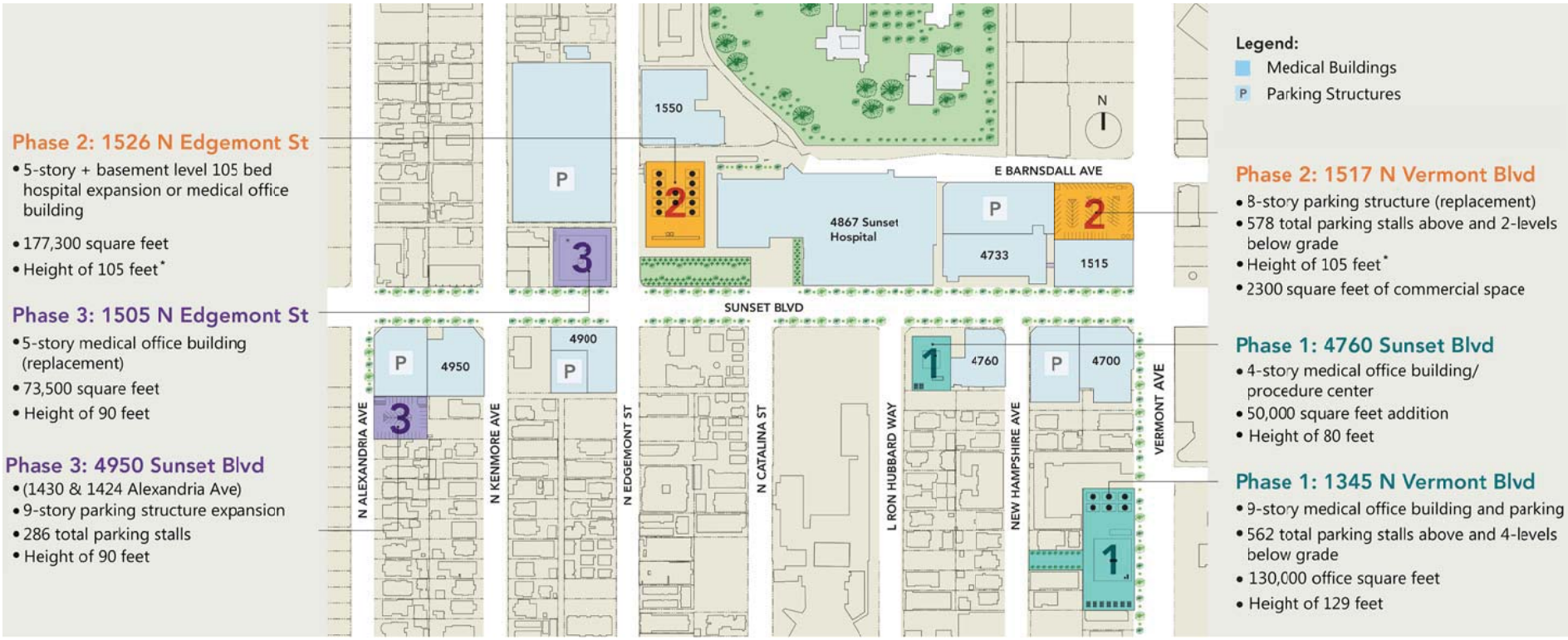
NOT TO SCALE

MAP SOURCE: PERKINS + WILL ARCHITECTS

FIGURE 2-2
EXISTING KAISER PERMANENTE LAMC CAMPUS

LINSCOTT, LAW & GREENSPAN, engineers

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT



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MAP SOURCE: PERKINS + WILL ARCHITECTS

FIGURE 2-3
KAISER PERMANENTE LAMC CAMPUS SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

Table 7-1
PHASE 1 PROJECT TRIP GENERATION (YEAR 2024)

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed LAMC Campus [3]								
Hospital [4]	460 Beds	5,952	437	170	607	215	438	653
- Less Transit Adjustment (15%) [5]		(893)	(66)	(26)	(92)	(32)	(66)	(98)
Medical Office Building [6]	615,287 GSF	22,230	1,162	309	1,471	419	1,076	1,495
- Less Transit Adjustment (15%) [5]		(3,335)	(174)	(46)	(220)	(63)	(161)	(224)
- Less Pass-by (10%) [7]		(1,890)	(99)	(26)	(125)	(36)	(92)	(128)
Subtotal Proposed		**22,064**	**1,260**	**381**	**1,641**	**503**	**1,195**	**1,698**
Existing LAMC Campus								
Hospital [4]	460 Beds	5,952	437	170	607	215	438	653
- Less Transit Adjustment (15%) [5]		(893)	(66)	(26)	(92)	(32)	(66)	(98)
Medical Office Building [6]	635,200 GSF	22,950	1,199	319	1,518	431	1,107	1,538
- Less Transit Adjustment (15%) [5]		(3,443)	(180)	(48)	(228)	(65)	(166)	(231)
- Less Pass-by (10%) [7]		(1,951)	(102)	(27)	(129)	(37)	(94)	(131)
Existing Vermont Site								
Apartment [8]	2 DU	13	0	1	1	1	0	1
Medical Office Building [9]	15,113 GSF	546	28	8	36	15	39	54
Subtotal Existing		**23,174**	**1,316**	**397**	**1,713**	**528**	**1,258**	**1,786**
NET INCREASE		**(1,110)**	**(56)**	**(16)**	**(72)**	**(25)**	**(63)**	**(88)**

[1] Source: ITE "Trip Generation Manual", 9th Edition, 2012.
[2] Trips are one-way traffic movements, entering or leaving.
[3] The proposed LAMC Campus consists of the following MOB program elements:

Building Location	Proposed Campus			Existing Campus Uses to be Removed		
4760B Sunset Boulevard	50,000	GSF	MOB	33	Spaces	Surface Parking Lot
1526 Edgemont Street	0	GSF	MOB	120,557	GSF	MOB
1505 Edgemont Street	0	GSF	MOB	79,356	GSF	MOB
1345 Vermont Avenue	130,000	GSF	MOB	Various site uses - see above		
1517 Vermont Avenue	0	GSF	MOB	0	GSF	MOB
Subtotals	180,000	GSF	MOB	199,913	GSF	MOB
Total Net New	(19,913)	GSF	MOB			

[4] ITE Land Use Code 610 (Hospital) trip generation average rates.
- Daily Trip Rate: 12.94 trips/Bed; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.32 trips/Bed; 72% inbound/28% outbound
- PM Peak Hour Trip Rate: 1.42 trips/Bed; 33% inbound/67% outbound

[5] A transit trip reduction of 15 percent (15%) is assumed based on the site's proximity to the Metro Red Line Vermont Station, and Vermont Avenue and Sunset Boulevard public bus transit lines.
[6] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation rates.
- Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
- PM Peak Hour Trip Rate: Ln(T) = 0.90 Ln(X)+1.53 trips/1,000 SF of floor area; 28% inbound/72% outbound

[7] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.
[8] ITE Land Use Code 220 (Apartment) trip generation average rates.
- Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound
- PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound

[9] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates.
- Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
- PM Peak Hour Trip Rate: 3.57 trips/1,000 SF of floor area; 28% inbound/72% outbound

Table 7-2
PHASE 2 (PHASES 1 AND 2) PROJECT TRIP GENERATION (YEAR 2028)

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM OUT	AM TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM OUT	PM TOTAL
Proposed LAMC Campus [3]								
Hospital [4]	460 Beds	5,952	437	170	607	215	438	653
- Less Transit Adjustment (15%) [5]		(893)	(66)	(26)	(92)	(32)	(66)	(98)
Medical Office Building [6]	773,388 GSF	27,943	1,460	388	1,848	514	1,323	1,837
- Less Transit Adjustment (15%) [5]		(4,191)	(219)	(58)	(277)	(77)	(198)	(275)
- Less Pass-by (10%) [7]		(2,375)	(124)	(33)	(157)	(44)	(113)	(157)
Retail [8]	2,300 GLSF	98	1	1	2	4	5	9
Subtotal Proposed		**26,534**	**1,489**	**442**	**1,931**	**580**	**1,389**	**1,969**
Existing LAMC Campus								
Hospital [4]	460 Beds	5,952	437	170	607	215	438	653
- Less Transit Adjustment (15%) [5]		(893)	(66)	(26)	(92)	(32)	(66)	(98)
Medical Office Building [6]	635,200 GSF	22,950	1,199	319	1,518	431	1,107	1,538
- Less Transit Adjustment (15%) [5]		(3,443)	(180)	(48)	(228)	(65)	(166)	(231)
- Less Pass-by (10%) [7]		(1,951)	(102)	(27)	(129)	(37)	(94)	(131)
Existing Vermont Site								
Apartment [9]	2 DU	13	0	1	1	1	0	1
Medical Office Building [10]	15,113 GSF	546	28	8	36	15	39	54
Subtotal Existing		**23,174**	**1,316**	**397**	**1,713**	**528**	**1,258**	**1,786**
NET INCREASE		**3,360**	**173**	**45**	**218**	**52**	**131**	**183**

[1] Source: ITE "Trip Generation Manual", 9th Edition, 2012.
[2] Trips are one-way traffic movements, entering or leaving.
[3] The proposed LAMC Campus consists of the following MOB program elements:

Building Location	Proposed Campus			Existing Campus Uses to be Removed		
4760B Sunset Boulevard	50,000	GSF	MOB	33	Spaces	Surface Parking Lot
1526 Edgemont Street	177,300	GSF	MOB	120,557	GSF	MOB
1505 Edgemont Street	0	GSF	MOB	79,356	GSF	MOB
1345 Vermont Avenue	130,000	GSF	MOB	Various site uses - see above		
1517 Vermont Avenue	0	GSF	MOB	19,199	GSF	MOB
Subtotals	357,300	GSF	MOB	219,112	GSF	MOB
Total Net New	138,188	GSF	MOB			

[4] ITE Land Use Code 610 (Hospital) trip generation average rates.
- Daily Trip Rate: 12.94 trips/Bed; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.32 trips/Bed; 72% inbound/28% outbound
- PM Peak Hour Trip Rate: 1.42 trips/Bed; 33% inbound/67% outbound

[5] A transit trip reduction of 15 percent (15%) is assumed based on the site's proximity to the Metro Red Line Vermont Station, and Vermont Avenue and Sunset Boulevard public bus transit lines.
[6] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation rates.
- Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
- PM Peak Hour Trip Rate: Ln(T) = 0.90 Ln(X)+1.53 trips/1,000 SF of floor area; 28% inbound/72% outbound

[7] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.
[8] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 42.7 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.96 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.71 trips/1,000 SF of floor area; 48% inbound/52% outbound

[9] ITE Land Use Code 220 (Apartment) trip generation average rates.
- Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound
- PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound

[10] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates.
- Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
- PM Peak Hour Trip Rate: 3.57 trips/1,000 SF of floor area; 28% inbound/72% outbound

Table 7-3
PROJECT BUILD-OUT (PHASES 1-3) PROJECT TRIP GENERATION (YEAR 2030)

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM OUT	AM TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM OUT	PM TOTAL
Proposed LAMC Campus [3]								
Hospital [4]	460 Beds	5,952	437	170	607	215	438	653
- Less Transit Adjustment (15%) [5]		(893)	(66)	(26)	(92)	(32)	(66)	(98)
Medical Office Building [6]	814,888 GSF	29,442	1,539	409	1,948	539	1,386	1,925
- Less Transit Adjustment (15%) [5]		(4,416)	(231)	(61)	(292)	(81)	(208)	(289)
- Less Pass-by (10%) [7]		(2,503)	(131)	(35)	(166)	(46)	(118)	(164)
Retail [8]	2,300 GLSF	98	1	1	2	4	5	9
Subtotal Proposed		**27,680**	**1,549**	**458**	**2,007**	**599**	**1,437**	**2,036**
Existing LAMC Campus								
Hospital [4]	460 Beds	5,952	437	170	607	215	438	653
- Less Transit Adjustment (15%) [5]		(893)	(66)	(26)	(92)	(32)	(66)	(98)
Medical Office Building [6]	635,200 GSF	22,950	1,199	319	1,518	431	1,107	1,538
- Less Transit Adjustment (15%) [5]		(3,443)	(180)	(48)	(228)	(65)	(166)	(231)
- Less Pass-by (10%) [7]		(1,951)	(102)	(27)	(129)	(37)	(94)	(131)
Existing Vermont Site								
Apartment [9]	2 DU	13	0	1	1	1	0	1
Medical Office Building [10]	15,113 GSF	546	28	8	36	15	39	54
Subtotal Existing		**23,174**	**1,316**	**397**	**1,713**	**528**	**1,258**	**1,786**
NET INCREASE		**4,506**	**233**	**61**	**294**	**71**	**179**	**250**

[1] Source: ITE "Trip Generation Manual", 9th Edition, 2012.
[2] Trips are one-way traffic movements, entering or leaving.
[3] The proposed LAMC Campus consists of the following MOB program elements:

Building Location	Proposed Campus			Existing Campus Uses to be Removed		
4760B Sunset Boulevard	50,000	GSF	MOB	33	Spaces	Surface Parking Lot
1526 Edgemont Street	177,300	GSF	MOB	120,557	GSF	MOB
1505 Edgemont Street	41,500	GSF	MOB	79,356	GSF	MOB
1345 Vermont Avenue	130,000	GSF	MOB	Various site uses - see above		
1517 Vermont Avenue	0	GSF	MOB	19,199	GSF	MOB
Subtotals	398,800	GSF	MOB	219,112	GSF	MOB
Total Net New	179,688	GSF	MOB			

[4] ITE Land Use Code 610 (Hospital) trip generation average rates.
- Daily Trip Rate: 12.94 trips/Bed; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.32 trips/Bed; 72% inbound/28% outbound
- PM Peak Hour Trip Rate: 1.42 trips/Bed; 33% inbound/67% outbound

[5] A transit trip reduction of 15 percent (15%) is assumed based on the site's proximity to the Metro Red Line Vermont Station, and Vermont Avenue and Sunset Boulevard public bus transit lines.
[6] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation rates.
- Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
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[7] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.
[8] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 42.7 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.96 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.71 trips/1,000 SF of floor area; 48% inbound/52% outbound

[9] ITE Land Use Code 220 (Apartment) trip generation average rates.
- Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
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- PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound

[10] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates.
- Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
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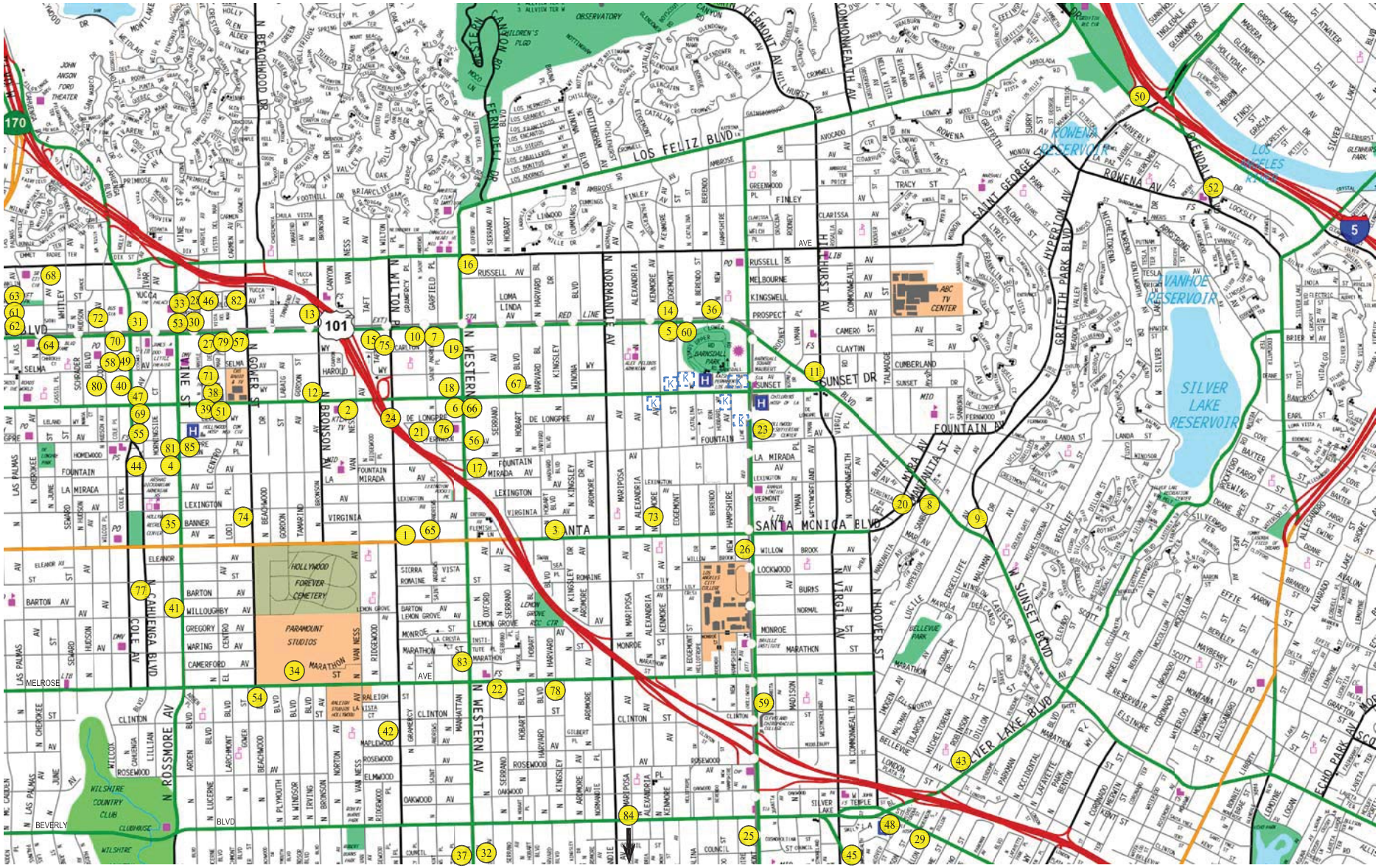
- PM Peak Hour Trip Rate: 3.57 trips/1,000 SF of floor area; 28% inbound/72% outbound



NOT TO SCALE

MAP SOURCE: RAND MCNALLY & COMPANY

K KAISER PROJECT AREA

FIGURE 6-1
LOCATION OF RELATED PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers

KAISER PERMANENTE LAMC CAMPUS MASTER PLAN PROJECT

Table 6-1
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
1	Under Construction	Paseo Plaza Mixed-Use 5661 West Santa Monica Boulevard	Condominiums Retail	375 DU 377,900 GLSF	[1]	6,831	50	200	250	419	225	644
2	Under Construction	Icon - Sunset Bronson 5800 West Sunset Boulevard	Office	404,799 GSF	[1]	2,690	356	48	404	64	314	378
3	Under Construction	5245 West Santa Monica Boulevard	Apartments Retail	49 DU 32,272 GLSF	[1]	857	3	29	32	45	28	73
4	Proposed	Academy of Motion Pictures Arts & Sciences 1313 Vine Street	Museum Storage	44,000 GLSF 35,231 GLSF	[1]	(79)	15	(2)	13	(62)	2	(60)
5	Under Construction	4900 West Hollywood Boulevard	Apartments Retail	150 DU 13,000 GLSF	[1]	1,585	24	75	99	89	56	145
6	On Hold	Target Shopping Center 5520 West Sunset Boulevard	Discount Store Retail	163,862 GSF 30,887 GLSF	[1]	4,903	52	21	73	211	211	422
7	Proposed	5550 West Hollywood Boulevard	Apartments Retail	278 DU 12,500 GLSF	[1]	1,267	(3)	43	40	47	17	64
8	Proposed	4000 West Sunset Boulevard	Apartments Specialty Retail Fitness Club High-Turnover Restaurant	297 DU 2,800 GLSF 4,500 GSF 14,700 GSF	[1]	2,947	83	154	237	154	95	249
9	Proposed	1629 North Griffith Park Boulevard	Hotel Restaurant Bar/Lounge	26 Rooms 3,784 GSF 2,497 GSF	[1]	232	10	7	17	25	13	38
10	Proposed	5600 West Hollywood Boulevard	Hotel	80 Rooms	[1]	604	22	16	38	22	22	44
11	Proposed	City Lights Mixed-Use 1515 North Hillhurst Avenue	Apartments Restaurant Retail Coffee Shop	202 DU 5,050 GSF 5,350 GLSF 3,025 GSF	[1]	1,664	43	92	135	111	73	184
12	Under Construction	5901 West Sunset Boulevard	Retail Office	26,000 GLSF 274,000 GSF	[1]	3,839	350	61	411	122	339	461
13	Proposed	1717 North Bronson Avenue	Apartments	89 DU	[1]	436	6	27	33	26	14	40
14	Under Construction	4905 West Hollywood Boulevard	Hardware Store	36,667 GSF	[1]	1,404	13	12	25	64	68	132
15	Under Construction	5750 West Hollywood Boulevard	Apartments Retail	161 DU 6,000 GLSF	[1]	1,180	22	66	88	68	38	106

Table 6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
16	Proposed	1868 North Western Avenue	Apartments Retail	104 DU 13,500 GLSF	[1]	363	(5)	18	13	20	7	27
17	Proposed	5460 West Fountain Avenue 1276 North Western Avenue	Apartments	75 DU	[1]	424	7	26	33	23	17	40
18	Proposed	SunWest Mixed-Use 5525 West Sunset Boulevard	Apartments Grocery Store Fast-Food Restaurant High-Turnover Restaurant Retail Office	293 DU 25,090 GSF 1,000 GSF 2,200 GSF 4,700 GLSF 990 GSF	[1]	2,562	61	125	186	143	83	226
19	Proposed	1657 North Western Avenue	Apartments Retail Office	91 DU 39,350 GLSF 25,900 GSF	[1]	702	10	29	39	37	25	62
20	Under Construction	4121 West Santa Monica Boulevard	Retail	14,378 GLSF	[1]	344	4	2	6	14	16	30
21	Proposed	5632 West De Longpre Avenue	Apartments	185 DU	[1]	800	(31)	25	(6)	50	19	69
22	Approved	4914 West Melrose Avenue	Apartments Retail	45 DU 3,760 GLSF	[1]	460	7	20	27	25	17	42
23	Proposed	Hollywood Presbyterian Hospital 1300 North Vermont Avenue	Office	30,933 GSF	[1]	290	36	5	41	6	30	36
24	Proposed	Hollywood Central Park Hollywood Freeway (US 101)	Park Amphitheater	38 Acres	[1]	2,298	104	69	173	115	89	204
25	Under Construction	Meridian Apartments Project 241 North Vermont Avenue	Apartment Retail	100 DU 5,000 GLSF	[3]	510	7	38	45	33	16	49
26	Proposed	Vermont/Santa Monica Mixed-Use TOD Southwest corner of Vermont Avenue/ Santa Monica Boulevard	Apartments Pharmacy/Drugstore Retail (Less Existing Apartments) (Less Existing High-Turnover Sit-Down Restaurant)	230 DU 15,014 GSF 8,400 GLSF (4) DU (2,500) GSF	[4]	1,692	20	67	87	93	66	159
27	Under Construction	6200 West Hollywood Boulevard	Apartments Retail	1,042 DU 175,000 GLSF	[1]	2,816	41	103	144	133	109	242
28	Under Construction	6230 West Yucca Street	Apartments Office Retail	116 DU 13,442 GSF 6,177 GLSF	[1]	473	5	27	32	26	12	38
29	Proposed	3200 West Beverly Boulevard	Apartments Retail	32 DU 5,867 GLSF	[1]	632	4	16	20	39	32	71
30	Proposed	Pantages Theater Office 6225 West Hollywood Boulevard	Office	210,000 GSF	[1]	1,918	243	33	276	43	211	254

Table 6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
31	Proposed	6381 West Hollywood Boulevard	Hotel Restaurant	80 Rooms 15,290 GSF	[1]	1,020	(19)	11	(8)	62	4	66
32	Proposed	Western Galleria Market 100 North Western Avenue	Apartments Retail	187 DU 76,500 GLSF	[1]	940	17	40	57	54	38	92
33	Approved	Capital Records Mixed-Use Project 1740 North Vine Street	Apartments Hotel Office Retail Restaurant Health Club	461 DU 254 Rooms 264,303 GSF 100,000 GLSF 25,000 GSF 80,000 GSF	[1]	9,922	321	253	574	486	438	924
34	Approved	Paramount Studios 5555 West Melrose Avenue	Studio Sound Stage Stage Support Production Office Office Retail	3,234,400 GSF 21,000 GSF 1,900 GSF 635,500 GSF 638,100 GSF 64,200 GLSF	[1]	9,830	712	213	925	297	736	1,033
35	Under Construction	1133 North Vine Street	Hotel	112 Rooms	[1]	457	19	13	32	18	15	33
36	Proposed	4773 West Hollywood Boulevard	Apartments	21 DU	[7]	140	2	9	11	8	5	13
37	Proposed	135 North Western Avenue	Restaurant	25,500 GSF	[1]	457	2	2	4	25	13	38
38	Approved	Palladium Residences 6201 West Sunset Boulevard	Apartment Hotel Retail Restaurant	731 DU 250 Rooms 21,000 GLSF 6,000 GSF	[1]	4,913	128	228	356	234	169	403
39	Under Construction	6230 West Sunset Boulevard	Apartment Office Retail	200 DU 26,981 GSF 4,700 GLSF	[1]	1,473	52	80	132	71	50	121
40	Proposed	Cahuenga Boulevard Hotel 1525 North Cahuenga Boulevard	Hotel	69 Rooms	[1]	469	10	12	22	20	14	34
41	Proposed	901 North Vine Street	Apartments Restaurant	76 DU 3,000 GSF	[1]	26	4	26	30	(5)	1	(4)
42	Proposed	525 North Wilton Place	Apartments	88 DU	[1]	449	6	28	34	27	14	41
43	Proposed	609 North Dillon Street	Apartments Retail	137 DU 18,000 GLSF	[1]	1,095	18	42	60	67	31	98
44	Under Construction	1311 North Cahuenga Boulevard 1310 North Cole Avenue	Apartments Office	375 DU 2,800 GSF	[1]	224	24	6	30	7	23	30
45	Under Construction	3330 West Beverly Boulevard	Apartments Day Care	40 DU 4,237 GSF	[1]	495	26	34	60	35	32	67
46	Proposed	6220 West Yucca Street	Apartments Hotel Restaurant	136 DU 210 Rooms 6,980 GSF	[1]	2,647	88	110	198	129	85	214

Table 6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
47	Approved	Ivar Gardens Hotel 6409 West Sunset Boulevard	Hotel Retail	275 Rooms 1,900 GLSF	[5]	1,285	51	26	77	53	60	113
48	Proposed	235 North Hoover Street	Apartments	50 DU	[1]	1,423	22	87	109	86	47	133
49	Proposed	1615 North Cahuenga Boulevard	Restaurant	10,270 GSF	[1]	294	2	1	3	17	7	24
50	Proposed	3061 West Riverside Drive	Apartments	84 DU	[1]	479	0	33	33	33	8	41
51	Proposed	6200 West Sunset Boulevard	Apartments Quality Restaurant High-Turnover Restaurant	270 DU 2,500 GSF 7,500 GSF	[1]	1,778	26	97	123	100	35	135
52	Under Construction	2828 North Glendale Boulevard	Child Care	175 Students	[1]	618	65	57	122	58	66	124
53	Proposed	1718 North Vine Street	Hotel Restaurant	216 Rooms 4,354 GSF	[1]	1,101	58	41	99	35	42	77
54	Proposed	Melrose & Beachwood 5570 West Melrose Avenue	Apartments Retail	52 DU 5,500 GLSF	[1]	430	(1)	20	19	21	10	31
55	Under Construction	Godfrey Hotel 1400 North Cahuenga Boulevard	Hotel Restaurant	221 Rooms 3,000 GSF	[1]	1,866	63	53	116	72	58	130
56	Under Construction	1350 North Western Avenue	Apartment Retail	204 DU 5,500 GLSF	[1]	1,860	45	101	146	106	59	165
57	Proposed	Hollywood Gower 6100 West Hollywood Boulevard	Apartment Affordable Apartments Quality Restaurant	209 DU 11 DU 3,270 GSF	[1]	1,439	24	76	100	86	46	132
58	Proposed	Selma - Wilcox Hotel 6421 West Selma Avenue	Hotel Restaurant	180 Rooms 12,840 GSF	[1]	1,849	6	4	10	61	59	120
59	Proposed	600 North Vermont Avenue	Apartments Retail	80 DU 14,780 GLSF	[1]	62	4	30	34	(4)	11	7
60	Proposed	Select @ Los Feliz Mixed-Use 4850 West Hollywood Boulevard	Apartments Restaurant	101 DU 10,000 GSF	[1]	1,108	41	68	109	61	32	93
61	Proposed	Las Palmas Apartment Project 1749 North Las Palmas Avenue	Apartments Retail	71 DU 2,582 GLSF	[6]	426	5	21	26	25	15	40
62	Under Construction	1737 North Las Palmas Avenue	Apartments Retail	82 DU 12,000 GLSF	[7] [8]	545 512	8 7	34 5	42 12	33 22	18 23	51 45
63	Under Construction	1751 North Las Palmas Avenue	Condominium	24 DU	[9]	139	2	9	11	8	4	12
64	Proposed	Hollywood Cherokee 1718 North Las Palmas Avenue	Apartments Condominium Specialty Retail	195 DU 29 DU 985 GLSF	[10]	1,333	21	84	105	81	43	124
65	Proposed	1114 North St. Andrews Place	Apartments	50 DU	[7]	333	5	21	26	20	11	31

Table 6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
66	Proposed	5420 West Sunset Boulevard	Apartments	735 DU	[7]	4,888	75	300	375	296	160	456
			Retail	328,000 GLSF	[8]	14,006	195	120	315	584	633	1,217
67	Proposed	1525 North Hobart Boulevard	Apartments	21 DU	[5]	140	2	9	11	8	5	13
68	Proposed	1850 North Cherokee Avenue	Condominium	39 DU	[9]	227	3	14	17	13	7	20
			Less Apartments	(19) DU	[5]	(126)	(2)	(8)	(10)	(8)	(4)	(12)
69	Proposed	6400 Sunset Boulevard	Apartment	232 DU	[1]	214	18	88	106	69	1	70
			Restaurant	7,000 GSF								
70	Proposed	6430-6440 West Hollywood Boulevard	Apartments	260 DU	[1]	1,625	23	98	121	99	44	143
			General Office	3,580 GSF								
			Retail	11,020 GLSF								
			Restaurant	3,200 GSF								
71	Proposed	Modera Argyle 1546 North Argyle Avenue	Apartments	276 DU	[1]	2,013	43	127	170	128	51	179
			Retail	9,000 GLSF								
			Restaurant	15,000 GSF								
72	Proposed	1723 North Wilcox Avenue	Apartments	68 DU	[1]	537	16	28	44	29	18	47
			Retail	3,700 GLSF								
73	Proposed	1111 North Kenmore Avenue	Apartments	21 DU	[7]	140	2	9	11	8	5	13
74	Proposed	Hollywood Production Center 1149 North Gower Street	Apartments	57 DU	[1]	735	6	23	29	23	12	35
75	Proposed	5717 West Carlton Way	Apartments	20 DU	[7]	133	2	8	10	8	4	12
76	Proposed	1370 North Saint Andrews Place	General Office	66,680 GSF	[1]	3,142	173	112	285	138	124	262
			Restaurant	35,000 GSF								
77	Proposed	TVC Expansion 6300 Romaine Street	General Office	114,725 GSF	[1]	1,596	199	27	226	20	17	37
			Fitness Club	40,927 GSF								
			Dance Studio	38,072 GLSF								
78	Proposed	4760 West Melrose Avenue	Apartments	33 DU	[7]	219	3	14	17	13	7	20
			Retail	834 GLSF	[8]	36	1	0	1	1	2	3
79	Proposed	6140 Hollywood Boulevard	Hotel	102 DU	[1]	1,782	76	62	138	78	58	136
			Condominium	27 DU								
			Restaurant	11,460 GSF								
80	Under Construction	1541 North Wilcox Avenue	Hotel	200 DU	[1]	3,359	103	80	183	147	114	261
			Restaurant	9,000 GSF								
81	Approved	Academy Square 1341 Vine Street	General Office	285,719 GSF	[1]	6,218	330	164	494	152	220	372
			Apartments	200 DU								
			Restaurants	16,135 GSF								
82	Proposed	1759 North Gower Street	Apartments	31 DU	[7]	206	3	13	16	12	7	19
83	Proposed	747 North Western Avenue	Apartments	44 DU	[1]	622	8	21	29	32	24	56
			Retail	7,700 GLSF								

Table 6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
84	Proposed	257 South Mariposa Avenue	Apartments Retail	122 DU 4,630 GLSF	[1]	772	10	41	51	44	25	69
85	Proposed	Omni Group Mixed-Use Development 1360 North Vine Street	Condominium Supermarket Retail Restaurant	429 DU 55,000 GSF 5,000 GLSF 8,988 GSF	[1]	3,768	57	157	214	202	140	342
TOTAL						**146,333**	**4,769**	**4,934**	**9,703**	**6,810**	**6,260**	**13,070**

[1] City of Los Angeles Department of Transportation (LADOT) and Planning except as noted below. The peak hour traffic volumes were forecast based on trip data provided by LADOT and by applying trip rates as provided in the ITE "Trip Generation Manual", 9th Edition, 2012. For those related projects that LADOT provided trip data, the peak hour directional distribution data provided in the ITE "Trip Generation Manual" were utilized.
[2] Trips are one-way traffic movements, entering or leaving.
[3] Source: "Draft Traffic Impact Study Meridian Apartments Project", LLG Engineers, August 4, 2014.
[4] Source: "Draft Traffic Impact Study Santa Monica/Vermont Mixed-Use Transit-Oriented Development Project", LLG Engineers, September 15, 2014.
[5] Source: "Ivar Gardens Hotel Project", prepared by LLG Engineers, August 4, 2014.
[6] Source: "Las Palmas Apartments Project", technical memorandum, prepared by LLG Engineers, May 4, 2017.
[7] ITE Land Use Code 220 (Apartment) trip generation average rates.
[8] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
[9] ITE Land Use Code 230 (Residential Condo./Townhouse) trip generation average rates.
[10] Source: "Hollywood Cherokee Apartments Transportation Study", prepared by Gibson Transportation Consulting Inc., March 2013, and "Traffic Study Addendum for the Hollywood Cherokee Apartments", memorandum from Brian Hartshorn to Stephanie Eyestone-Jones and Heidi Mekkelson, June 26, 2014.

Table 9-4
FREEWAY IMPACT SCREENING ANALYSIS [1]
WEEKDAY AM AND PM PEAK HOURS
KAISER PERMANENTE LAMC MASTER PLAN

PROJECT TRIP GENERATION	MEDICAL OFFICE AM	PM
INBOUND	233	71
OUTBOUND	61	179

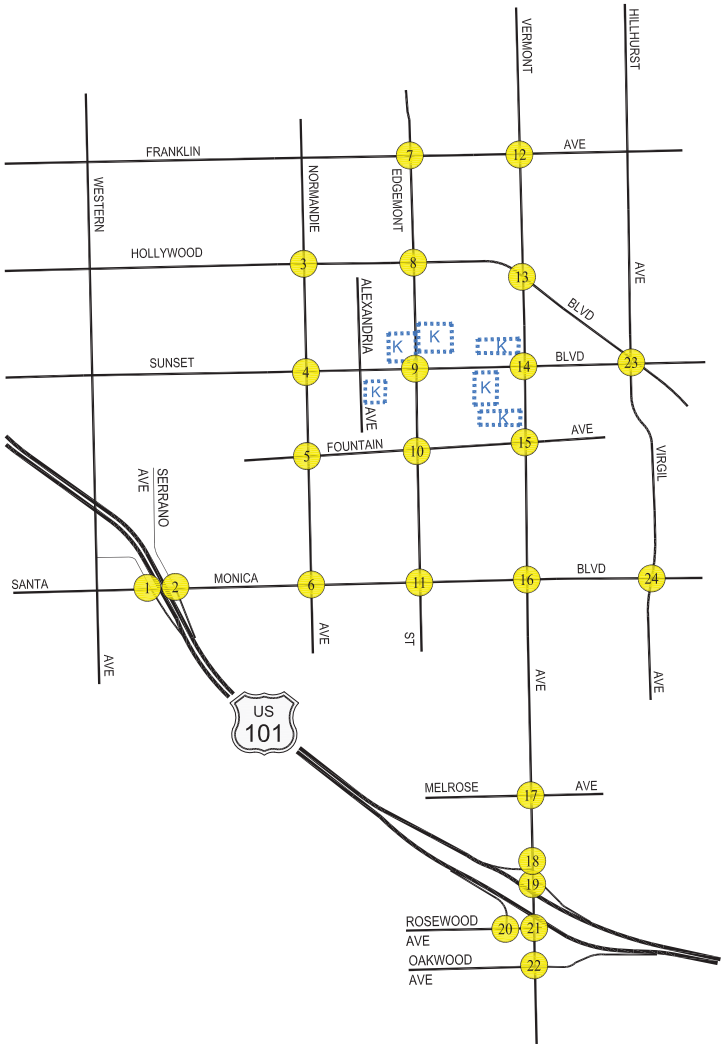
FREEWAY LOCATION	DIRECTION	DIRECTION OF PROJECT TRIPS	MEDICAL OFFICE DIST. %	TRIPS AM	TRIPS PM	NUMBER OF LANES	TOTAL CAPACITY [2]	PERCENT OF CAPACITY AM	PERCENT OF CAPACITY PM	FREEWAY ANALYSIS REQUIRED? (YES/NO) [3]
MAINLINE SEGMENT										
US-101 Freeway north of Hollywood Boulevard	Southbound Northbound	Inbound Outbound	12% 12%	28 7	9 21	4 4	8,000 8,000	0.35% 0.09%	0.11% 0.26%	No No
US-101 Freeway south of Vermont Avenue	Northbound Southbound	Inbound Outbound	10% 10%	23 6	7 18	4 4	8,000 8,000	0.29% 0.08%	0.09% 0.23%	No No
OFF-RAMP										
US-101 Freeway SB at Hollywood Boulevard	Southbound	Inbound	5%	12	4	2	1,700	0.71%	0.24%	No
US-101 Freeway SB at Van Ness Ave-Harold Way	Southbound	Inbound	7%	16	5	2	1,700	0.94%	0.29%	No
US-101 Freeway NB at Wilton Place	Northbound	Inbound	4%	9	3	2	1,700	0.53%	0.18%	No
US-101 Freeway NB at Santa Monica Boulevard	Northbound	Inbound	2%	5	1	2	1,700	0.29%	0.06%	No
US-101 Freeway NB at Vermont Avenue	Northbound	Inbound	5%	12	4	3	2,550	0.47%	0.16%	No
US-101 Freeway SB at Rosewood Avenue	Southbound	Inbound	1%	2	1	1	850	0.24%	0.12%	No

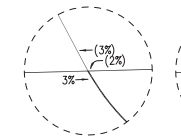
[1] Pursuant to the *Transportation Impact Study Guidelines* , City of Los Angeles Department of Transportation, December 2016, and per *Agreement Between City of Los Angeles and Caltrans District 7 on Freeway Impact Analysis Procedures* , October 2, 2013, and First Amendment December 15, 2015.

[2] Total Capacity derived from the assumed free-flow capacities shown below: (in vehicles per hour per lane)

Facility	Capacity
Mainline Segment	2,000 vphpl
Off-Ramp	850 vphpl

[3] Freeway impact analysis is required if the project would result in an increase of ≥2% of capacity for facilities operating at LOS D, or in an increase of ≥1% of capacity for facilities operating at LOS E/F. For a more conservative screening analysis, all facilities are assumed to be operating at LOS E or F.





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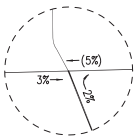
Santa Monica Blvd



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Santa Monica Blvd-
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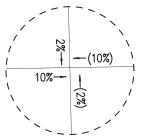

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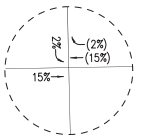

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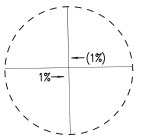

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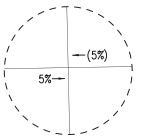

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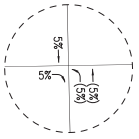

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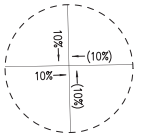

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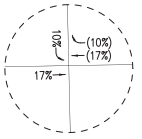

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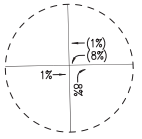

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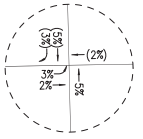

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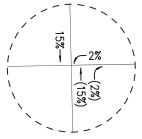

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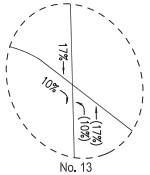

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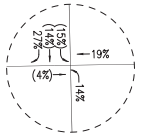

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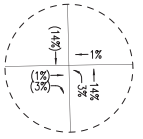

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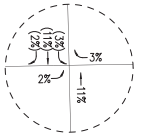

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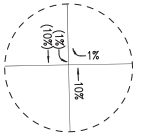

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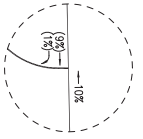

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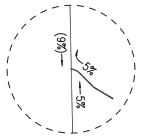

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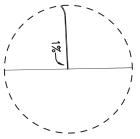

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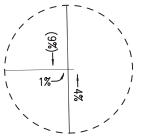

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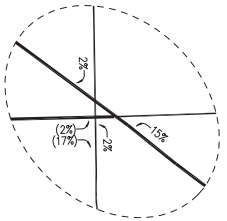
Rosewood Ave

No. 22
Vermont Ave/
Oakwood Ave-US-101 Fwy SB
On-Ramp



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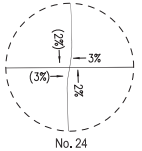
Sunset Blvd-Sunset Dr/Hollywood Blvd



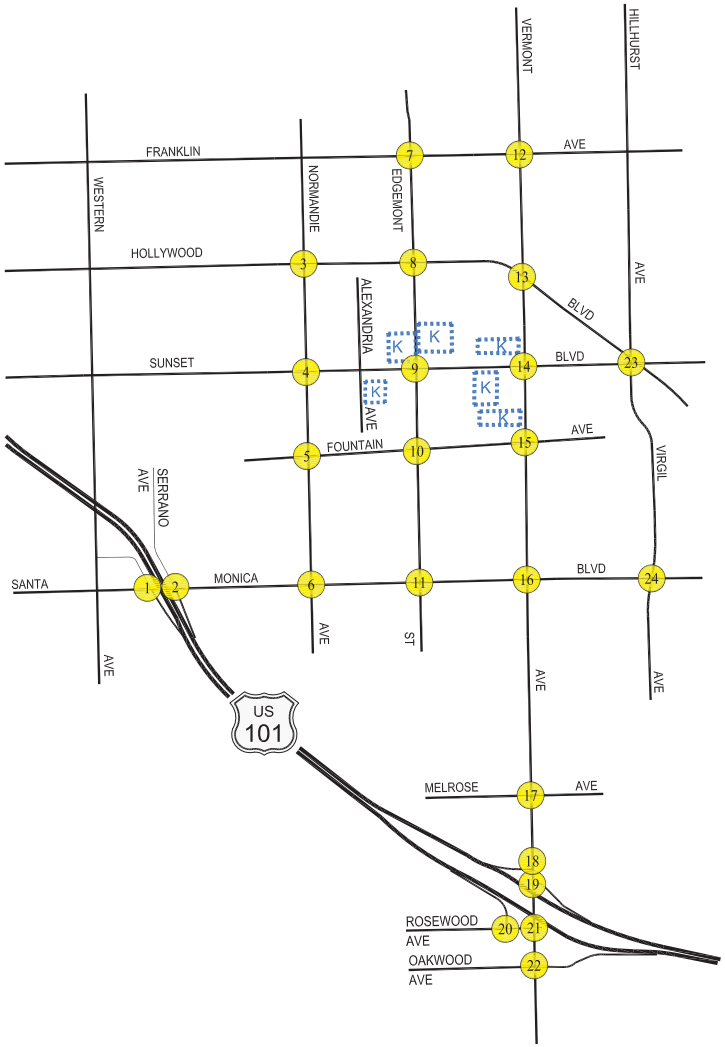
No. 24
Virgil Ave/
Santa Monica Blvd

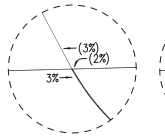
NOT TO SCALE

KAISER PROJECT AREA
XX = INBOUND PERCENTAGE
(XX) = OUTBOUND PERCENTAGE

LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX FIGURE C-1
PROJECT TRIP DISTRIBUTION
4760 SUNSET BOULEVARD
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT





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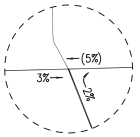
Santa Monica Blvd



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Santa Monica Blvd-
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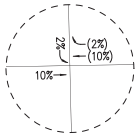

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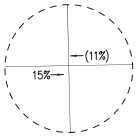
Hollywood Blvd



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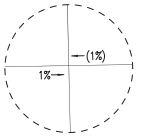

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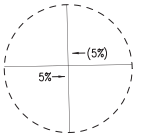

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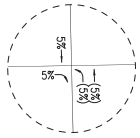

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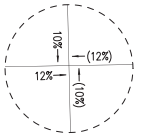

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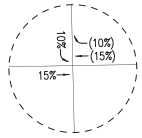

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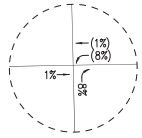

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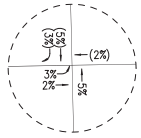

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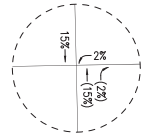

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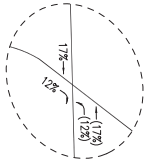

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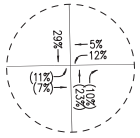

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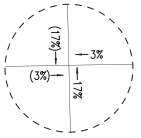

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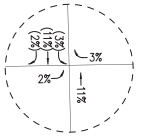

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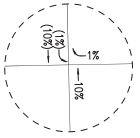

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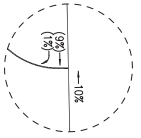

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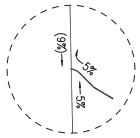

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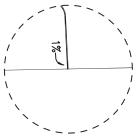
US-101 Fwy NB-Off Ramp



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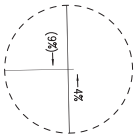
Rosewood Ave



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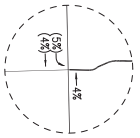

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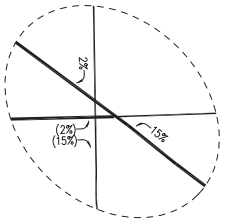
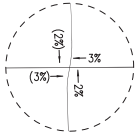
Vermont Ave/
Oakwood Ave-US-101 Fwy SB
On-Ramp



No. 23
Hillhurst Ave-Virgil Ave/
Sunset Blvd-Sunset Dr/Hollywood Blvd



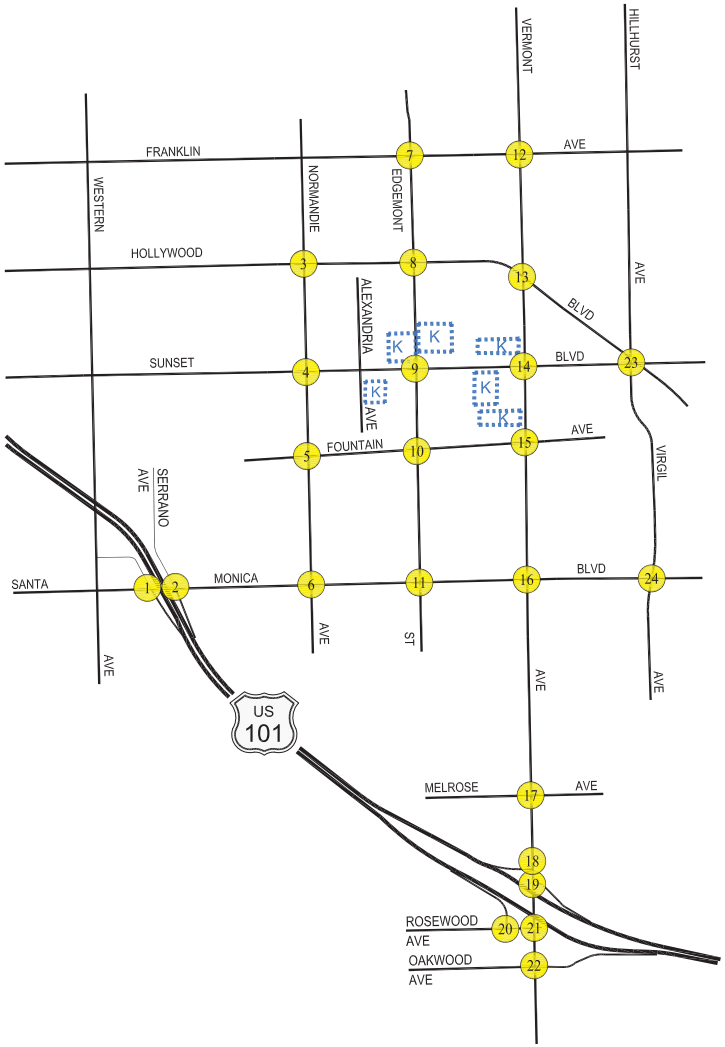
No. 24
Virgil Ave/
Santa Monica Blvd

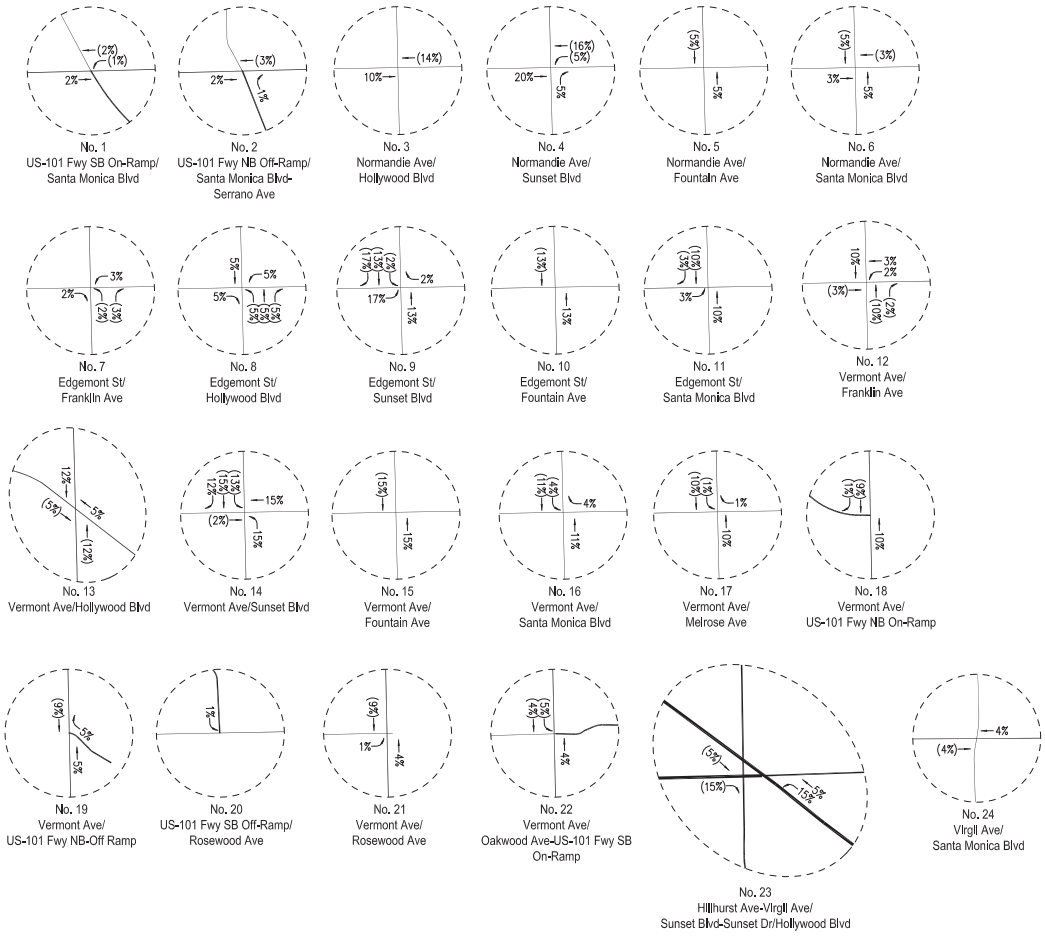
NOT TO SCALE

KAISER PROJECT AREA
XX = INBOUND PERCENTAGE
(XX) = OUTBOUND PERCENTAGE

LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX FIGURE C-2
PROJECT TRIP DISTRIBUTION
1345 VERMONT AVENUE
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT





N

NOT TO SCALE

K KAISER PROJECT AREA

XX = INBOUND PERCENTAGE

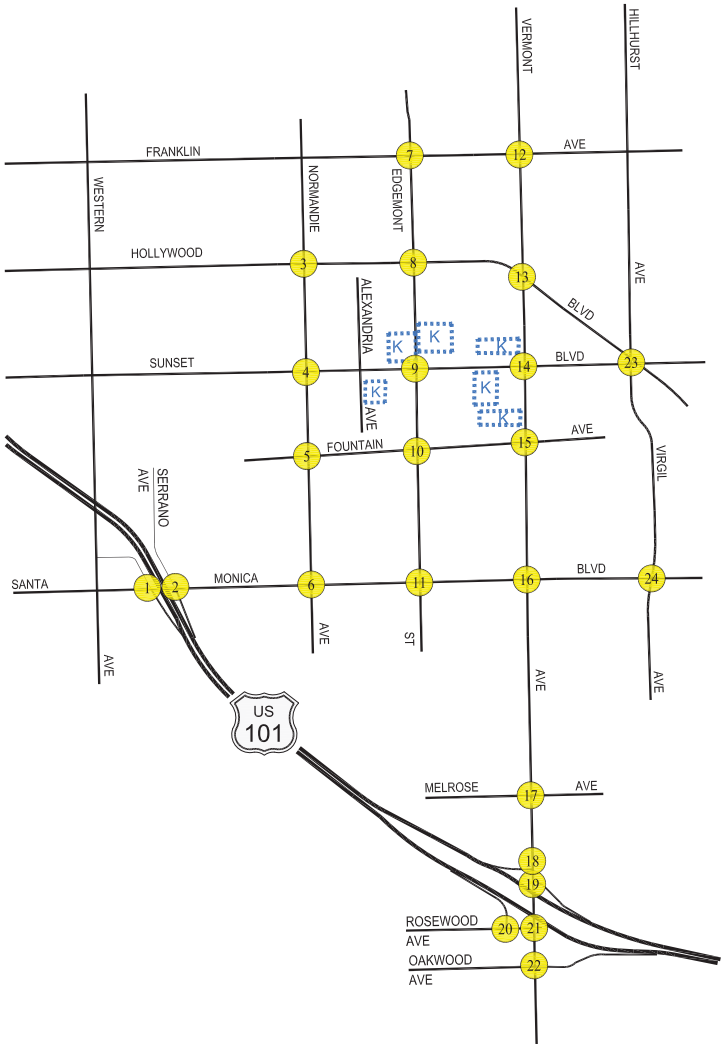
(XX) = OUTBOUND PERCENTAGE

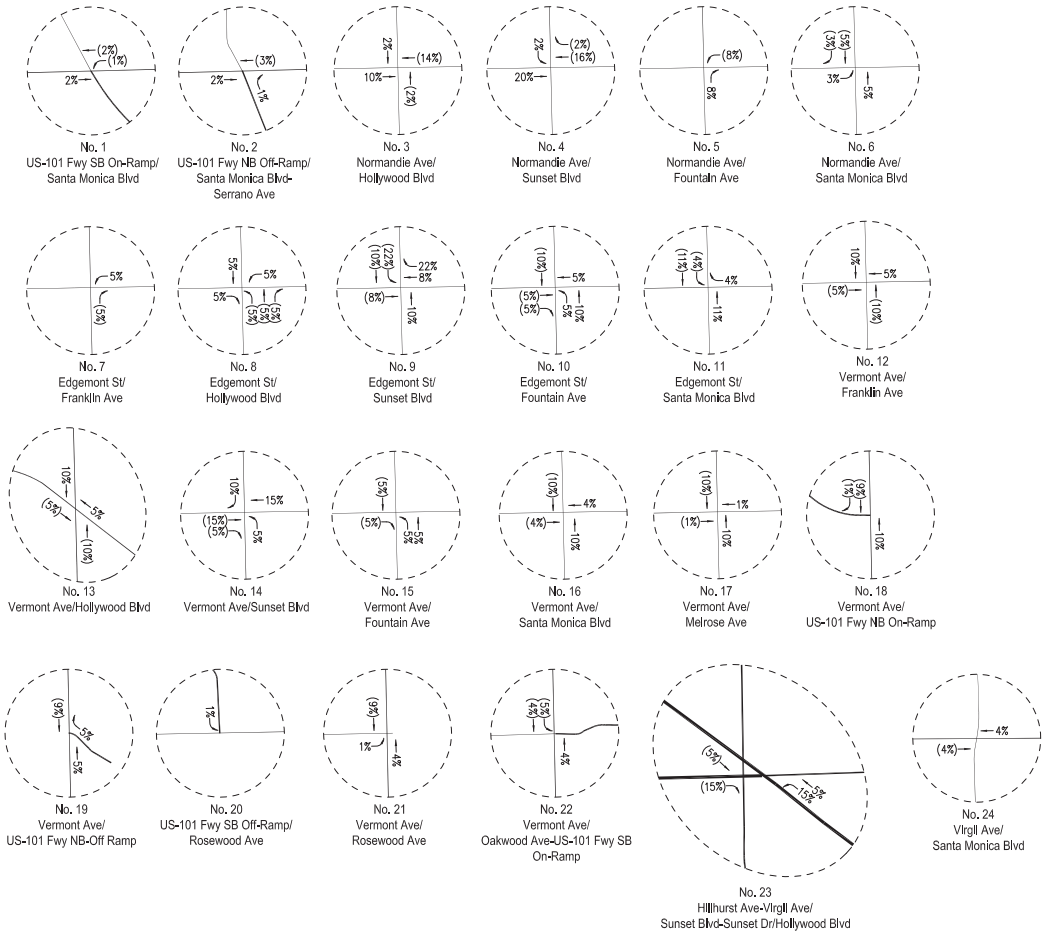
LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX FIGURE C-3
PROJECT TRIP DISTRIBUTION

1526 EDGEMONT STREET

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT





N

NOT TO SCALE

K KAISER PROJECT AREA

XX = INBOUND PERCENTAGE

(XX) = OUTBOUND PERCENTAGE

LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX FIGURE C-4
PROJECT TRIP DISTRIBUTION

1505 EDGEMONT STREET

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

APPENDIX B

TRAFFIC COUNT DATA

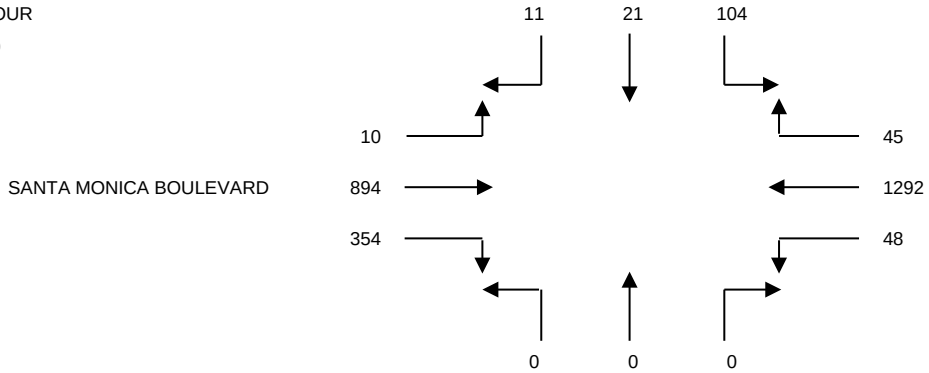
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES
DATE: THURSDAY, FEBRUARY 9, 2017
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S US 101 SB ON RAMP / OXFORD AVENUE
E/W SANTA MONICA BOULEVARD
FILE NUMBER: 1-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	4	6	6	12	267	10	0	0	0	83	153	2
0715-0730	3	5	8	12	300	13	0	0	0	103	198	0
0730-0745	3	7	16	16	305	13	0	0	0	99	218	3
0745-0800	2	6	20	11	286	15	0	0	0	87	220	1
0800-0815	2	8	28	10	303	10	0	0	0	87	243	4
0815-0830	3	3	30	14	301	14	0	0	0	82	217	2
0830-0845	3	7	26	13	355	11	0	0	0	100	234	1
0845-0900	3	3	20	8	333	13	0	0	0	85	200	3
0900-0915	7	3	18	11	347	9	0	0	0	97	191	1
0915-0930	2	7	12	7	340	13	0	0	0	94	185	2
0930-0945	7	8	15	11	313	10	0	0	0	101	155	2
0945-1000	3	10	19	11	305	15	0	0	0	101	152	5

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	12	24	50	51	1158	51	0	0	0	372	789	6	2513
0715-0815	10	26	72	49	1194	51	0	0	0	376	879	8	2665
0730-0830	10	24	94	51	1195	52	0	0	0	355	898	10	2689
0745-0845	10	24	104	48	1245	50	0	0	0	356	914	8	2759
0800-0900	11	21	104	45	1292	48	0	0	0	354	894	10	2779
0815-0915	16	16	94	46	1336	47	0	0	0	364	842	7	2768
0830-0930	15	20	76	39	1375	46	0	0	0	376	810	7	2764
0845-0945	19	21	65	37	1333	45	0	0	0	377	731	8	2636
0900-1000	19	28	64	40	1305	47	0	0	0	393	683	10	2589

A.M. PEAK HOUR
0800-0900



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

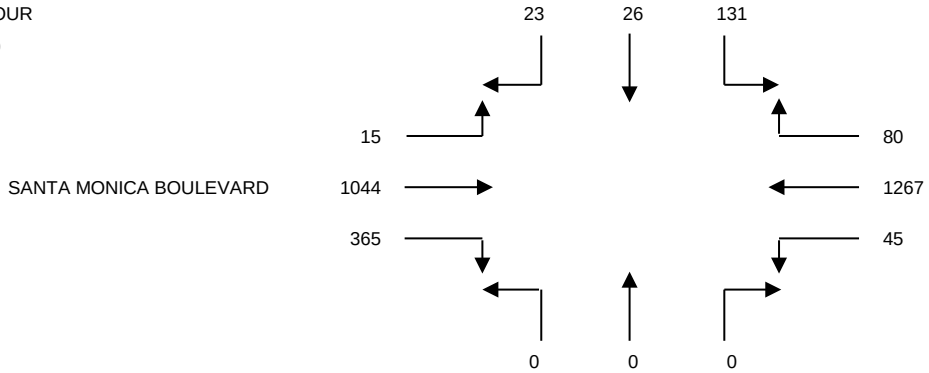
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES
DATE: THURSDAY, FEBRUARY 9, 2017
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S US 101 SB ON RAMP / OXFORD AVENUE
E/W SANTA MONICA BOULEVARD
FILE NUMBER: 1-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	5	7	23	16	326	8	0	0	0	64	218	3
0315-0330	5	11	26	17	359	8	0	0	0	69	207	4
0330-0345	4	6	28	21	312	7	0	0	0	99	240	4
0345-0400	4	8	38	20	321	12	0	0	0	91	257	2
0400-0415	7	5	35	22	301	14	0	0	0	96	264	5
0415-0430	8	7	30	17	333	12	0	0	0	79	283	4
0430-0445	6	4	26	15	280	10	0	0	0	72	231	3
0445-0500	11	4	28	20	310	10	0	0	0	60	293	5
0500-0515	5	8	36	20	304	8	0	0	0	84	235	2
0515-0530	5	4	30	22	300	5	0	0	0	61	246	3
0530-0545	3	7	43	17	307	3	0	0	0	76	276	2
0545-0600	3	3	28	18	288	5	0	0	0	50	227	4

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	18	32	115	74	1318	35	0	0	0	323	922	13	2850
0315-0415	20	30	127	80	1293	41	0	0	0	355	968	15	2929
0330-0430	23	26	131	80	1267	45	0	0	0	365	1044	15	2996
0345-0445	25	24	129	74	1235	48	0	0	0	338	1035	14	2922
0400-0500	32	20	119	74	1224	46	0	0	0	307	1071	17	2910
0415-0515	30	23	120	72	1227	40	0	0	0	295	1042	14	2863
0430-0530	27	20	120	77	1194	33	0	0	0	277	1005	13	2766
0445-0545	24	23	137	79	1221	26	0	0	0	281	1050	12	2853
0500-0600	16	22	137	77	1199	21	0	0	0	271	984	11	2738

P.M. PEAK HOUR
0330-0430



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

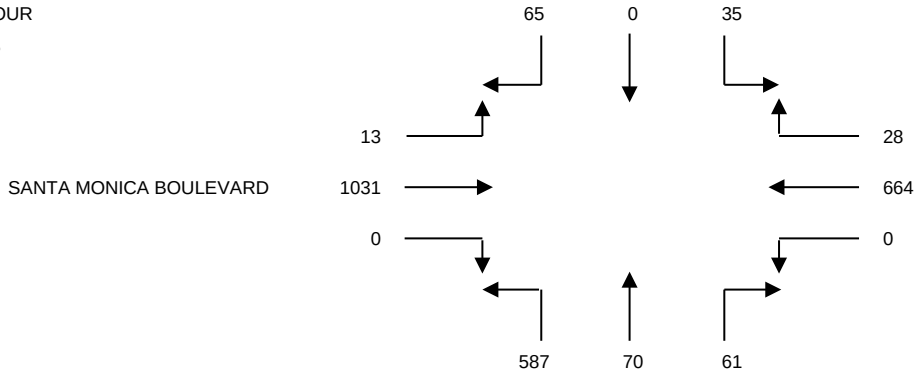
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES
DATE: THURSDAY, FEBRUARY 9, 2017
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S US 101 NB OFF RAMP / SERRANO AVENUE
E/W SANTA MONICA BOULEVARD
FILE NUMBER: 2-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	12	0	2	4	130	0	10	12	165	0	125	0
0715-0730	19	0	5	3	151	0	12	19	161	0	214	0
0730-0745	12	0	4	7	129	0	18	20	138	0	207	4
0745-0800	15	0	8	6	149	0	19	29	158	0	276	3
0800-0815	19	0	10	10	183	0	17	19	138	0	280	5
0815-0830	13	0	7	6	167	0	10	11	154	0	231	3
0830-0845	18	0	10	6	165	0	15	11	137	0	244	2
0845-0900	13	0	11	10	196	0	16	12	149	0	210	2
0900-0915	19	0	9	7	223	0	18	12	154	0	216	3
0915-0930	26	0	8	3	185	0	14	11	162	0	189	5
0930-0945	21	0	6	4	161	0	12	8	130	0	153	4
0945-1000	13	0	4	5	194	0	8	5	127	0	148	7

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	58	0	19	20	559	0	59	80	622	0	822	7	2246
0715-0815	65	0	27	26	612	0	66	87	595	0	977	12	2467
0730-0830	59	0	29	29	628	0	64	79	588	0	994	15	2485
0745-0845	65	0	35	28	664	0	61	70	587	0	1031	13	2554
0800-0900	63	0	38	32	711	0	58	53	578	0	965	12	2510
0815-0915	63	0	37	29	751	0	59	46	594	0	901	10	2490
0830-0930	76	0	38	26	769	0	63	46	602	0	859	12	2491
0845-0945	79	0	34	24	765	0	60	43	595	0	768	14	2382
0900-1000	79	0	27	19	763	0	52	36	573	0	706	19	2274

A.M. PEAK HOUR
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

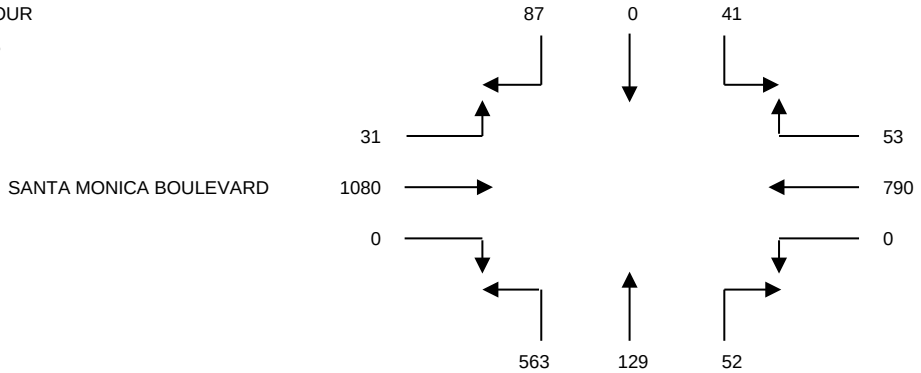
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES
DATE: THURSDAY, FEBRUARY 9, 2017
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S US 101 NB OFF RAMP / SERRANO AVENUE
E/W SANTA MONICA BOULEVARD
FILE NUMBER: 2-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	20	0	10	15	188	0	9	29	142	0	254	6
0315-0330	24	0	13	17	194	0	13	36	159	0	235	7
0330-0345	21	0	12	10	192	0	17	40	161	0	252	8
0345-0400	24	0	9	16	193	0	12	27	139	0	291	6
0400-0415	18	0	7	10	211	0	10	26	104	0	302	10
0415-0430	13	0	10	19	196	0	12	23	103	0	271	14
0430-0445	19	0	9	12	207	0	8	26	93	0	280	11
0445-0500	18	0	10	18	215	0	6	25	110	0	307	10
0500-0515	15	0	7	13	206	0	7	34	124	0	273	11
0515-0530	18	0	11	16	205	0	10	45	112	0	248	15
0530-0545	23	0	10	15	188	0	14	40	105	0	289	13
0545-0600	21	0	11	13	200	0	10	35	108	0	270	12

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	89	0	44	58	767	0	51	132	601	0	1032	27	2801
0315-0415	87	0	41	53	790	0	52	129	563	0	1080	31	2826
0330-0430	76	0	38	55	792	0	51	116	507	0	1116	38	2789
0345-0445	74	0	35	57	807	0	42	102	439	0	1144	41	2741
0400-0500	68	0	36	59	829	0	36	100	410	0	1160	45	2743
0415-0515	65	0	36	62	824	0	33	108	430	0	1131	46	2735
0430-0530	70	0	37	59	833	0	31	130	439	0	1108	47	2754
0445-0545	74	0	38	62	814	0	37	144	451	0	1117	49	2786
0500-0600	77	0	39	57	799	0	41	154	449	0	1080	51	2747

P.M. PEAK HOUR
0315-0415



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

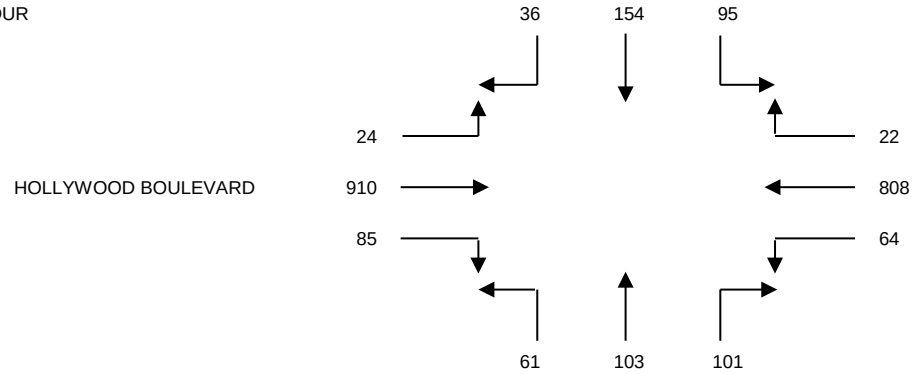
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES
DATE: THURSDAY, FEBRUARY 9, 2017
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S NORMANDIE AVENUE
E/W HOLLYWOOD BOULEVARD
FILE NUMBER: 3-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	4	15	9	2	65	8	6	6	9	9	114	0
0715-0730	5	16	10	2	98	9	11	13	10	7	130	4
0730-0745	5	22	16	1	128	10	16	18	9	11	199	3
0745-0800	4	31	26	3	187	16	22	33	13	17	239	5
0800-0815	7	39	27	5	204	16	29	20	12	20	218	6
0815-0830	14	43	20	7	231	15	25	30	17	28	235	9
0830-0845	11	41	22	7	186	17	25	20	19	20	218	4
0845-0900	7	34	25	5	174	11	22	15	15	20	177	3
0900-0915	7	30	22	3	156	18	15	23	18	17	170	5
0915-0930	11	31	15	5	166	15	16	22	16	11	125	10
0930-0945	10	37	12	6	175	18	18	26	10	13	120	6
0945-1000	11	30	11	4	158	19	11	24	14	17	131	7

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	18	84	61	8	478	43	55	70	41	44	682	12	1596
0715-0815	21	108	79	11	617	51	78	84	44	55	786	18	1952
0730-0830	30	135	89	16	750	57	92	101	51	76	891	23	2311
0745-0845	36	154	95	22	808	64	101	103	61	85	910	24	2463
0800-0900	39	157	94	24	795	59	101	85	63	88	848	22	2375
0815-0915	39	148	89	22	747	61	87	88	69	85	800	21	2256
0830-0930	36	136	84	20	682	61	78	80	68	68	690	22	2025
0845-0945	35	132	74	19	671	62	71	86	59	61	592	24	1886
0900-1000	39	128	60	18	655	70	60	95	58	58	546	28	1815

A.M. PEAK HOUR
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

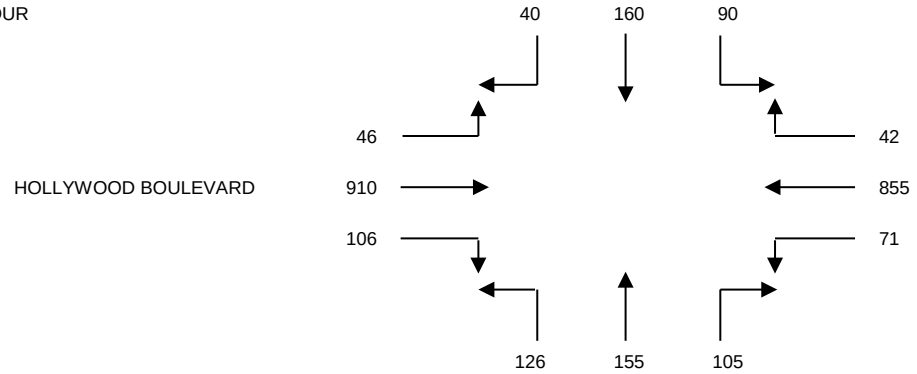
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES
DATE: THURSDAY, FEBRUARY 9, 2017
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S NORMANDIE AVENUE
E/W HOLLYWOOD BOULEVARD
FILE NUMBER: 3-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	10	36	18	10	154	8	17	21	10	20	151	4
0315-0330	10	50	21	9	213	16	22	24	12	28	199	6
0330-0345	7	35	21	11	210	16	23	27	25	21	225	8
0345-0400	8	30	15	7	199	16	24	30	28	15	202	10
0400-0415	12	30	21	11	183	16	21	43	34	18	210	16
0415-0430	10	25	25	14	225	17	20	34	36	23	251	10
0430-0445	8	34	20	10	216	11	26	20	25	20	220	9
0445-0500	7	42	28	8	212	17	22	31	39	23	222	12
0500-0515	13	44	21	12	233	19	35	39	35	33	236	10
0515-0530	10	36	20	11	201	13	21	36	28	28	236	14
0530-0545	10	38	21	11	209	22	27	49	24	22	216	10
0545-0600	6	31	25	13	180	20	35	37	17	30	231	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
0300-0400	35	151	75	37	776	56	86	102	75	84	777	28	2282
0315-0415	37	145	78	38	805	64	90	124	99	82	836	40	2438
0330-0430	37	120	82	43	817	65	88	134	123	77	888	44	2518
0345-0445	38	119	81	42	823	60	91	127	123	76	883	45	2508
0400-0500	37	131	94	43	836	61	89	128	134	84	903	47	2587
0415-0515	38	145	94	44	886	64	103	124	135	99	929	41	2702
0430-0530	38	156	89	41	862	60	104	126	127	104	914	45	2666
0445-0545	40	160	90	42	855	71	105	155	126	106	910	46	2706
0500-0600	39	149	87	47	823	74	118	161	104	113	919	45	2679

P.M. PEAK HOUR
0445-0545



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

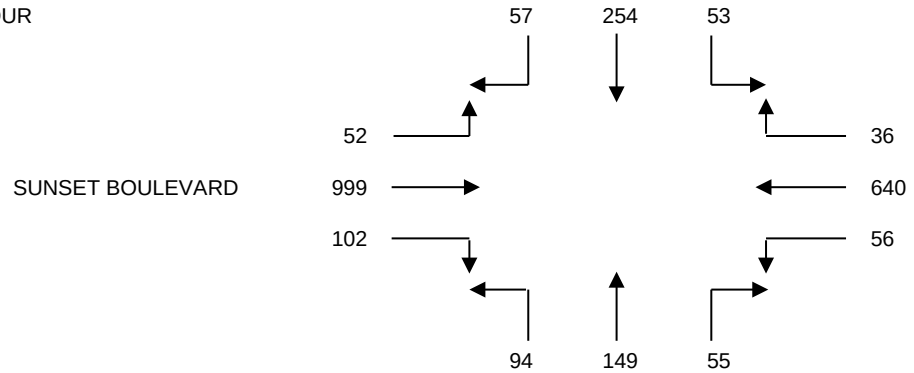
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT
DATE: TUESDAY, MAY 17, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION N/S NORMANDIE AVENUE
E/W SUNSET BOULEVARD
FILE NUMBER: 1-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	5	35	3	4	118	10	9	28	12	8	134	15
0715-0730	10	47	6	5	132	9	10	33	13	13	185	15
0730-0745	12	52	10	7	152	7	10	32	26	18	191	13
0745-0800	13	59	9	6	173	11	12	42	22	20	203	11
0800-0815	17	62	12	11	182	13	13	40	28	23	234	10
0815-0830	12	70	14	7	164	12	15	37	27	27	268	11
0830-0845	15	55	17	10	145	15	17	38	22	30	259	13
0845-0900	13	67	10	8	149	16	10	34	17	22	238	18
0900-0915	10	54	8	6	163	10	9	36	15	25	224	12
0915-0930	9	67	10	4	169	11	13	33	18	26	200	11
0930-0945	13	60	7	4	151	12	14	30	17	20	218	12
0945-1000	16	52	8	3	138	13	10	22	15	18	185	13

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	40	193	28	22	575	37	41	135	73	59	713	54	1970
0715-0815	52	220	37	29	639	40	45	147	89	74	813	49	2234
0730-0830	54	243	45	31	671	43	50	151	103	88	896	45	2420
0745-0845	57	246	52	34	664	51	57	157	99	100	964	45	2526
0800-0900	57	254	53	36	640	56	55	149	94	102	999	52	2547
0815-0915	50	246	49	31	621	53	51	145	81	104	989	54	2474
0830-0930	47	243	45	28	626	52	49	141	72	103	921	54	2381
0845-0945	45	248	35	22	632	49	46	133	67	93	880	53	2303
0900-1000	48	233	33	17	621	46	46	121	65	89	827	48	2194

A.M. PEAK HOUR
0800-0900



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
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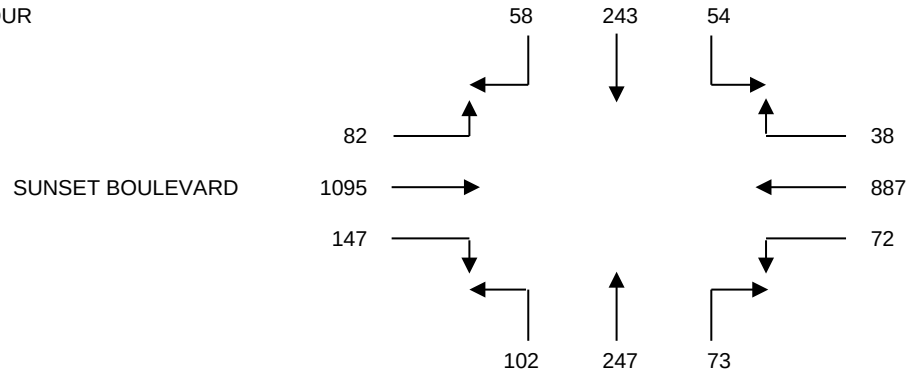
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT
DATE: TUESDAY, MAY 17, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION N/S NORMANDIE AVENUE
E/W SUNSET 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	11	53	7	5	185	15	27	37	23	30	235	15
0315-0330	15	59	10	8	214	16	30	41	18	33	245	27
0330-0345	16	62	8	11	218	20	25	42	21	32	261	21
0345-0400	21	68	11	16	231	21	28	32	22	41	257	16
0400-0415	15	72	12	15	206	15	31	52	24	30	235	21
0415-0430	14	75	8	15	207	18	27	61	30	31	251	25
0430-0445	16	60	13	18	213	15	22	55	32	37	234	20
0445-0500	13	64	12	14	220	17	24	57	31	38	241	17
0500-0515	16	52	10	12	224	16	18	68	25	40	261	21
0515-0530	18	70	15	7	219	21	21	64	23	44	275	17
0530-0545	15	57	15	8	217	22	23	60	28	31	285	22
0545-0600	9	64	14	11	227	13	11	55	26	32	274	22

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	63	242	36	40	848	72	110	152	84	136	998	79	2860
0315-0415	67	261	41	50	869	72	114	167	85	136	998	85	2945
0330-0430	66	277	39	57	862	74	111	187	97	134	1004	83	2991
0345-0445	66	275	44	64	857	69	108	200	108	139	977	82	2989
0400-0500	58	271	45	62	846	65	104	225	117	136	961	83	2973
0415-0515	59	251	43	59	864	66	91	241	118	146	987	83	3008
0430-0530	63	246	50	51	876	69	85	244	111	159	1011	75	3040
0445-0545	62	243	52	41	880	76	86	249	107	153	1062	77	3088
0500-0600	58	243	54	38	887	72	73	247	102	147	1095	82	3098

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
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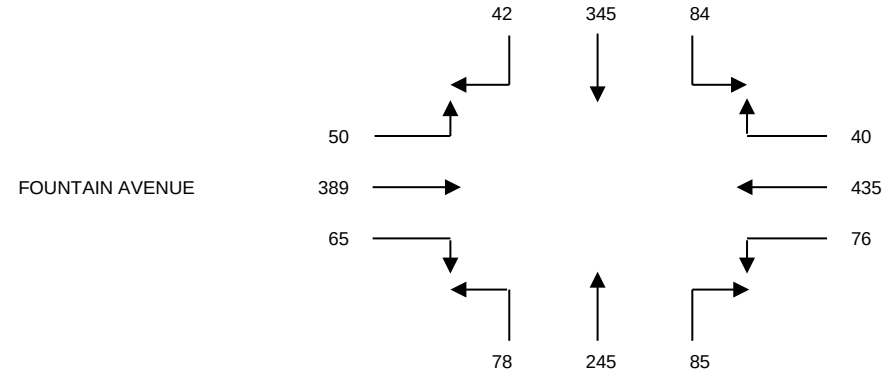
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES
DATE: THURSDAY, FEBRUARY 9, 2017
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S NORMANDIE AVENUE
E/W FOUNTAIN AVENUE
FILE NUMBER: 4-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	6	32	5	2	58	4	7	45	8	7	54	2
0715-0730	7	34	13	7	88	6	6	44	12	10	63	3
0730-0745	10	52	11	6	104	10	9	48	18	15	75	7
0745-0800	10	70	18	8	102	13	16	63	25	19	85	10
0800-0815	12	88	21	9	104	20	29	69	23	21	104	12
0815-0830	11	99	21	13	124	24	23	64	18	15	115	18
0830-0845	9	88	24	10	105	19	17	49	12	10	85	10
0845-0900	8	71	19	10	108	14	18	54	10	11	81	12
0900-0915	13	88	18	11	147	17	11	64	9	17	108	12
0915-0930	16	55	13	8	106	13	11	40	6	13	99	11
0930-0945	17	74	12	10	124	19	10	55	9	17	81	7
0945-1000	13	77	8	9	105	20	10	49	7	19	80	9

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	33	188	47	23	352	33	38	200	63	51	277	22	1327
0715-0815	39	244	63	30	398	49	60	224	78	65	327	32	1609
0730-0830	43	309	71	36	434	67	77	244	84	70	379	47	1861
0745-0845	42	345	84	40	435	76	85	245	78	65	389	50	1934
0800-0900	40	346	85	42	441	77	87	236	63	57	385	52	1911
0815-0915	41	346	82	44	484	74	69	231	49	53	389	52	1914
0830-0930	46	302	74	39	466	63	57	207	37	51	373	45	1760
0845-0945	54	288	62	39	485	63	50	213	34	58	369	42	1757
0900-1000	59	294	51	38	482	69	42	208	31	66	368	39	1747

A.M. PEAK HOUR
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
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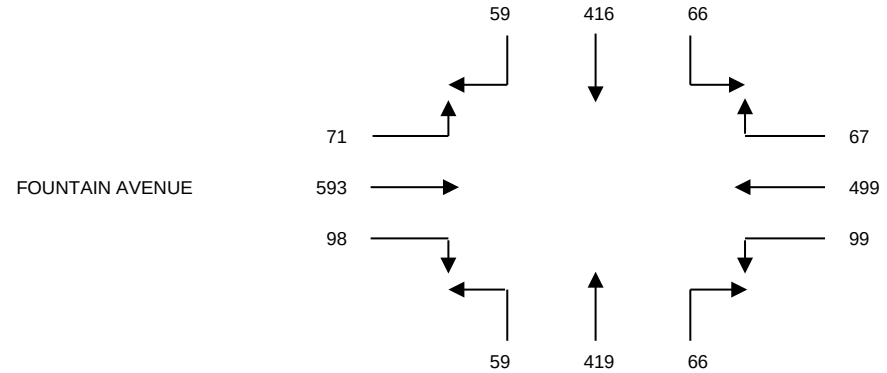
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES
DATE: THURSDAY, FEBRUARY 9, 2017
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S NORMANDIE AVENUE
E/W FOUNTAIN AVENUE
FILE NUMBER: 4-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	8	85	14	11	88	13	13	83	16	20	112	8
0315-0330	9	81	11	18	96	18	22	73	18	25	129	12
0330-0345	15	73	15	11	116	19	18	84	19	25	139	16
0345-0400	10	97	12	11	105	19	19	79	10	28	102	14
0400-0415	8	104	11	14	95	20	16	75	12	27	133	14
0415-0430	9	100	10	18	100	22	14	95	18	31	152	11
0430-0445	7	108	16	10	100	18	17	75	17	21	133	9
0445-0500	15	91	18	17	101	23	15	102	18	21	127	13
0500-0515	18	104	19	20	112	22	16	102	16	25	153	15
0515-0530	12	107	14	16	144	30	11	105	17	25	158	20
0530-0545	15	100	17	19	130	24	20	104	15	19	146	20
0545-0600	14	105	16	12	113	23	19	108	11	29	136	16

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	42	336	52	51	405	69	72	319	63	98	482	50	2039
0315-0415	42	355	49	54	412	76	75	311	59	105	503	56	2097
0330-0430	42	374	48	54	416	80	67	333	59	111	526	55	2165
0345-0445	34	409	49	53	400	79	66	324	57	107	520	48	2146
0400-0500	39	403	55	59	396	83	62	347	65	100	545	47	2201
0415-0515	49	403	63	65	413	85	62	374	69	98	565	48	2294
0430-0530	52	410	67	63	457	93	59	384	68	92	571	57	2373
0445-0545	60	402	68	72	487	99	62	413	66	90	584	68	2471
0500-0600	59	416	66	67	499	99	66	419	59	98	593	71	2512

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
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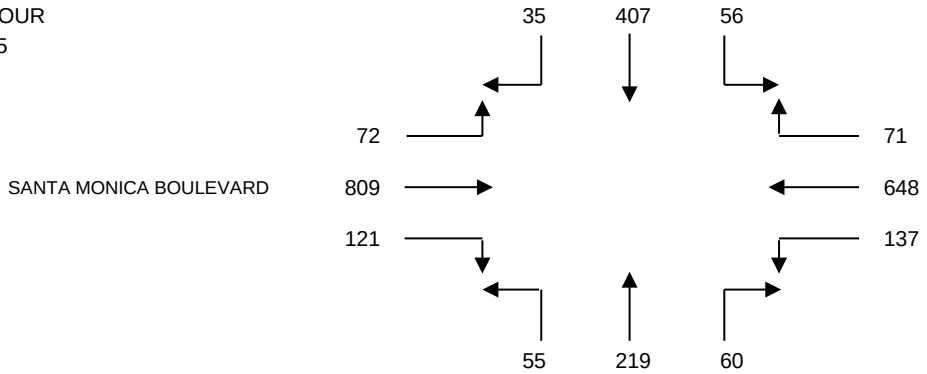
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT
DATE: TUESDAY, MAY 17, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION N/S NORMANDIE AVENUE
E/W SANTA MONICA BOULEVARD
FILE NUMBER: 2-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	3	52	6	6	138	32	20	39	15	21	105	6
0715-0730	5	71	10	10	162	41	21	43	14	17	144	11
0730-0745	8	71	10	17	142	35	19	51	16	22	174	13
0745-0800	8	107	12	23	153	28	14	70	15	29	197	19
0800-0815	12	115	11	19	167	37	13	50	15	28	209	20
0815-0830	9	110	17	16	159	35	19	48	15	38	200	19
0830-0845	6	75	16	13	169	37	14	51	10	26	203	14
0845-0900	6	80	14	10	157	34	9	40	8	25	204	13
0900-0915	7	87	11	6	119	46	12	41	5	16	172	11
0915-0930	6	90	9	11	148	46	11	41	8	23	159	16
0930-0945	9	75	8	15	126	34	16	39	7	25	147	10
0945-1000	8	68	5	11	149	42	14	40	7	25	144	6

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	24	301	38	56	595	136	74	203	60	89	620	49	2245
0715-0815	33	364	43	69	624	141	67	214	60	96	724	63	2498
0730-0830	37	403	50	75	621	135	65	219	61	117	780	71	2634
0745-0845	35	407	56	71	648	137	60	219	55	121	809	72	2690
0800-0900	33	380	58	58	652	143	55	189	48	117	816	66	2615
0815-0915	28	352	58	45	604	152	54	180	38	105	779	57	2452
0830-0930	25	332	50	40	593	163	46	173	31	90	738	54	2335
0845-0945	28	332	42	42	550	160	48	161	28	89	682	50	2212
0900-1000	30	320	33	43	542	168	53	161	27	89	622	43	2131

A.M. PEAK HOUR
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
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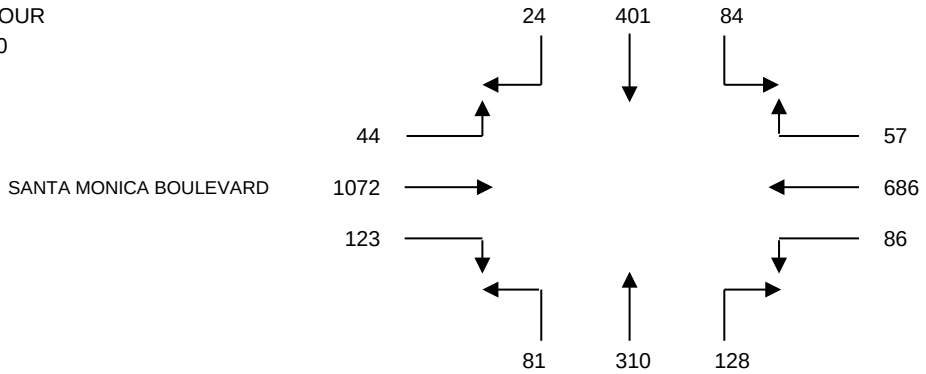
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT
DATE: TUESDAY, MAY 17, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION N/S NORMANDIE AVENUE
E/W SANTA MONICA BOULEVARD
FILE NUMBER: 2-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	7	99	14	15	133	14	15	68	22	18	206	15
0315-0330	15	100	14	19	159	8	14	58	11	22	197	13
0330-0345	11	118	15	14	154	21	15	72	8	37	227	11
0345-0400	4	125	21	12	141	24	19	58	15	31	234	21
0400-0415	4	101	25	23	161	14	22	63	21	27	239	12
0415-0430	13	107	10	17	158	24	28	70	8	31	240	15
0430-0445	8	111	19	15	132	21	40	85	15	20	233	16
0445-0500	4	113	17	19	175	17	27	83	15	32	227	14
0500-0515	5	99	22	13	162	19	32	85	26	35	269	11
0515-0530	4	106	22	11	193	20	27	72	25	26	276	11
0530-0545	9	90	20	21	181	23	32	77	17	27	248	9
0545-0600	6	106	20	12	150	24	37	76	13	35	279	13

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	37	442	64	60	587	67	63	256	56	108	864	60	2664
0315-0415	34	444	75	68	615	67	70	251	55	117	897	57	2750
0330-0430	32	451	71	66	614	83	84	263	52	126	940	59	2841
0345-0445	29	444	75	67	592	83	109	276	59	109	946	64	2853
0400-0500	29	432	71	74	626	76	117	301	59	110	939	57	2891
0415-0515	30	430	68	64	627	81	127	323	64	118	969	56	2957
0430-0530	21	429	80	58	662	77	126	325	81	113	1005	52	3029
0445-0545	22	408	81	64	711	79	118	317	83	120	1020	45	3068
0500-0600	24	401	84	57	686	86	128	310	81	123	1072	44	3096

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
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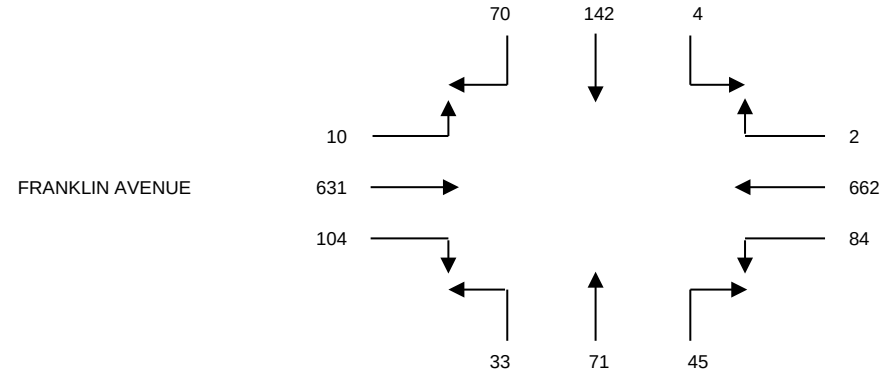
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES
DATE: THURSDAY, FEBRUARY 9, 2017
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S EDGEMONT STREET
E/W FRANKLIN AVENUE
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	5	19	0	1	90	7	6	6	5	7	56	0
0715-0730	6	14	1	0	87	12	7	8	4	13	69	2
0730-0745	10	25	2	0	125	21	11	14	5	14	106	0
0745-0800	15	30	0	0	169	21	13	15	6	20	156	2
0800-0815	20	48	0	2	181	20	10	19	8	26	174	3
0815-0830	21	38	2	0	170	21	10	18	8	30	139	3
0830-0845	14	26	2	0	142	22	12	19	11	28	162	2
0845-0900	13	22	2	1	133	18	19	17	7	27	143	3
0900-0915	12	23	0	3	191	12	12	10	10	21	133	6
0915-0930	14	29	3	2	174	10	9	16	11	18	153	5
0930-0945	10	20	2	0	139	12	6	14	9	14	139	4
0945-1000	7	28	1	1	126	9	8	8	6	15	136	2

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	36	88	3	1	471	61	37	43	20	54	387	4	1205
0715-0815	51	117	3	2	562	74	41	56	23	73	505	7	1514
0730-0830	66	141	4	2	645	83	44	66	27	90	575	8	1751
0745-0845	70	142	4	2	662	84	45	71	33	104	631	10	1858
0800-0900	68	134	6	3	626	81	51	73	34	111	618	11	1816
0815-0915	60	109	6	4	636	73	53	64	36	106	577	14	1738
0830-0930	53	100	7	6	640	62	52	62	39	94	591	16	1722
0845-0945	49	94	7	6	637	52	46	57	37	80	568	18	1651
0900-1000	43	100	6	6	630	43	35	48	36	68	561	17	1593

A.M. PEAK HOUR
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
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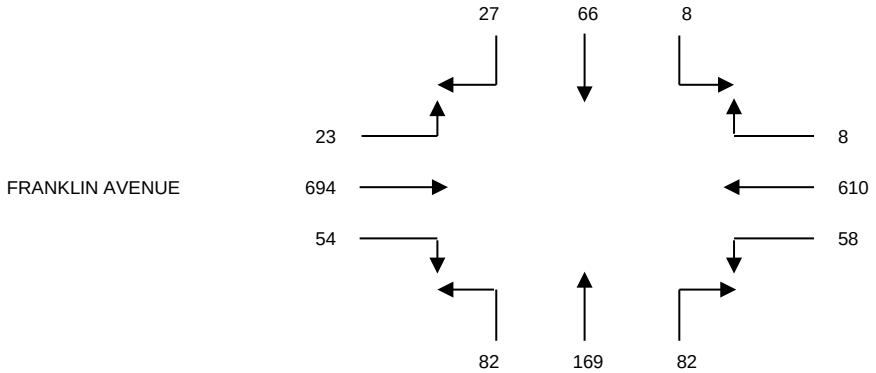
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES
DATE: THURSDAY, FEBRUARY 9, 2017
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S EDGEMONT STREET
E/W FRANKLIN AVENUE
FILE NUMBER: 5-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	9	30	2	1	134	8	12	23	10	19	176	3
0315-0330	6	39	2	3	126	14	18	30	11	19	194	3
0330-0345	5	25	2	2	131	10	10	21	11	19	153	3
0345-0400	9	21	2	3	114	12	15	35	9	16	186	5
0400-0415	7	19	3	2	127	11	17	35	14	11	175	5
0415-0430	5	15	1	2	142	9	15	41	18	11	197	3
0430-0445	8	11	2	2	150	10	18	36	21	10	179	2
0445-0500	6	15	1	4	147	12	22	37	20	18	170	4
0500-0515	5	18	1	2	144	19	20	44	20	10	178	5
0515-0530	6	16	2	1	158	11	21	41	21	16	166	5
0530-0545	10	17	4	1	161	16	19	47	21	10	180	9
0545-0600	5	10	2	0	131	10	13	31	24	8	161	11

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	29	115	8	9	505	44	55	109	41	73	709	14	1711
0315-0415	27	104	9	10	498	47	60	121	45	65	708	16	1710
0330-0430	26	80	8	9	514	42	57	132	52	57	711	16	1704
0345-0445	29	66	8	9	533	42	65	147	62	48	737	15	1761
0400-0500	26	60	7	10	566	42	72	149	73	50	721	14	1790
0415-0515	24	59	5	10	583	50	75	158	79	49	724	14	1830
0430-0530	25	60	6	9	599	52	81	158	82	54	693	16	1835
0445-0545	27	66	8	8	610	58	82	169	82	54	694	23	1881
0500-0600	26	61	9	4	594	56	73	163	86	44	685	30	1831

P.M. PEAK HOUR
0445-0545



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

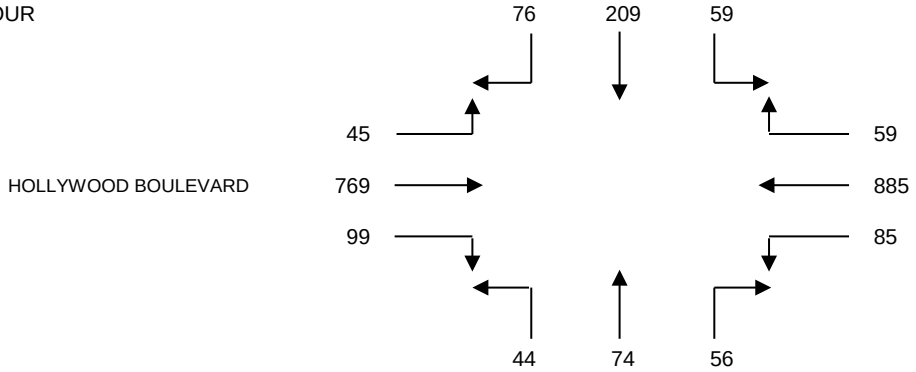
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT
DATE: TUESDAY, MAY 17, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION N/S EDGEMONT STREET
E/W HOLLYWOOD BOULEVARD
FILE NUMBER: 3-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	20	13	13	82	18	6	7	5	20	115	5
0715-0730	10	25	9	9	152	21	10	14	7	21	142	11
0730-0745	8	42	15	15	175	26	11	25	10	23	178	12
0745-0800	16	50	15	15	217	23	18	23	9	32	191	10
0800-0815	15	56	17	17	234	28	12	22	11	21	188	12
0815-0830	23	57	13	13	227	19	15	15	13	24	194	13
0830-0845	22	46	14	14	207	15	11	14	11	22	196	10
0845-0900	18	44	15	15	203	13	18	17	10	28	177	8
0900-0915	14	30	21	16	210	11	14	11	8	20	182	10
0915-0930	11	32	18	15	204	13	15	16	12	17	176	11
0930-0945	9	28	17	14	212	15	16	13	11	10	174	8
0945-1000	10	32	16	10	174	12	18	14	7	13	151	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	42	137	52	52	626	88	45	69	31	96	626	38	1902
0715-0815	49	173	56	56	778	98	51	84	37	97	699	45	2223
0730-0830	62	205	60	60	853	96	56	85	43	100	751	47	2418
0745-0845	76	209	59	59	885	85	56	74	44	99	769	45	2460
0800-0900	78	203	59	59	871	75	56	68	45	95	755	43	2407
0815-0915	77	177	63	58	847	58	58	57	42	94	749	41	2321
0830-0930	65	152	68	60	824	52	58	58	41	87	731	39	2235
0845-0945	52	134	71	60	829	52	63	57	41	75	709	37	2180
0900-1000	44	122	72	55	800	51	63	54	38	60	683	40	2082

A.M. PEAK HOUR
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

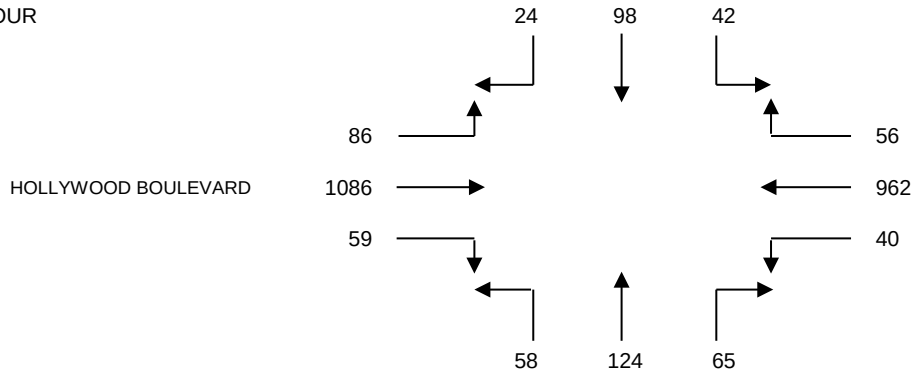
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT
DATE: TUESDAY, MAY 17, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION N/S EDGEMONT STREET
E/W HOLLYWOOD BOULEVARD
FILE NUMBER: 3-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	8	24	5	9	235	10	15	25	12	18	224	16
0315-0330	10	32	6	11	224	11	18	30	11	20	238	15
0330-0345	9	25	8	13	238	16	22	27	14	13	264	19
0345-0400	11	19	9	8	205	18	21	25	13	12	276	23
0400-0415	8	20	10	11	214	14	16	32	15	18	278	24
0415-0430	6	21	6	12	193	13	19	31	10	19	257	26
0430-0445	7	15	7	17	205	12	23	28	17	21	261	35
0445-0500	8	19	9	16	224	10	23	33	15	14	257	30
0500-0515	5	25	11	14	241	12	15	35	13	16	286	22
0515-0530	6	24	13	13	235	10	18	27	14	15	275	24
0530-0545	6	27	10	12	248	8	17	28	16	15	264	18
0545-0600	7	22	8	17	238	10	15	34	15	13	261	22

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	38	100	28	41	902	55	76	107	50	63	1002	73	2535
0315-0415	38	96	33	43	881	59	77	114	53	63	1056	81	2594
0330-0430	34	85	33	44	850	61	78	115	52	62	1075	92	2581
0345-0445	32	75	32	48	817	57	79	116	55	70	1072	108	2561
0400-0500	29	75	32	56	836	49	81	124	57	72	1053	115	2579
0415-0515	26	80	33	59	863	47	80	127	55	70	1061	113	2614
0430-0530	26	83	40	60	905	44	79	123	59	66	1079	111	2675
0445-0545	25	95	43	55	948	40	73	123	58	60	1082	94	2696
0500-0600	24	98	42	56	962	40	65	124	58	59	1086	86	2700

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

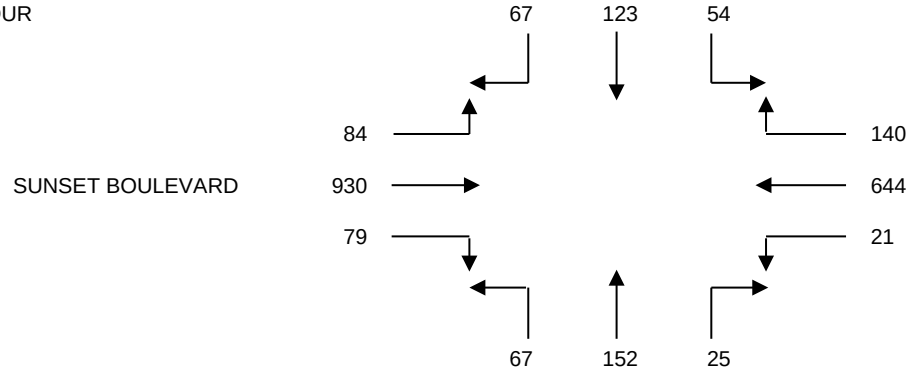
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT
DATE: TUESDAY, MAY 17, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION N/S EDGEMONT STREET
E/W SUNSET BOULEVARD
FILE NUMBER: 4-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	5	13	10	20	93	3	3	25	8	11	123	11
0715-0730	10	20	8	25	112	4	5	30	13	7	138	16
0730-0745	8	23	12	27	154	6	4	33	12	13	175	19
0745-0800	13	24	13	28	161	5	5	35	15	14	183	23
0800-0815	14	27	14	33	142	7	7	34	16	19	202	21
0815-0830	16	31	12	32	181	5	5	41	21	19	236	25
0830-0845	20	32	15	35	164	6	8	39	16	23	234	18
0845-0900	17	33	13	40	157	3	5	38	14	18	258	20
0900-0915	13	28	11	31	140	4	5	33	12	14	223	21
0915-0930	15	30	10	27	137	6	6	28	12	16	214	16
0930-0945	12	24	9	33	147	6	3	30	11	15	201	15
0945-1000	12	34	11	25	151	5	4	36	15	13	208	10

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	36	80	43	100	520	18	17	123	48	45	619	69	1718
0715-0815	45	94	47	113	569	22	21	132	56	53	698	79	1929
0730-0830	51	105	51	120	638	23	21	143	64	65	796	88	2165
0745-0845	63	114	54	128	648	23	25	149	68	75	855	87	2289
0800-0900	67	123	54	140	644	21	25	152	67	79	930	84	2386
0815-0915	66	124	51	138	642	18	23	151	63	74	951	84	2385
0830-0930	65	123	49	133	598	19	24	138	54	71	929	75	2278
0845-0945	57	115	43	131	581	19	19	129	49	63	896	72	2174
0900-1000	52	116	41	116	575	21	18	127	50	58	846	62	2082

A.M. PEAK HOUR
0800-0900



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

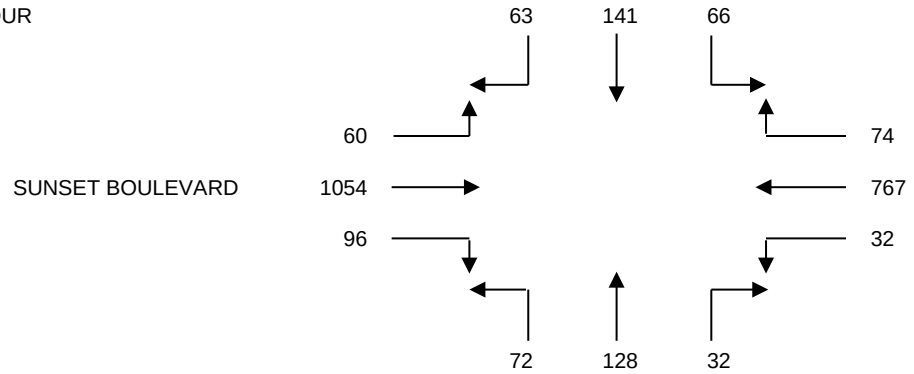
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT
DATE: TUESDAY, MAY 17, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION N/S EDGEMONT STREET
E/W SUNSET BOULEVARD
FILE NUMBER: 4-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	10	29	14	30	152	5	4	30	20	19	224	10
0315-0330	15	28	19	28	161	10	5	33	23	20	238	14
0330-0345	20	34	12	24	178	11	6	35	19	23	242	19
0345-0400	16	37	16	32	185	10	7	29	22	19	234	17
0400-0415	14	32	13	21	189	9	8	37	20	17	229	16
0415-0430	10	27	14	22	200	7	8	27	19	16	223	17
0430-0445	9	30	14	25	203	8	5	35	18	19	253	12
0445-0500	14	39	13	22	175	5	6	31	17	20	242	11
0500-0515	13	33	16	19	165	8	8	30	15	21	241	18
0515-0530	18	37	17	18	198	6	10	33	17	25	261	12
0530-0545	17	36	15	20	215	10	8	37	18	26	277	15
0545-0600	15	35	18	17	189	8	6	28	22	24	275	15

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	61	128	61	114	676	36	22	127	84	81	938	60	2388
0315-0415	65	131	60	105	713	40	26	134	84	79	943	66	2446
0330-0430	60	130	55	99	752	37	29	128	80	75	928	69	2442
0345-0445	49	126	57	100	777	34	28	128	79	71	939	62	2450
0400-0500	47	128	54	90	767	29	27	130	74	72	947	56	2421
0415-0515	46	129	57	88	743	28	27	123	69	76	959	58	2403
0430-0530	54	139	60	84	741	27	29	129	67	85	997	53	2465
0445-0545	62	145	61	79	753	29	32	131	67	92	1021	56	2528
0500-0600	63	141	66	74	767	32	32	128	72	96	1054	60	2585

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

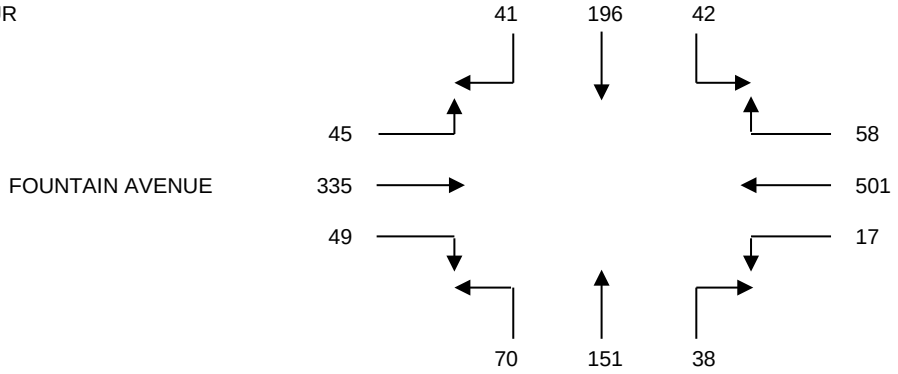
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT
DATE: TUESDAY, MAY 17, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION N/S EDGEMONT STREET
E/W FOUNTAIN AVENUE
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	6	18	7	14	93	5	10	30	11	6	62	11
0715-0730	8	20	9	18	102	6	10	34	12	7	78	9
0730-0745	10	30	9	11	124	4	11	42	18	9	98	11
0745-0800	8	41	10	13	135	5	10	46	19	13	92	10
0800-0815	7	49	13	17	125	3	11	38	20	15	83	12
0815-0830	12	49	9	13	117	5	9	33	16	10	84	13
0830-0845	14	57	10	15	124	4	8	34	15	11	76	10
0845-0900	15	43	11	19	105	6	7	49	14	15	90	11
0900-0915	13	30	12	12	117	5	10	33	15	13	85	9
0915-0930	15	28	11	13	124	4	8	23	12	10	74	10
0930-0945	16	37	13	12	110	6	12	24	13	11	83	8
0945-1000	11	33	8	16	114	8	11	33	9	11	77	12

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	32	109	35	56	454	20	41	152	60	35	330	41	1365
0715-0815	33	140	41	59	486	18	42	160	69	44	351	42	1485
0730-0830	37	169	41	54	501	17	41	159	73	47	357	46	1542
0745-0845	41	196	42	58	501	17	38	151	70	49	335	45	1543
0800-0900	48	198	43	64	471	18	35	154	65	51	333	46	1526
0815-0915	54	179	42	59	463	20	34	149	60	49	335	43	1487
0830-0930	57	158	44	59	470	19	33	139	56	49	325	40	1449
0845-0945	59	138	47	56	456	21	37	129	54	49	332	38	1416
0900-1000	55	128	44	53	465	23	41	113	49	45	319	39	1374

A.M. PEAK HOUR
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

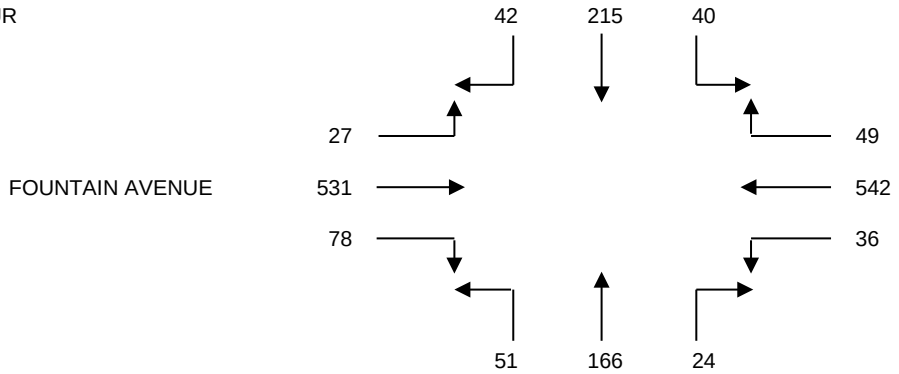
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT
DATE: TUESDAY, MAY 17, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION N/S EDGEMONT STREET
E/W FOUNTAIN AVENUE
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	15	36	13	15	107	9	13	33	14	12	111	10
0315-0330	17	42	14	12	118	10	9	48	13	13	123	9
0330-0345	13	50	11	13	132	11	8	45	10	14	130	8
0345-0400	12	44	15	14	104	12	11	38	12	17	127	7
0400-0415	11	52	12	13	124	8	11	42	11	20	125	5
0415-0430	12	53	17	15	130	9	8	49	12	21	134	9
0430-0445	10	48	10	10	122	9	7	45	15	22	121	6
0445-0500	12	49	12	11	133	8	9	30	16	23	110	7
0500-0515	11	53	7	12	125	7	6	42	10	19	152	8
0515-0530	8	54	11	13	148	10	5	45	16	18	127	6
0530-0545	11	59	10	13	136	11	4	49	9	18	142	6
0545-0600	12	45	13	10	131	8	6	46	8	15	120	5

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	57	172	53	54	461	42	41	164	49	56	491	34	1674
0315-0415	53	188	52	52	478	41	39	173	46	64	505	29	1720
0330-0430	48	199	55	55	490	40	38	174	45	72	516	29	1761
0345-0445	45	197	54	52	480	38	37	174	50	80	507	27	1741
0400-0500	45	202	51	49	509	34	35	166	54	86	490	27	1748
0415-0515	45	203	46	48	510	33	30	166	53	85	517	30	1766
0430-0530	41	204	40	46	528	34	27	162	57	82	510	27	1758
0445-0545	42	215	40	49	542	36	24	166	51	78	531	27	1801
0500-0600	42	211	41	48	540	36	21	182	43	70	541	25	1800

P.M. PEAK HOUR
0445-0545



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

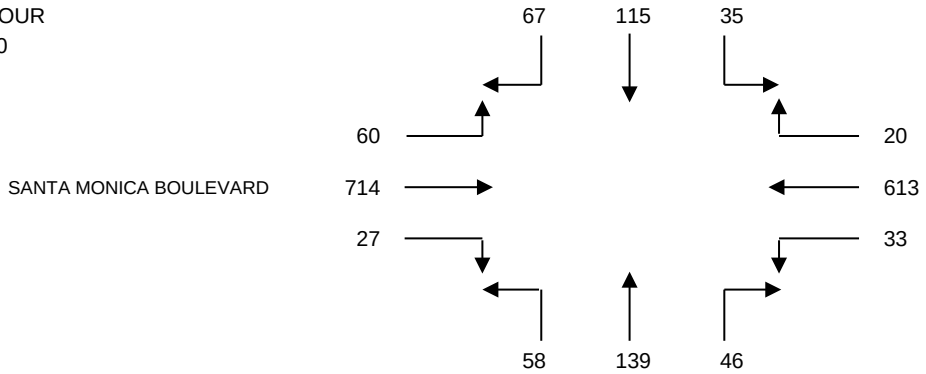
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT
DATE: TUESDAY, MAY 17, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION N/S EDGEMONT STREET
E/W SANTA MONICA BOULEVARD
FILE NUMBER: 6-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	13	17	4	12	159	2	10	16	10	2	111	11
0715-0730	13	14	6	7	138	4	10	29	12	5	127	10
0730-0745	15	20	11	5	145	5	13	31	19	9	192	16
0745-0800	21	36	6	5	163	10	13	39	14	5	177	17
0800-0815	19	29	9	6	147	11	10	39	13	7	178	16
0815-0830	12	30	9	4	158	7	10	30	12	6	167	11
0830-0845	17	25	5	6	152	4	8	28	9	7	183	19
0845-0900	10	24	5	6	158	3	9	24	9	9	177	15
0900-0915	11	23	5	8	180	2	6	24	10	12	170	11
0915-0930	13	20	3	6	167	2	8	20	6	9	139	14
0930-0945	10	22	5	7	169	4	7	19	8	8	145	13
0945-1000	8	15	4	5	155	3	6	16	8	7	140	12

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	62	87	27	29	605	21	46	115	55	21	607	54	1729
0715-0815	68	99	32	23	593	30	46	138	58	26	674	59	1846
0730-0830	67	115	35	20	613	33	46	139	58	27	714	60	1927
0745-0845	69	120	29	21	620	32	41	136	48	25	705	63	1909
0800-0900	58	108	28	22	615	25	37	121	43	29	705	61	1852
0815-0915	50	102	24	24	648	16	33	106	40	34	697	56	1830
0830-0930	51	92	18	26	657	11	31	96	34	37	669	59	1781
0845-0945	44	89	18	27	674	11	30	87	33	38	631	53	1735
0900-1000	42	80	17	26	671	11	27	79	32	36	594	50	1665

A.M. PEAK HOUR
0730-0830



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

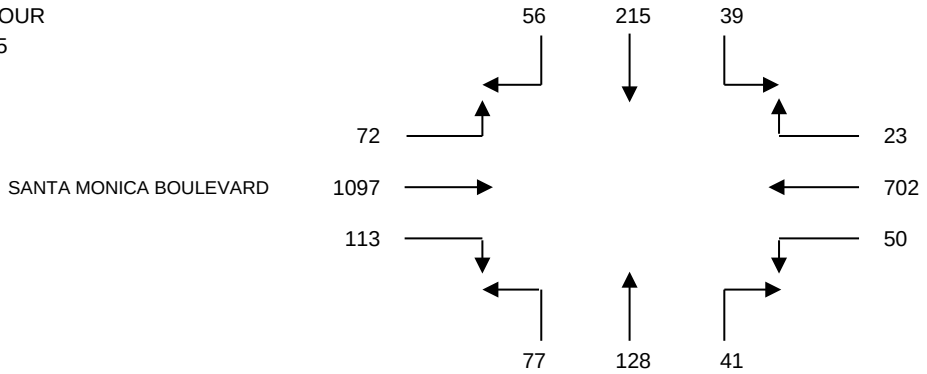
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT
DATE: TUESDAY, MAY 17, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION N/S EDGEMONT STREET
E/W SANTA MONICA BOULEVARD
FILE NUMBER: 6-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	16	41	10	8	144	10	12	35	12	17	221	13
0315-0330	19	49	8	7	138	8	14	38	13	11	223	13
0330-0345	15	44	7	12	136	11	10	34	16	20	232	10
0345-0400	11	40	7	7	144	10	8	31	11	38	236	10
0400-0415	16	51	12	5	189	13	10	30	17	26	247	13
0415-0430	10	49	10	10	156	12	16	37	19	48	266	12
0430-0445	9	55	10	7	120	7	14	36	13	30	227	17
0445-0500	12	50	11	3	157	11	11	30	20	20	254	14
0500-0515	19	60	11	8	174	8	7	35	18	22	308	18
0515-0530	12	53	10	5	211	13	11	33	19	32	283	19
0530-0545	13	52	7	7	160	18	12	30	20	39	252	21
0545-0600	6	42	10	9	146	12	13	34	16	26	220	16

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	61	174	32	34	562	39	44	138	52	86	912	46	2180
0315-0415	61	184	34	31	607	42	42	133	57	95	938	46	2270
0330-0430	52	184	36	34	625	46	44	132	63	132	981	45	2374
0345-0445	46	195	39	29	609	42	48	134	60	142	976	52	2372
0400-0500	47	205	43	25	622	43	51	133	69	124	994	56	2412
0415-0515	50	214	42	28	607	38	48	138	70	120	1055	61	2471
0430-0530	52	218	42	23	662	39	43	134	70	104	1072	68	2527
0445-0545	56	215	39	23	702	50	41	128	77	113	1097	72	2613
0500-0600	50	207	38	29	691	51	43	132	73	119	1063	74	2570

P.M. PEAK HOUR
0445-0545



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

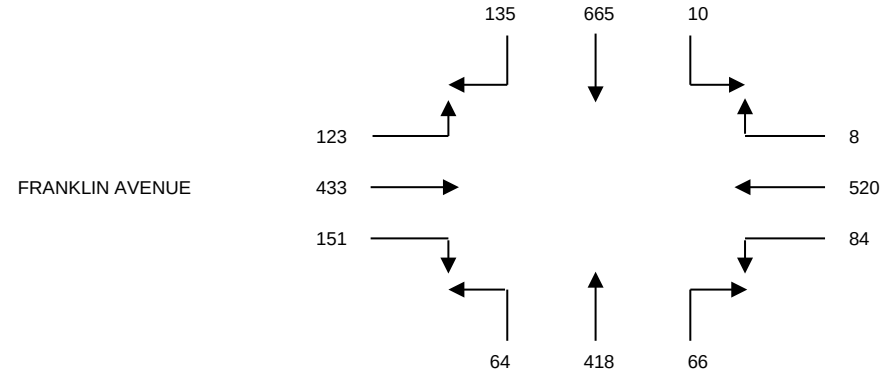
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES
DATE: THURSDAY, FEBRUARY 9, 2017
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S VERMONT AVENUE
E/W FRANKLIN AVENUE
FILE NUMBER: 6-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	17	143	5	2	56	14	14	58	2	13	45	10
0715-0730	20	150	3	3	66	14	11	63	9	14	48	17
0730-0745	37	143	3	3	138	20	18	90	13	23	77	24
0745-0800	34	138	2	3	120	26	19	96	17	28	109	34
0800-0815	28	162	2	3	124	21	18	96	14	49	113	28
0815-0830	39	191	3	1	144	22	19	117	16	42	106	36
0830-0845	34	174	3	1	132	15	10	109	17	32	105	25
0845-0900	29	141	7	2	110	17	12	122	13	30	109	20
0900-0915	39	160	3	4	140	18	10	100	15	35	115	28
0915-0930	28	150	4	6	134	19	15	83	12	34	84	24
0930-0945	23	135	6	3	127	14	12	98	10	35	88	34
0945-1000	20	115	4	7	100	8	16	98	13	30	89	30

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	108	574	13	11	380	74	62	307	41	78	279	85	2012
0715-0815	119	593	10	12	448	81	66	345	53	114	347	103	2291
0730-0830	138	634	10	10	526	89	74	399	60	142	405	122	2609
0745-0845	135	665	10	8	520	84	66	418	64	151	433	123	2677
0800-0900	130	668	15	7	510	75	59	444	60	153	433	109	2663
0815-0915	141	666	16	8	526	72	51	448	61	139	435	109	2672
0830-0930	130	625	17	13	516	69	47	414	57	131	413	97	2529
0845-0945	119	586	20	15	511	68	49	403	50	134	396	106	2457
0900-1000	110	560	17	20	501	59	53	379	50	134	376	116	2375

A.M. PEAK HOUR
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

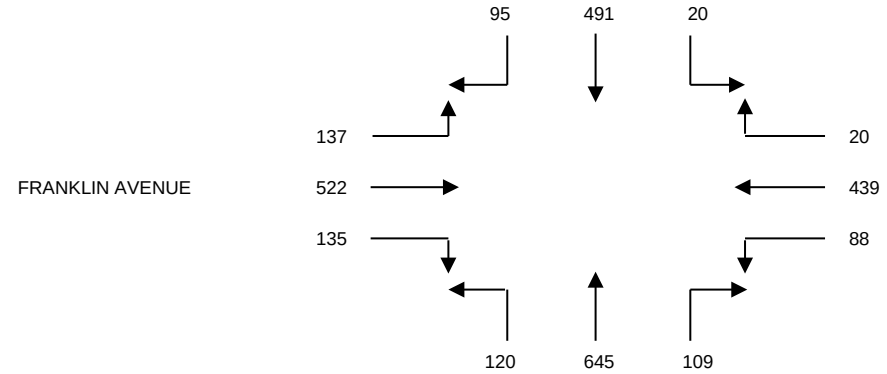
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES
DATE: THURSDAY, FEBRUARY 9, 2017
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S VERMONT AVENUE
E/W FRANKLIN AVENUE
FILE NUMBER: 6-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	17	127	7	2	86	26	22	127	25	48	116	32
0315-0330	23	131	5	3	97	29	22	122	22	51	122	35
0330-0345	33	132	7	5	98	20	21	136	30	41	124	42
0345-0400	21	114	10	8	91	19	19	180	28	31	121	35
0400-0415	20	130	6	3	94	14	22	163	30	36	124	37
0415-0430	24	124	3	5	110	21	22	187	39	30	136	30
0430-0445	21	124	5	4	114	24	28	130	25	41	134	38
0445-0500	21	127	5	5	105	22	32	148	31	35	133	39
0500-0515	29	116	7	6	110	21	27	180	25	29	119	30
0515-0530	24	124	3	7	100	17	30	174	32	32	114	25
0530-0545	34	112	6	6	103	20	29	164	38	27	137	37
0545-0600	26	110	3	3	116	28	34	163	27	32	132	40

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	94	504	29	18	372	94	84	565	105	171	483	144	2663
0315-0415	97	507	28	19	380	82	84	601	110	159	491	149	2707
0330-0430	98	500	26	21	393	74	84	666	127	138	505	144	2776
0345-0445	86	492	24	20	409	78	91	660	122	138	515	140	2775
0400-0500	86	505	19	17	423	81	104	628	125	142	527	144	2801
0415-0515	95	491	20	20	439	88	109	645	120	135	522	137	2821
0430-0530	95	491	20	22	429	84	117	632	113	137	500	132	2772
0445-0545	108	479	21	24	418	80	118	666	126	123	503	131	2797
0500-0600	113	462	19	22	429	86	120	681	122	120	502	132	2808

P.M. PEAK HOUR
0415-0515



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

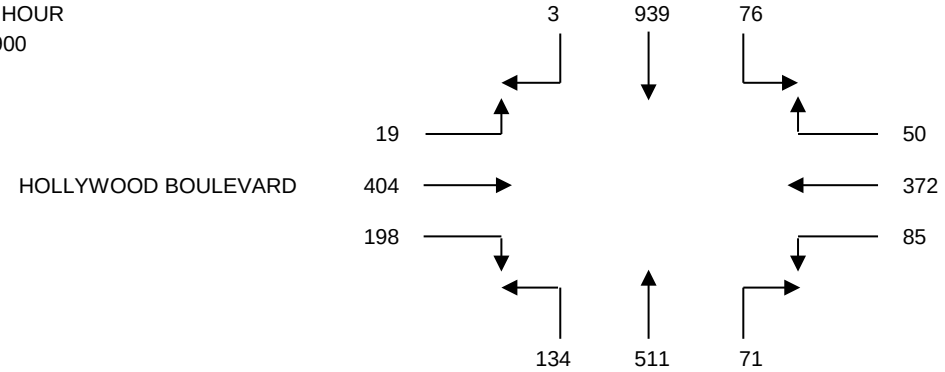
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT
DATE: TUESDAY, MAY 17, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION N/S VERMONT AVENUE
E/W HOLLYWOOD BOULEVARD
FILE NUMBER: 7-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	1	142	9	4	50	13	10	114	17	34	65	3
0715-0730	2	162	13	6	74	21	9	120	30	38	58	4
0730-0745	0	182	15	5	73	18	11	127	27	50	58	5
0745-0800	2	203	16	10	82	16	12	151	32	52	87	5
0800-0815	1	245	18	13	78	18	14	152	42	54	104	7
0815-0830	0	239	20	12	85	24	16	120	37	38	120	3
0830-0845	1	225	21	11	106	20	20	108	28	45	92	5
0845-0900	1	230	17	14	103	23	21	131	27	61	88	4
0900-0915	3	205	16	13	87	15	20	137	26	45	103	5
0915-0930	2	187	25	15	92	12	18	115	30	40	100	5
0930-0945	2	181	29	9	88	19	16	130	31	38	85	6
0945-1000	3	171	19	11	89	21	15	128	23	44	73	3

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	5	689	53	25	279	68	42	512	106	174	268	17	2238
0715-0815	5	792	62	34	307	73	46	550	131	194	307	21	2522
0730-0830	3	869	69	40	318	76	53	550	138	194	369	20	2699
0745-0845	4	912	75	46	351	78	62	531	139	189	403	20	2810
0800-0900	3	939	76	50	372	85	71	511	134	198	404	19	2862
0815-0915	5	899	74	50	381	82	77	496	118	189	403	17	2791
0830-0930	7	847	79	53	388	70	79	491	111	191	383	19	2718
0845-0945	8	803	87	51	370	69	75	513	114	184	376	20	2670
0900-1000	10	744	89	48	356	67	69	510	110	167	361	19	2550

A.M. PEAK HOUR
0800-0900



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

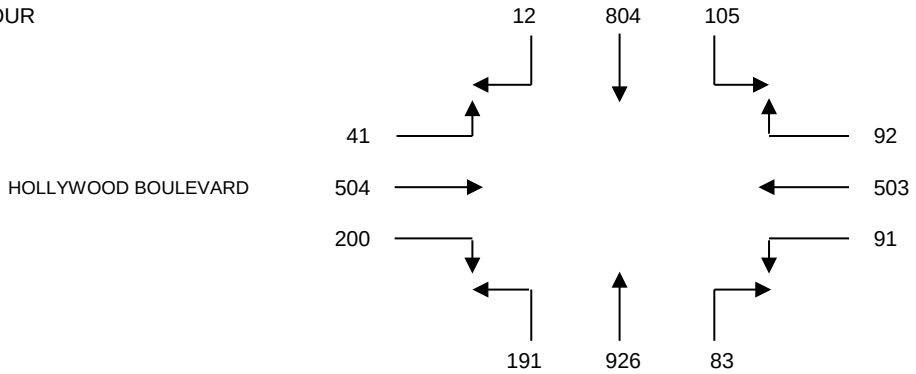
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT
DATE: TUESDAY, MAY 17, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION N/S VERMONT AVENUE
E/W HOLLYWOOD BOULEVARD
FILE NUMBER: 7-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	2	178	18	23	106	27	17	172	41	40	93	9
0315-0330	3	206	23	27	115	28	23	192	52	43	102	10
0330-0345	5	234	25	25	107	29	22	208	40	52	124	8
0345-0400	2	215	22	30	109	26	29	204	52	57	116	5
0400-0415	3	220	25	27	121	18	32	225	37	61	124	11
0415-0430	2	217	33	25	116	19	24	235	51	48	109	12
0430-0445	3	195	27	23	110	21	25	220	39	53	110	12
0445-0500	2	200	32	19	127	22	24	217	45	44	124	10
0500-0515	4	203	27	24	118	18	25	211	43	52	116	9
0515-0530	3	195	24	26	134	24	19	247	52	53	120	10
0530-0545	3	206	22	23	124	27	15	251	51	51	144	12
0545-0600	5	180	25	20	108	20	18	231	55	50	122	13

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	12	833	88	105	437	110	91	776	185	192	435	32	3296
0315-0415	13	875	95	109	452	101	106	829	181	213	466	34	3474
0330-0430	12	886	105	107	453	92	107	872	180	218	473	36	3541
0345-0445	10	847	107	105	456	84	110	884	179	219	459	40	3500
0400-0500	10	832	117	94	474	80	105	897	172	206	467	45	3499
0415-0515	11	815	119	91	471	80	98	883	178	197	459	43	3445
0430-0530	12	793	110	92	489	85	93	895	179	202	470	41	3461
0445-0545	12	804	105	92	503	91	83	926	191	200	504	41	3552
0500-0600	15	784	98	93	484	89	77	940	201	206	502	44	3533

P.M. PEAK HOUR
0445-0545



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

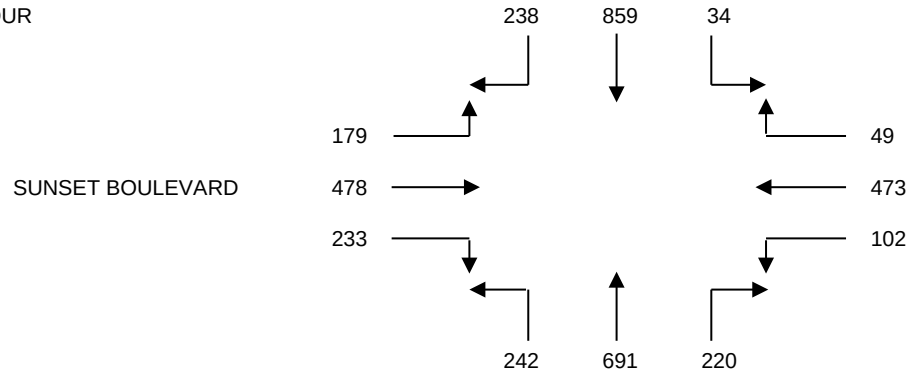
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT
DATE: TUESDAY, MAY 24, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION N/S VERMONT AVENUE
E/W SUNSET BOULEVARD
FILE NUMBER: 9-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	33	107	4	6	49	13	48	135	59	39	72	41
0715-0730	28	133	4	14	86	16	52	161	47	32	91	30
0730-0745	47	168	5	8	87	25	45	169	54	50	106	32
0745-0800	64	217	6	12	125	28	66	213	60	69	119	55
0800-0815	64	232	10	15	138	29	59	152	63	49	120	34
0815-0830	63	242	13	14	123	20	50	157	65	65	133	58
0830-0845	50	164	11	11	100	20	57	124	46	46	110	43
0845-0900	71	200	11	10	110	21	52	143	51	65	123	38
0900-0915	77	184	19	14	126	21	63	166	70	65	123	49
0915-0930	54	170	10	9	99	22	47	169	48	43	108	30
0930-0945	51	155	12	15	96	23	45	140	63	48	110	45
0945-1000	46	135	10	13	87	24	48	131	68	40	119	41

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	172	625	19	40	347	82	211	678	220	190	388	158	3130
0715-0815	203	750	25	49	436	98	222	695	224	200	436	151	3489
0730-0830	238	859	34	49	473	102	220	691	242	233	478	179	3798
0745-0845	241	855	40	52	486	97	232	646	234	229	482	190	3784
0800-0900	248	838	45	50	471	90	218	576	225	225	486	173	3645
0815-0915	261	790	54	49	459	82	222	590	232	241	489	188	3657
0830-0930	252	718	51	44	435	84	219	602	215	219	464	160	3463
0845-0945	253	709	52	48	431	87	207	618	232	221	464	162	3484
0900-1000	228	644	51	51	408	90	203	606	249	196	460	165	3351

A.M. PEAK HOUR
0730-0830



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

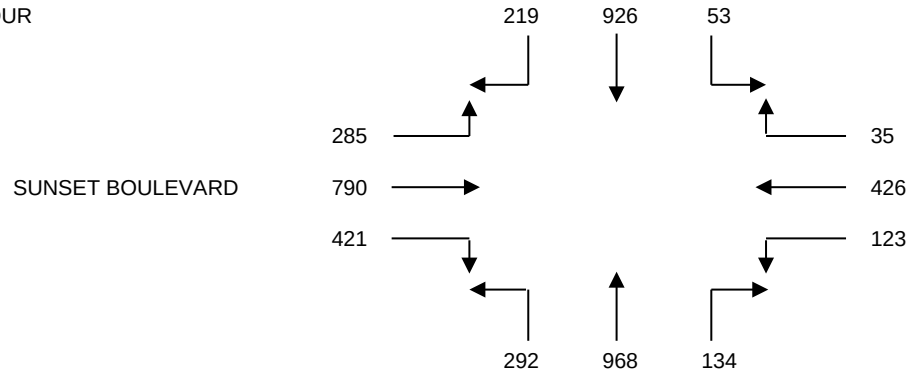
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT
DATE: TUESDAY, MAY 24, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION N/S VERMONT AVENUE
E/W SUNSET BOULEVARD
FILE NUMBER: 9-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	46	226	16	17	96	47	46	201	49	75	166	57
0315-0330	50	231	10	21	104	37	42	199	65	71	162	63
0330-0345	64	250	9	15	98	39	42	228	55	72	179	60
0345-0400	54	223	16	19	80	34	48	212	45	72	173	80
0400-0415	70	247	22	12	99	29	37	250	58	70	168	64
0415-0430	64	250	19	11	88	43	30	268	73	74	193	56
0430-0445	45	231	16	11	104	37	28	223	65	82	190	73
0445-0500	64	219	18	9	101	32	39	234	71	81	178	62
0500-0515	54	222	13	7	121	35	26	251	72	97	221	86
0515-0530	54	253	10	8	104	27	27	242	84	127	194	69
0530-0545	47	232	12	11	100	29	42	241	65	116	197	68
0545-0600	38	207	18	8	102	29	40	227	69	99	170	60

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	214	930	51	72	378	157	178	840	214	290	680	260	4264
0315-0415	238	951	57	67	381	139	169	889	223	285	682	267	4348
0330-0430	252	970	66	57	365	145	157	958	231	288	713	260	4462
0345-0445	233	951	73	53	371	143	143	953	241	298	724	273	4456
0400-0500	243	947	75	43	392	141	134	975	267	307	729	255	4508
0415-0515	227	922	66	38	414	147	123	976	281	334	782	277	4587
0430-0530	217	925	57	35	430	131	120	950	292	387	783	290	4617
0445-0545	219	926	53	35	426	123	134	968	292	421	790	285	4672
0500-0600	193	914	53	34	427	120	135	961	290	439	782	283	4631

P.M. PEAK HOUR
0445-0545



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

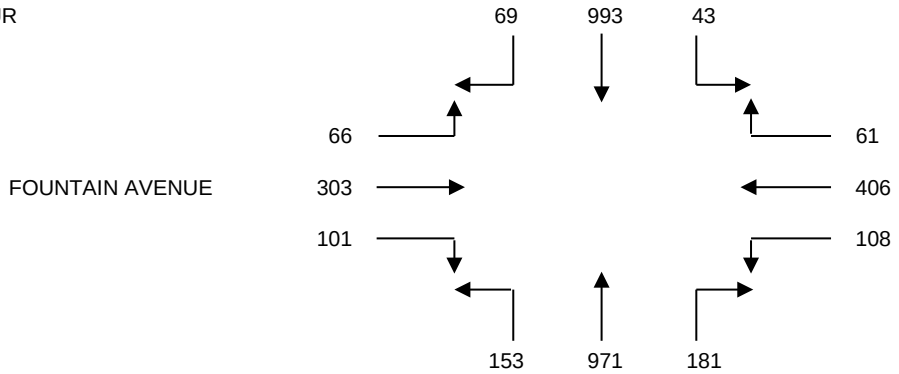
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT
DATE: TUESDAY, MAY 24, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION N/S VERMONT AVENUE
E/W FOUNTAIN AVENUE
FILE NUMBER: 10-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	13	145	7	11	75	23	34	235	30	19	67	10
0715-0730	15	178	11	12	95	30	45	228	32	20	70	13
0730-0745	10	215	9	16	97	21	43	245	34	21	75	15
0745-0800	11	235	10	15	95	24	42	251	42	26	83	18
0800-0815	19	263	10	14	106	22	51	235	40	25	67	20
0815-0830	18	251	11	13	108	27	50	264	38	30	73	18
0830-0845	21	244	12	19	97	35	38	221	33	20	80	10
0845-0900	20	230	16	14	103	28	29	238	35	19	83	14
0900-0915	18	233	15	15	85	20	35	230	37	24	85	15
0915-0930	14	198	12	16	78	19	40	205	25	28	68	17
0930-0945	17	190	14	14	88	25	38	240	24	30	67	16
0945-1000	15	171	13	10	83	22	37	195	21	25	70	12

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	49	773	37	54	362	98	164	959	138	86	295	56	3071
0715-0815	55	891	40	57	393	97	181	959	148	92	295	66	3274
0730-0830	58	964	40	58	406	94	186	995	154	102	298	71	3426
0745-0845	69	993	43	61	406	108	181	971	153	101	303	66	3455
0800-0900	78	988	49	60	414	112	168	958	146	94	303	62	3432
0815-0915	77	958	54	61	393	110	152	953	143	93	321	57	3372
0830-0930	73	905	55	64	363	102	142	894	130	91	316	56	3191
0845-0945	69	851	57	59	354	92	142	913	121	101	303	62	3124
0900-1000	64	792	54	55	334	86	150	870	107	107	290	60	2969

A.M. PEAK HOUR
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

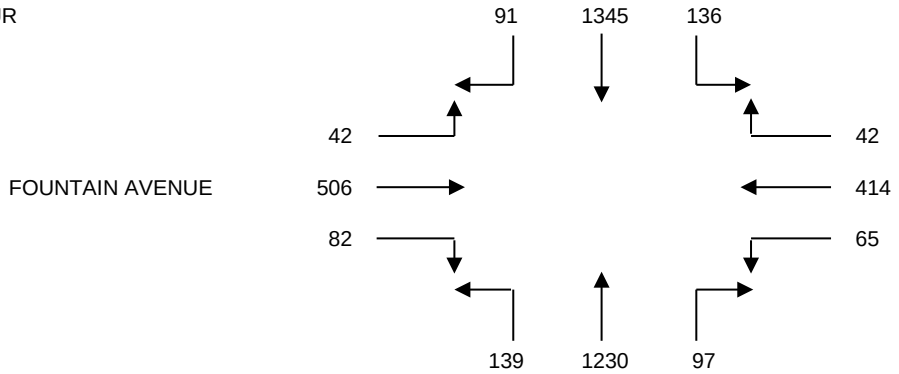
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT
DATE: TUESDAY, MAY 24, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION N/S VERMONT AVENUE
E/W FOUNTAIN AVENUE
FILE NUMBER: 10-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	18	295	15	11	95	17	32	254	34	11	124	9
0315-0330	15	285	19	16	84	15	24	267	32	16	123	11
0330-0345	17	295	28	19	82	13	33	271	41	19	118	15
0345-0400	20	300	35	13	94	15	32	265	37	20	121	17
0400-0415	21	354	24	9	99	14	27	289	40	21	117	19
0415-0430	22	314	42	10	105	16	28	294	33	23	121	16
0430-0445	18	334	33	11	115	20	25	312	35	24	131	10
0445-0500	19	310	27	14	104	22	30	305	38	20	110	11
0500-0515	23	336	32	10	92	12	32	295	39	23	125	10
0515-0530	25	345	30	9	104	18	24	313	42	18	128	13
0530-0545	23	334	41	10	118	18	19	324	30	20	127	10
0545-0600	20	330	33	13	100	17	22	298	28	21	126	9

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	70	1175	97	59	355	60	121	1057	144	66	486	52	3742
0315-0415	73	1234	106	57	359	57	116	1092	150	76	479	62	3861
0330-0430	80	1263	129	51	380	58	120	1119	151	83	477	67	3978
0345-0445	81	1302	134	43	413	65	112	1160	145	88	490	62	4095
0400-0500	80	1312	126	44	423	72	110	1200	146	88	479	56	4136
0415-0515	82	1294	134	45	416	70	115	1206	145	90	487	47	4131
0430-0530	85	1325	122	44	415	72	111	1225	154	85	494	44	4176
0445-0545	90	1325	130	43	418	70	105	1237	149	81	490	44	4182
0500-0600	91	1345	136	42	414	65	97	1230	139	82	506	42	4189

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

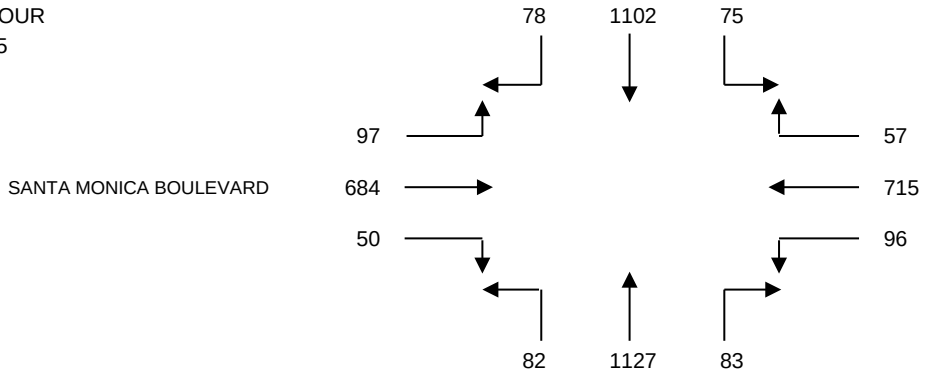
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT
DATE: TUESDAY, MAY 24, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION N/S VERMONT AVENUE
E/W SANTA MONICA BOULEVARD
FILE NUMBER: 11-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	12	161	11	12	119	21	14	238	12	10	120	19
0715-0730	12	187	16	8	150	21	16	236	18	6	138	20
0730-0745	24	224	17	13	145	20	19	268	17	11	131	15
0745-0800	23	285	19	16	180	23	26	323	19	14	171	24
0800-0815	20	262	18	10	176	24	20	278	19	10	172	21
0815-0830	16	286	22	13	165	20	16	279	24	10	166	23
0830-0845	19	269	16	18	194	29	21	247	20	16	175	29
0845-0900	16	261	21	16	198	24	16	255	25	15	170	22
0900-0915	19	222	21	10	172	30	22	236	20	11	160	30
0915-0930	18	215	19	12	157	23	24	240	18	12	148	23
0930-0945	14	228	15	17	137	19	15	224	15	12	128	18
0945-1000	20	216	19	14	154	21	24	214	25	13	120	19

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	71	857	63	49	594	85	75	1065	66	41	560	78	3604
0715-0815	79	958	70	47	651	88	81	1105	73	41	612	80	3885
0730-0830	83	1057	76	52	666	87	81	1148	79	45	640	83	4097
0745-0845	78	1102	75	57	715	96	83	1127	82	50	684	97	4246
0800-0900	71	1078	77	57	733	97	73	1059	88	51	683	95	4162
0815-0915	70	1038	80	57	729	103	75	1017	89	52	671	104	4085
0830-0930	72	967	77	56	721	106	83	978	83	54	653	104	3954
0845-0945	67	926	76	55	664	96	77	955	78	50	606	93	3743
0900-1000	71	881	74	53	620	93	85	914	78	48	556	90	3563

A.M. PEAK HOUR
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

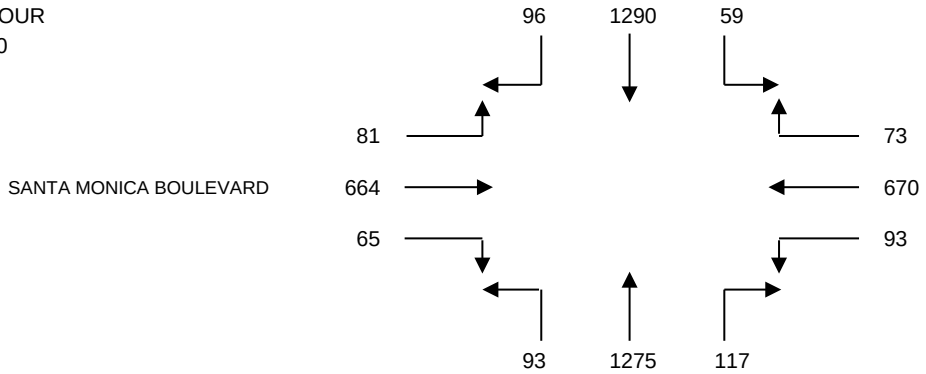
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT
DATE: TUESDAY, MAY 24, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION N/S VERMONT AVENUE
E/W SANTA MONICA BOULEVARD
FILE NUMBER: 11-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	24	233	18	31	114	28	27	244	22	9	116	24
0315-0330	22	262	24	20	122	23	25	263	20	13	124	24
0330-0345	27	290	23	19	127	27	40	273	22	17	120	24
0345-0400	26	255	20	20	133	21	27	289	20	21	121	20
0400-0415	24	301	17	19	154	17	26	296	28	15	152	18
0415-0430	25	333	17	21	136	21	19	297	18	19	133	19
0430-0445	30	315	13	23	125	23	39	318	15	18	148	21
0445-0500	23	300	19	25	159	19	28	329	27	20	147	20
0500-0515	28	312	15	17	162	25	33	323	23	15	154	23
0515-0530	16	321	13	19	173	22	21	321	29	14	180	15
0530-0545	23	320	13	18	169	25	30	325	24	16	167	22
0545-0600	29	337	18	19	166	21	33	306	17	20	163	21

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	99	1040	85	90	496	99	119	1069	84	60	481	92	3814
0315-0415	99	1108	84	78	536	88	118	1121	90	66	517	86	3991
0330-0430	102	1179	77	79	550	86	112	1155	88	72	526	81	4107
0345-0445	105	1204	67	83	548	82	111	1200	81	73	554	78	4186
0400-0500	102	1249	66	88	574	80	112	1240	88	72	580	78	4329
0415-0515	106	1260	64	86	582	88	119	1267	83	72	582	83	4392
0430-0530	97	1248	60	84	619	89	121	1291	94	67	629	79	4478
0445-0545	90	1253	60	79	663	91	112	1298	103	65	648	80	4542
0500-0600	96	1290	59	73	670	93	117	1275	93	65	664	81	4576

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

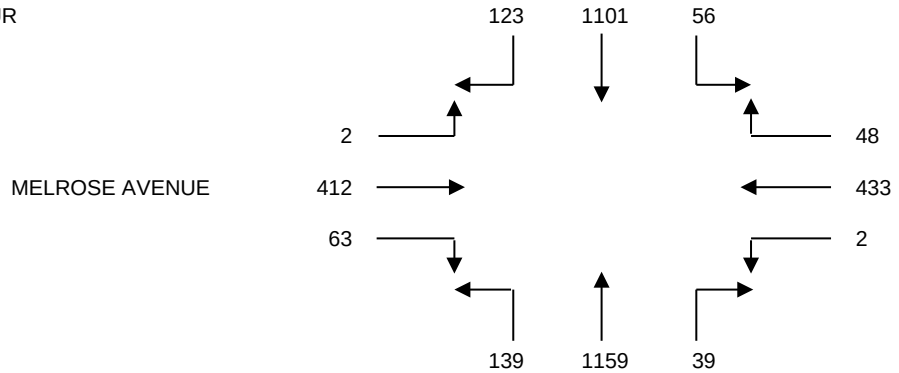
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT
DATE: TUESDAY, MAY 24, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION N/S VERMONT AVENUE
E/W MELROSE AVENUE
FILE NUMBER: 12-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	15	178	9	8	77	0	3	225	19	7	53	0
0715-0730	17	200	10	15	88	1	6	270	42	13	72	0
0730-0745	15	248	18	12	115	1	12	294	20	13	93	0
0745-0800	20	279	13	19	110	0	14	318	33	15	126	1
0800-0815	39	255	13	12	111	0	10	277	32	19	106	1
0815-0830	35	273	13	10	108	0	9	273	30	14	80	0
0830-0845	29	294	17	7	104	2	6	291	44	15	100	0
0845-0900	39	251	19	10	120	2	5	263	36	14	85	1
0900-0915	20	240	12	9	117	1	7	278	37	21	82	1
0915-0930	37	211	13	7	77	0	8	259	41	22	76	0
0930-0945	38	206	10	10	88	0	8	243	34	16	91	0
0945-1000	33	230	9	9	90	1	9	223	25	22	70	1

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	67	905	50	54	390	2	35	1107	114	48	344	1	3117
0715-0815	91	982	54	58	424	2	42	1159	127	60	397	2	3398
0730-0830	109	1055	57	53	444	1	45	1162	115	61	405	2	3509
0745-0845	123	1101	56	48	433	2	39	1159	139	63	412	2	3577
0800-0900	142	1073	62	39	443	4	30	1104	142	62	371	2	3474
0815-0915	123	1058	61	36	449	5	27	1105	147	64	347	2	3424
0830-0930	125	996	61	33	418	5	26	1091	158	72	343	2	3330
0845-0945	134	908	54	36	402	3	28	1043	148	73	334	2	3165
0900-1000	128	887	44	35	372	2	32	1003	137	81	319	2	3042

A.M. PEAK HOUR
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

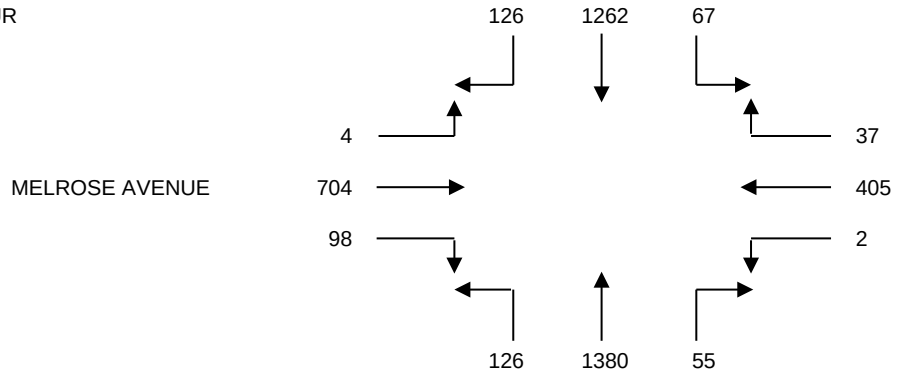
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT
DATE: TUESDAY, MAY 24, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION N/S VERMONT AVENUE
E/W MELROSE AVENUE
FILE NUMBER: 12-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	34	240	19	7	74	1	15	271	27	30	113	2
0315-0330	32	253	16	12	93	2	18	290	18	39	132	4
0330-0345	49	270	20	8	84	1	11	288	31	39	119	1
0345-0400	36	281	22	10	70	2	15	305	34	25	153	2
0400-0415	33	294	17	9	89	0	16	313	33	22	164	1
0415-0430	31	307	19	11	79	0	19	320	35	20	174	1
0430-0445	20	314	22	14	82	0	16	335	32	25	180	0
0445-0500	30	338	18	11	94	1	12	346	26	21	169	1
0500-0515	34	305	19	9	105	0	13	330	29	20	159	1
0515-0530	32	317	18	7	102	0	12	355	31	29	194	0
0530-0545	30	302	12	10	104	1	18	349	40	28	182	2
0545-0600	25	292	15	13	110	1	12	354	38	17	184	3

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	151	1044	77	37	321	6	59	1154	110	133	517	9	3618
0315-0415	150	1098	75	39	336	5	60	1196	116	125	568	8	3776
0330-0430	149	1152	78	38	322	3	61	1226	133	106	610	5	3883
0345-0445	120	1196	80	44	320	2	66	1273	134	92	671	4	4002
0400-0500	114	1253	76	45	344	1	63	1314	126	88	687	3	4114
0415-0515	115	1264	78	45	360	1	60	1331	122	86	682	3	4147
0430-0530	116	1274	77	41	383	1	53	1366	118	95	702	2	4228
0445-0545	126	1262	67	37	405	2	55	1380	126	98	704	4	4266
0500-0600	121	1216	64	39	421	2	55	1388	138	94	719	6	4263

P.M. PEAK HOUR
0445-0545



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

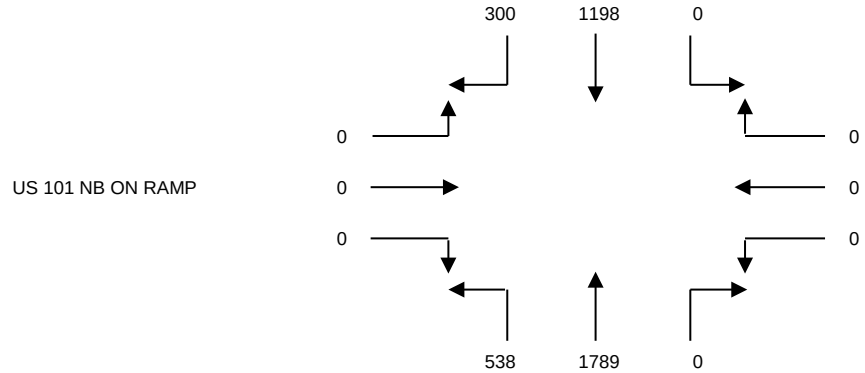
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES
DATE: WEDNESDAY, FEBRUARY 15, 2017
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S VERMONT AVENUE
E/W US 101 NB ON RAMP
FILE NUMBER: 8-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	66	176	0	0	0	0	0	348	127	0	0	0
0715-0730	55	234	0	0	0	0	0	428	126	0	0	0
0730-0745	71	249	0	0	0	0	0	460	114	0	0	0
0745-0800	98	290	0	0	0	0	0	469	128	0	0	0
0800-0815	93	323	0	0	0	0	0	432	146	0	0	0
0815-0830	61	280	0	0	0	0	0	433	127	0	0	0
0830-0845	48	305	0	0	0	0	0	455	137	0	0	0
0845-0900	56	327	0	0	0	0	0	437	127	0	0	0
0900-0915	53	273	0	0	0	0	0	406	124	0	0	0
0915-0930	45	250	0	0	0	0	0	371	116	0	0	0
0930-0945	58	254	0	0	0	0	0	330	118	0	0	0
0945-1000	37	239	0	0	0	0	0	305	115	0	0	0

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	290	949	0	0	0	0	0	1705	495	0	0	0	3439
0715-0815	317	1096	0	0	0	0	0	1789	514	0	0	0	3716
0730-0830	323	1142	0	0	0	0	0	1794	515	0	0	0	3774
0745-0845	300	1198	0	0	0	0	0	1789	538	0	0	0	3825
0800-0900	258	1235	0	0	0	0	0	1757	537	0	0	0	3787
0815-0915	218	1185	0	0	0	0	0	1731	515	0	0	0	3649
0830-0930	202	1155	0	0	0	0	0	1669	504	0	0	0	3530
0845-0945	212	1104	0	0	0	0	0	1544	485	0	0	0	3345
0900-1000	193	1016	0	0	0	0	0	1412	473	0	0	0	3094

A.M. PEAK HOUR
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

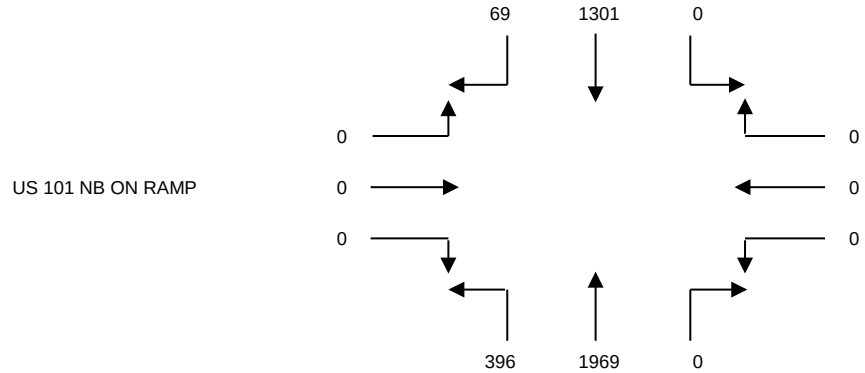
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES
DATE: WEDNESDAY, FEBRUARY 15, 2017
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S VERMONT AVENUE
E/W US 101 NB ON RAMP
FILE NUMBER: 8-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	37	305	0	0	0	0	0	384	90	0	0	0
0315-0330	33	299	0	0	0	0	0	420	103	0	0	0
0330-0345	25	304	0	0	0	0	0	458	87	0	0	0
0345-0400	23	308	0	0	0	0	0	480	99	0	0	0
0400-0415	29	346	0	0	0	0	0	462	91	0	0	0
0415-0430	21	322	0	0	0	0	0	479	105	0	0	0
0430-0445	18	300	0	0	0	0	0	481	90	0	0	0
0445-0500	17	321	0	0	0	0	0	497	104	0	0	0
0500-0515	13	358	0	0	0	0	0	512	97	0	0	0
0515-0530	20	353	0	0	0	0	0	458	85	0	0	0
0530-0545	21	320	0	0	0	0	0	460	74	0	0	0
0545-0600	16	297	0	0	0	0	0	448	70	0	0	0

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	118	1216	0	0	0	0	0	1742	379	0	0	0	3455
0315-0415	110	1257	0	0	0	0	0	1820	380	0	0	0	3567
0330-0430	98	1280	0	0	0	0	0	1879	382	0	0	0	3639
0345-0445	91	1276	0	0	0	0	0	1902	385	0	0	0	3654
0400-0500	85	1289	0	0	0	0	0	1919	390	0	0	0	3683
0415-0515	69	1301	0	0	0	0	0	1969	396	0	0	0	3735
0430-0530	68	1332	0	0	0	0	0	1948	376	0	0	0	3724
0445-0545	71	1352	0	0	0	0	0	1927	360	0	0	0	3710
0500-0600	70	1328	0	0	0	0	0	1878	326	0	0	0	3602

P.M. PEAK HOUR
0415-0515



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

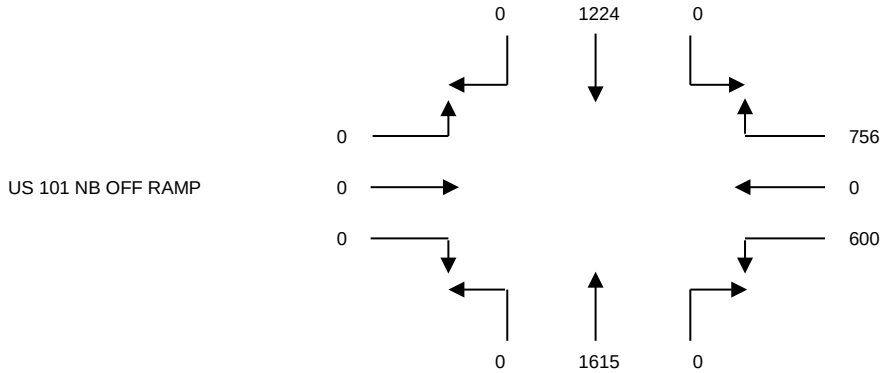
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES
DATE: WEDNESDAY, FEBRUARY 15, 2017
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S VERMONT AVENUE
E/W US 101 NB OFF RAMP
FILE NUMBER: 9-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	0	187	0	140	0	141	0	350	0	0	0	0
0715-0730	0	245	0	178	0	142	0	375	0	0	0	0
0730-0745	0	253	0	182	0	124	0	388	0	0	0	0
0745-0800	0	281	0	193	0	140	0	421	0	0	0	0
0800-0815	0	336	0	215	0	148	0	377	0	0	0	0
0815-0830	0	297	0	177	0	137	0	393	0	0	0	0
0830-0845	0	310	0	171	0	175	0	424	0	0	0	0
0845-0900	0	308	0	135	0	143	0	443	0	0	0	0
0900-0915	0	260	0	149	0	143	0	369	0	0	0	0
0915-0930	0	263	0	132	0	139	0	312	0	0	0	0
0930-0945	0	267	0	100	0	162	0	335	0	0	0	0
0945-1000	0	210	0	118	0	146	0	317	0	0	0	0

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	0	966	0	693	0	547	0	1534	0	0	0	0	3740
0715-0815	0	1115	0	768	0	554	0	1561	0	0	0	0	3998
0730-0830	0	1167	0	767	0	549	0	1579	0	0	0	0	4062
0745-0845	0	1224	0	756	0	600	0	1615	0	0	0	0	4195
0800-0900	0	1251	0	698	0	603	0	1637	0	0	0	0	4189
0815-0915	0	1175	0	632	0	598	0	1629	0	0	0	0	4034
0830-0930	0	1141	0	587	0	600	0	1548	0	0	0	0	3876
0845-0945	0	1098	0	516	0	587	0	1459	0	0	0	0	3660
0900-1000	0	1000	0	499	0	590	0	1333	0	0	0	0	3422

A.M. PEAK HOUR
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

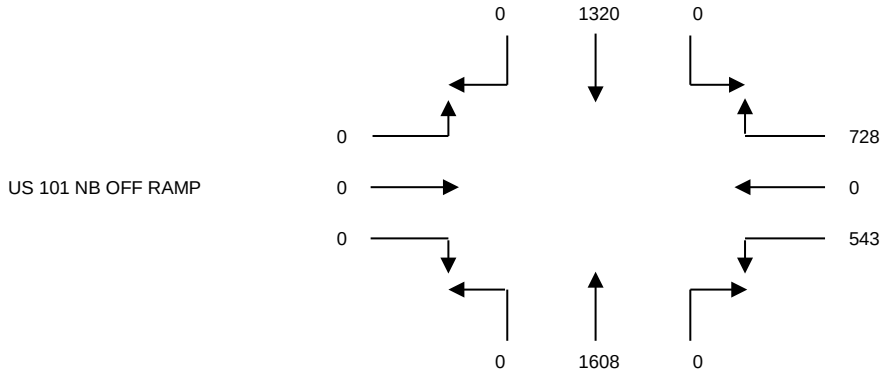
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES
DATE: WEDNESDAY, FEBRUARY 15, 2017
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S VERMONT AVENUE
E/W US 101 NB OFF RAMP
FILE NUMBER: 9-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	0	310	0	179	0	123	0	323	0	0	0	0
0315-0330	0	295	0	181	0	131	0	352	0	0	0	0
0330-0345	0	283	0	181	0	121	0	374	0	0	0	0
0345-0400	0	303	0	199	0	161	0	374	0	0	0	0
0400-0415	0	339	0	190	0	134	0	379	0	0	0	0
0415-0430	0	331	0	186	0	127	0	409	0	0	0	0
0430-0445	0	317	0	184	0	158	0	380	0	0	0	0
0445-0500	0	333	0	168	0	124	0	440	0	0	0	0
0500-0515	0	307	0	152	0	126	0	423	0	0	0	0
0515-0530	0	343	0	162	0	128	0	378	0	0	0	0
0530-0545	0	338	0	129	0	152	0	407	0	0	0	0
0545-0600	0	315	0	102	0	138	0	429	0	0	0	0

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	0	1191	0	740	0	536	0	1423	0	0	0	0	3890
0315-0415	0	1220	0	751	0	547	0	1479	0	0	0	0	3997
0330-0430	0	1256	0	756	0	543	0	1536	0	0	0	0	4091
0345-0445	0	1290	0	759	0	580	0	1542	0	0	0	0	4171
0400-0500	0	1320	0	728	0	543	0	1608	0	0	0	0	4199
0415-0515	0	1288	0	690	0	535	0	1652	0	0	0	0	4165
0430-0530	0	1300	0	666	0	536	0	1621	0	0	0	0	4123
0445-0545	0	1321	0	611	0	530	0	1648	0	0	0	0	4110
0500-0600	0	1303	0	545	0	544	0	1637	0	0	0	0	4029

P.M. PEAK HOUR
0400-0500



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
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.

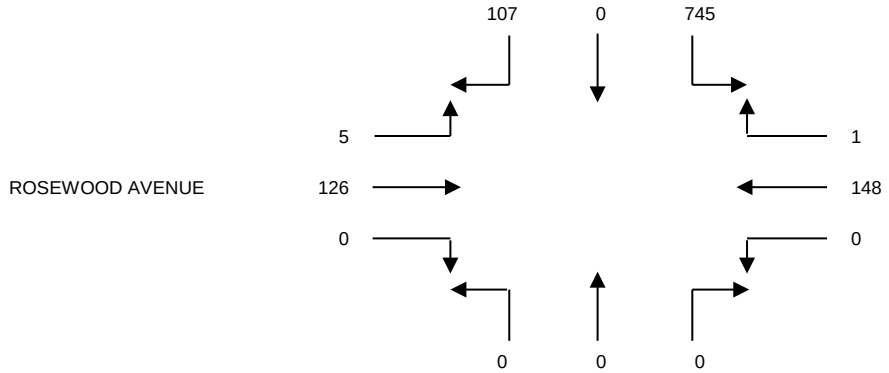
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES
DATE: WEDNESDAY, FEBRUARY 15, 2017
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S US 101 SB OFF RAMP / NEW HAMPSHIRE AVENUE
E/W ROSEWOOD AVENUE
FILE NUMBER: 7-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	19	0	181	0	35	0	0	0	0	0	25	0
0715-0730	24	0	197	0	30	0	0	0	0	0	34	2
0730-0745	20	0	180	4	38	0	0	0	0	0	66	0
0745-0800	16	0	136	2	31	0	0	0	0	0	76	1
0800-0815	21	0	138	0	32	0	0	0	0	0	60	1
0815-0830	20	0	136	0	44	0	0	0	0	0	59	1
0830-0845	14	0	146	0	33	0	0	0	0	0	30	1
0845-0900	13	0	164	1	36	0	0	0	0	0	41	0
0900-0915	20	0	170	0	45	0	0	0	0	0	44	2
0915-0930	27	0	208	0	33	0	0	0	0	0	32	0
0930-0945	25	0	194	0	31	0	0	0	0	0	20	0
0945-1000	35	0	173	1	39	0	0	0	0	0	30	3

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	79	0	694	6	134	0	0	0	0	0	201	3	1117
0715-0815	81	0	651	6	131	0	0	0	0	0	236	4	1109
0730-0830	77	0	590	6	145	0	0	0	0	0	261	3	1082
0745-0845	71	0	556	2	140	0	0	0	0	0	225	4	998
0800-0900	68	0	584	1	145	0	0	0	0	0	190	3	991
0815-0915	67	0	616	1	158	0	0	0	0	0	174	4	1020
0830-0930	74	0	688	1	147	0	0	0	0	0	147	3	1060
0845-0945	85	0	736	1	145	0	0	0	0	0	137	2	1106
0900-1000	107	0	745	1	148	0	0	0	0	0	126	5	1132

A.M. PEAK HOUR
0900-1000



US 101 SB OFF RAMP / NEW HAMPSHIRE AVENUE

DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

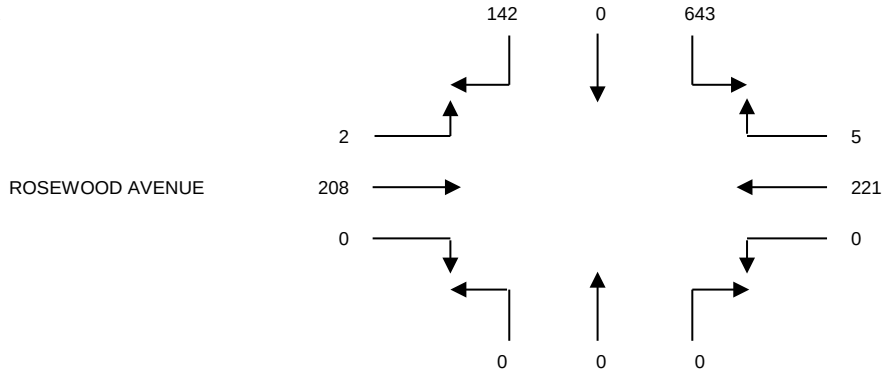
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES
DATE: WEDNESDAY, FEBRUARY 15, 2017
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S US 101 SB OFF RAMP / NEW HAMPSHIRE AVENUE
E/W ROSEWOOD AVENUE
FILE NUMBER: 7-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	17	0	123	0	39	0	0	0	0	0	38	0
0315-0330	27	0	167	1	45	0	0	0	0	0	48	1
0330-0345	22	0	162	1	42	0	0	0	0	0	57	0
0345-0400	34	0	147	0	45	0	0	0	0	0	42	1
0400-0415	27	0	149	2	50	0	0	0	0	0	51	1
0415-0430	39	0	155	0	52	0	0	0	0	0	50	1
0430-0445	38	0	169	3	65	0	0	0	0	0	62	0
0445-0500	35	0	157	2	56	0	0	0	0	0	50	0
0500-0515	30	0	162	0	48	0	0	0	0	0	46	1
0515-0530	30	0	154	0	50	0	0	0	0	0	47	0
0530-0545	36	0	168	1	51	0	0	0	0	0	54	0
0545-0600	26	0	141	2	44	0	0	0	0	0	47	0

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	100	0	599	2	171	0	0	0	0	0	185	2	1059
0315-0415	110	0	625	4	182	0	0	0	0	0	198	3	1122
0330-0430	122	0	613	3	189	0	0	0	0	0	200	3	1130
0345-0445	138	0	620	5	212	0	0	0	0	0	205	3	1183
0400-0500	139	0	630	7	223	0	0	0	0	0	213	2	1214
0415-0515	142	0	643	5	221	0	0	0	0	0	208	2	1221
0430-0530	133	0	642	5	219	0	0	0	0	0	205	1	1205
0445-0545	131	0	641	3	205	0	0	0	0	0	197	1	1178
0500-0600	122	0	625	3	193	0	0	0	0	0	194	1	1138

P.M. PEAK HOUR
0415-0515



US 101 SB OFF RAMP / NEW HAMPSHIRE AVENUE

DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

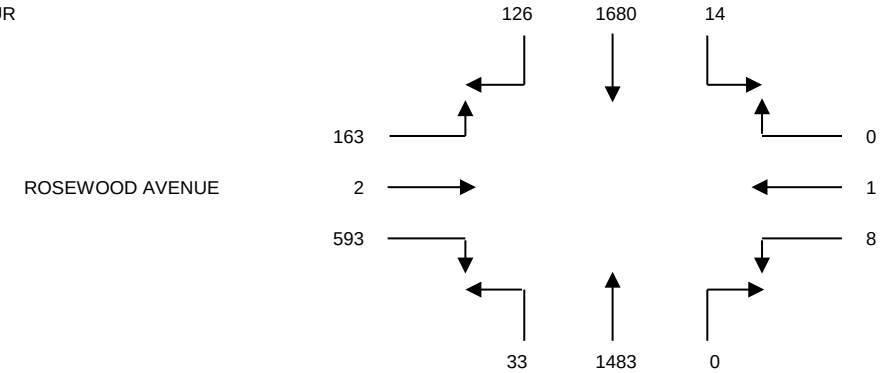
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES
DATE: WEDNESDAY, FEBRUARY 15, 2017
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S VERMONT AVENUE
E/W ROSEWOOD AVENUE
FILE NUMBER: 10-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	28	299	4	0	0	4	0	330	12	177	0	28
0715-0730	36	304	5	1	0	1	0	346	9	185	0	38
0730-0745	22	341	2	0	0	1	0	368	6	188	0	34
0745-0800	31	406	3	0	0	2	0	385	10	185	1	42
0800-0815	30	445	5	0	0	4	0	340	11	154	0	41
0815-0830	32	380	2	0	1	3	0	363	8	140	0	43
0830-0845	37	421	5	0	0	0	0	392	7	122	1	41
0845-0900	27	434	2	0	0	1	0	388	7	177	1	38
0900-0915	35	373	1	0	0	1	0	341	8	171	0	39
0915-0930	29	389	1	3	3	1	0	300	5	198	0	31
0930-0945	30	341	1	0	0	1	0	272	6	178	1	31
0945-1000	34	382	1	2	0	2	0	303	4	183	0	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
0700-0800	117	1350	14	1	0	8	0	1429	37	735	1	142	3834
0715-0815	119	1496	15	1	0	8	0	1439	36	712	1	155	3982
0730-0830	115	1572	12	0	1	10	0	1456	35	667	1	160	4029
0745-0845	130	1652	15	0	1	9	0	1480	36	601	2	167	4093
0800-0900	126	1680	14	0	1	8	0	1483	33	593	2	163	4103
0815-0915	131	1608	10	0	1	5	0	1484	30	610	2	161	4042
0830-0930	128	1617	9	3	3	3	0	1421	27	668	2	149	4030
0845-0945	121	1537	5	3	3	4	0	1301	26	724	2	139	3865
0900-1000	128	1485	4	5	3	5	0	1216	23	730	1	128	3728

A.M. PEAK HOUR
0800-0900



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

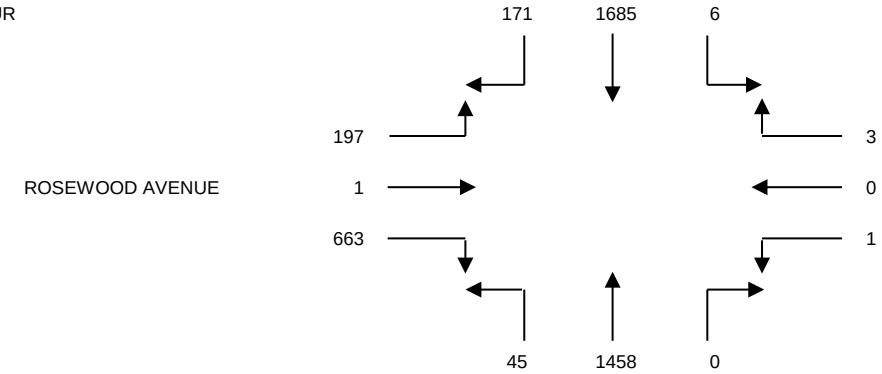
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT - LOS ANGELES
DATE: WEDNESDAY, FEBRUARY 15, 2017
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S VERMONT AVENUE
E/W ROSEWOOD AVENUE
FILE NUMBER: 10-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	31	363	2	2	0	0	0	325	5	135	0	31
0315-0330	39	382	0	0	0	0	0	326	10	160	0	40
0330-0345	31	375	0	0	0	0	0	335	7	158	0	45
0345-0400	35	443	1	0	0	0	0	320	10	160	0	43
0400-0415	31	411	3	1	1	0	0	355	10	151	0	35
0415-0430	42	399	1	0	1	0	0	314	8	188	1	56
0430-0445	60	408	0	1	0	0	0	352	10	178	0	45
0445-0500	46	433	0	0	0	0	0	374	13	170	0	50
0500-0515	30	424	4	0	0	0	0	382	11	151	1	44
0515-0530	35	420	2	2	0	1	0	350	11	164	0	58
0530-0545	43	400	2	0	0	2	0	363	11	168	1	50
0545-0600	33	423	2	0	0	0	0	328	14	157	0	38

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	136	1563	3	2	0	0	0	1306	32	613	0	159	3814
0315-0415	136	1611	4	1	1	0	0	1336	37	629	0	163	3918
0330-0430	139	1628	5	1	2	0	0	1324	35	657	1	179	3971
0345-0445	168	1661	5	2	2	0	0	1341	38	677	1	179	4074
0400-0500	179	1651	4	2	2	0	0	1395	41	687	1	186	4148
0415-0515	178	1664	5	1	1	0	0	1422	42	687	2	195	4197
0430-0530	171	1685	6	3	0	1	0	1458	45	663	1	197	4230
0445-0545	154	1677	8	2	0	3	0	1469	46	653	2	202	4216
0500-0600	141	1667	10	2	0	3	0	1423	47	640	2	190	4125

P.M. PEAK HOUR
0430-0530



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

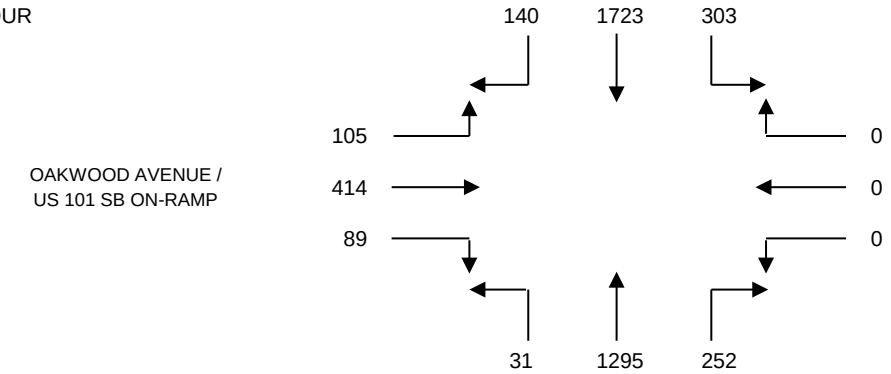
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT
DATE: TUESDAY, MAY 24, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION N/S VERMONT AVENUE
E/W OAKWOOD AVENUE / US 101 FRWY SB ON-RAMP
FILE NUMBER: 13-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	23	427	62	0	0	0	64	276	7	12	84	19
0715-0730	35	441	76	0	0	0	72	316	9	20	90	28
0730-0745	40	432	82	0	0	0	64	332	5	25	119	23
0745-0800	34	415	70	0	0	0	54	319	6	24	105	25
0800-0815	31	435	75	0	0	0	62	328	11	20	100	29
0815-0830	28	420	85	0	0	0	51	318	10	20	105	34
0830-0845	26	412	72	0	0	0	44	358	11	21	85	23
0845-0900	40	405	54	0	0	0	51	320	6	15	54	20
0900-0915	50	327	69	0	0	0	63	272	6	17	71	21
0915-0930	37	279	64	0	0	0	72	284	11	14	64	22
0930-0945	44	303	66	0	0	0	67	294	10	10	47	24
0945-1000	30	277	61	0	0	0	59	281	9	14	40	20

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	132	1715	290	0	0	0	254	1243	27	81	398	95	4235
0715-0815	140	1723	303	0	0	0	252	1295	31	89	414	105	4352
0730-0830	133	1702	312	0	0	0	231	1297	32	89	429	111	4336
0745-0845	119	1682	302	0	0	0	211	1323	38	85	395	111	4266
0800-0900	125	1672	286	0	0	0	208	1324	38	76	344	106	4179
0815-0915	144	1564	280	0	0	0	209	1268	33	73	315	98	3984
0830-0930	153	1423	259	0	0	0	230	1234	34	67	274	86	3760
0845-0945	171	1314	253	0	0	0	253	1170	33	56	236	87	3573
0900-1000	161	1186	260	0	0	0	261	1131	36	55	222	87	3399

A.M. PEAK HOUR
0715-0815



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

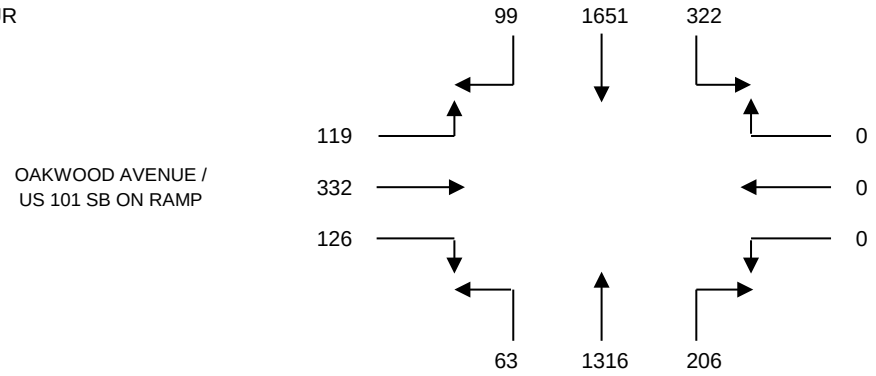
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT
DATE: TUESDAY, MAY 24, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION N/S VERMONT AVENUE
E/W OAKWOOD AVENUE - US 101 FRWY SB ON-RAMP
FILE NUMBER: 13-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0300-0315	44	313	97	0	0	0	62	294	9	15	72	34
0315-0330	30	328	93	0	0	0	53	308	10	20	85	26
0330-0345	28	396	111	0	0	0	44	316	7	27	87	21
0345-0400	20	383	119	0	0	0	59	268	7	22	80	19
0400-0415	14	391	105	0	0	0	50	353	11	20	73	21
0415-0430	20	430	81	0	0	0	50	315	5	27	75	21
0430-0445	28	389	76	0	0	0	42	293	10	27	65	25
0445-0500	26	433	85	0	0	0	51	310	17	28	98	21
0500-0515	21	397	81	0	0	0	50	343	19	34	74	20
0515-0530	20	411	86	0	0	0	69	325	13	38	73	43
0530-0545	32	410	70	0	0	0	36	338	14	26	87	35
0545-0600	33	408	84	0	0	0	49	319	18	43	61	25

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0300-0400	122	1420	420	0	0	0	218	1186	33	84	324	100	3907
0315-0415	92	1498	428	0	0	0	206	1245	35	89	325	87	4005
0330-0430	82	1600	416	0	0	0	203	1252	30	96	315	82	4076
0345-0445	82	1593	381	0	0	0	201	1229	33	96	293	86	3994
0400-0500	88	1643	347	0	0	0	193	1271	43	102	311	88	4086
0415-0515	95	1649	323	0	0	0	193	1261	51	116	312	87	4087
0430-0530	95	1630	328	0	0	0	212	1271	59	127	310	109	4141
0445-0545	99	1651	322	0	0	0	206	1316	63	126	332	119	4234
0500-0600	106	1626	321	0	0	0	204	1325	64	141	295	123	4205

P.M. PEAK HOUR
0445-0545



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT
DATE: WEDNESDAY, MAY 25, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION N/S HILLHURST AVENUE / VIRGIL AVENUE
E/W SUNSET BOULEVARD / SUNSET DRIVE / HOLLYWOOD BOULEVARD
FILE NUMBER: 14-AM

15 MINUTE	HILLHURST AVENUE - NORTH LEG					SUNSET DRIVE - EAST LEG					SUNSET BOULEVARD - EAST LEG				VIRGIL AVENUE - SOUTH LEG					SUNS
TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
0700-0715	5	15	68	30	1	1	3	11	0	1	1	20	85	59	1	1	33	8	10	5
0715-0730	10	16	87	34	0	0	5	15	0	0	3	23	75	64	2	3	48	10	8	9
0730-0745	8	14	118	42	1	2	10	19	1	1	4	27	85	72	1	1	52	11	11	10
0745-0800	6	19	124	56	1	1	8	25	0	2	5	35	97	80	0	2	64	12	12	11
0800-0815	11	17	155	67	0	2	6	23	0	1	6	45	105	81	1	1	58	9	14	9
0815-0830	12	15	142	75	0	2	4	31	1	1	8	38	116	78	2	0	60	8	22	10
0830-0845	11	21	122	64	1	3	9	15	0	0	5	33	102	85	0	1	52	12	25	8
0845-0900	9	25	130	75	0	2	5	12	1	1	4	27	78	90	0	0	50	10	18	12
0900-0915	8	30	141	50	2	4	5	18	1	2	5	36	91	91	0	0	37	13	14	9
0915-0930	11	21	118	44	1	2	5	14	0	0	3	35	85	75	1	1	44	9	15	10
0930-0945	10	22	94	48	0	2	4	15	0	0	5	43	93	80	2	1	62	11	11	13
0945-1000	8	20	85	39	0	3	5	12	0	1	5	40	90	92	0	0	59	12	16	14

1-HOUR	HILLHURST AVENUE - NORTH LEG					SUNSET DRIVE - EAST LEG					SUNSET BOULEVARD - EAST LEG				VIRGIL AVENUE - SOUTH LEG					SUNS
TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
0700-0800	29	64	397	162	3	4	26	70	1	4	13	105	342	275	4	7	197	41	41	35
0715-0815	35	66	484	199	2	5	29	82	1	4	18	130	362	297	4	7	222	42	45	39
0730-0830	37	65	539	240	2	7	28	98	2	5	23	145	403	311	4	4	234	40	59	40
0745-0845	40	72	543	262	2	8	27	94	1	4	24	151	420	324	3	4	234	41	73	38
0800-0900	43	78	549	281	1	9	24	81	2	3	23	143	401	334	3	2	220	39	79	39
0815-0915	40	91	535	264	3	11	23	76	3	4	22	134	387	344	2	1	199	43	79	39
0830-0930	39	97	511	233	4	11	24	59	2	3	17	131	356	341	1	2	183	44	72	39
0845-0945	38	98	483	217	3	10	19	59	2	3	17	141	347	336	3	2	193	43	58	44
0900-1000	37	93	438	181	3	11	19	59	1	3	18	154	359	338	3	2	202	45	56	46

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978

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SET BOULEVARD - WEST LEG				HOLLYWOOD BOULEVARD - WEST LEG				
21	22	23	24	25	26	27	28	29
38	5	5	0	1	5	30	4	5
42	4	10	1	3	10	52	5	6
51	3	11	3	5	9	68	6	11
68	5	11	5	2	11	80	8	10
90	7	10	5	5	10	113	10	8
72	7	8	6	4	13	102	7	7
111	5	7	7	5	15	95	5	12
80	6	12	5	10	10	100	11	5
74	3	11	6	6	9	77	8	9
68	5	8	6	5	12	98	7	7
60	5	7	5	4	15	77	6	8
50	6	5	6	6	10	70	5	8

SET BOULEVARD - WEST LEG				HOLLYWOOD BOULEVARD - WEST LEG					
21	22	23	24	25	26	27	28	29	TOTALS
199	17	37	9	11	35	230	23	32	2413
251	19	42	14	15	40	313	29	35	2831
281	22	40	19	16	43	363	31	36	3137
341	24	36	23	16	49	390	30	37	3311
353	25	37	23	24	48	410	33	32	3339
337	21	38	24	25	47	374	31	33	3230
333	19	38	24	26	46	370	31	33	3089
282	19	38	22	25	46	352	32	29	2961
252	19	31	23	21	46	322	26	32	2840

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978

.

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT
DATE: WEDNESDAY, MAY 25, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION N/S HILLHURST AVENUE / VIRGIL AVENUE
E/W SUNSET BOULEVARD / SUNSET DRIVE / HOLLYWOOD BOULEVARD
FILE NUMBER: 14-PM

15 MINUTE	HILLHURST AVENUE - NORTH LEG					SUNSET DRIVE - EAST LEG					SUNSET BOULEVARD - EAST LEG				VIRGIL AVENUE - SOUTH LEG				
TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
0300-0315	8	19	116	38	4	6	6	13	3	1	5	32	89	48	8	4	85	12	15
0315-0330	9	16	125	45	3	8	4	10	2	0	7	40	99	51	9	3	93	10	13
0330-0345	10	18	123	53	2	5	5	11	0	1	5	43	105	58	7	4	100	13	19
0345-0400	11	20	105	37	1	5	3	12	1	2	6	45	103	62	5	2	108	20	20
0400-0415	8	17	142	41	0	7	5	9	0	0	8	50	97	74	6	0	112	19	14
0415-0430	7	15	132	56	1	6	3	12	2	0	10	38	102	67	5	2	100	23	12
0430-0445	9	13	121	52	2	4	1	14	0	1	8	37	111	64	10	2	109	25	17
0445-0500	6	12	108	55	1	7	3	8	0	3	15	42	106	79	6	1	98	24	18
0500-0515	8	9	124	48	2	6	2	7	1	2	11	51	100	78	7	0	111	26	21
0515-0530	10	13	110	63	0	4	2	11	2	4	12	46	115	83	7	3	106	20	15
0530-0545	9	11	114	50	0	5	1	12	0	2	13	41	121	77	5	3	109	21	14
0545-0600	6	9	118	54	2	6	4	9	0	1	14	43	109	71	8	6	110	19	13

1 HOUR	HILLHURST AVENUE - NORTH LEG					SUNSET DRIVE - EAST LEG					SUNSET BOULEVARD - EAST LEG				VIRGIL AVENUE - SOUTH LEG				
TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
0300-0400	38	73	469	173	10	24	18	46	6	4	23	160	396	219	29	13	386	55	67
0315-0415	38	71	495	176	6	25	17	42	3	3	26	178	404	245	27	9	413	62	66
0330-0430	36	70	502	187	4	23	16	44	3	3	29	176	407	261	23	8	420	75	65
0345-0445	35	65	500	186	4	22	12	47	3	3	32	170	413	267	26	6	429	87	63
0400-0500	30	57	503	204	4	24	12	43	2	4	41	167	416	284	27	5	419	91	61
0415-0515	30	49	485	211	6	23	9	41	3	6	44	168	419	288	28	5	418	98	68
0430-0530	33	47	463	218	5	21	8	40	3	10	46	176	432	304	30	6	424	95	71
0445-0545	33	45	456	216	3	22	8	38	3	11	51	180	442	317	25	7	424	91	68
0500-0600	33	42	466	215	4	21	9	39	3	9	50	181	445	309	27	12	436	86	63

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978

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SUNSET BOULEVARD - WEST LEG					HOLLYWOOD BOULEVARD - WEST LEG				
20	21	22	23	24	25	26	27	28	29
15	106	17	20	8	8	27	64	10	9
16	115	19	21	7	10	30	73	11	8
19	108	20	21	9	9	32	102	12	7
23	121	21	19	5	9	33	105	7	10
24	124	23	17	10	5	30	121	10	11
21	132	18	22	8	7	24	126	13	8
20	119	16	24	7	7	25	119	8	9
19	115	17	16	11	5	19	125	9	13
21	120	20	18	6	6	22	118	7	15
17	115	22	20	7	9	17	109	8	8
20	132	19	23	8	6	20	114	10	10
18	118	18	21	8	8	21	117	9	11

SUNSET BOULEVARD - WEST LEG					HOLLYWOOD BOULEVARD - WEST LEG					
20	21	22	23	24	25	26	27	28	29	TOTALS
73	450	77	81	29	36	122	344	40	34	3495
82	468	83	78	31	33	125	401	40	36	3683
87	485	82	79	32	30	119	454	42	36	3798
88	496	78	82	30	28	112	471	38	38	3831
84	490	74	79	36	24	98	491	40	41	3851
81	486	71	80	32	25	90	488	37	45	3834
77	469	75	78	31	27	83	471	32	45	3820
77	482	78	77	32	26	78	466	34	46	3836
76	485	79	82	29	29	80	458	34	44	3846

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978

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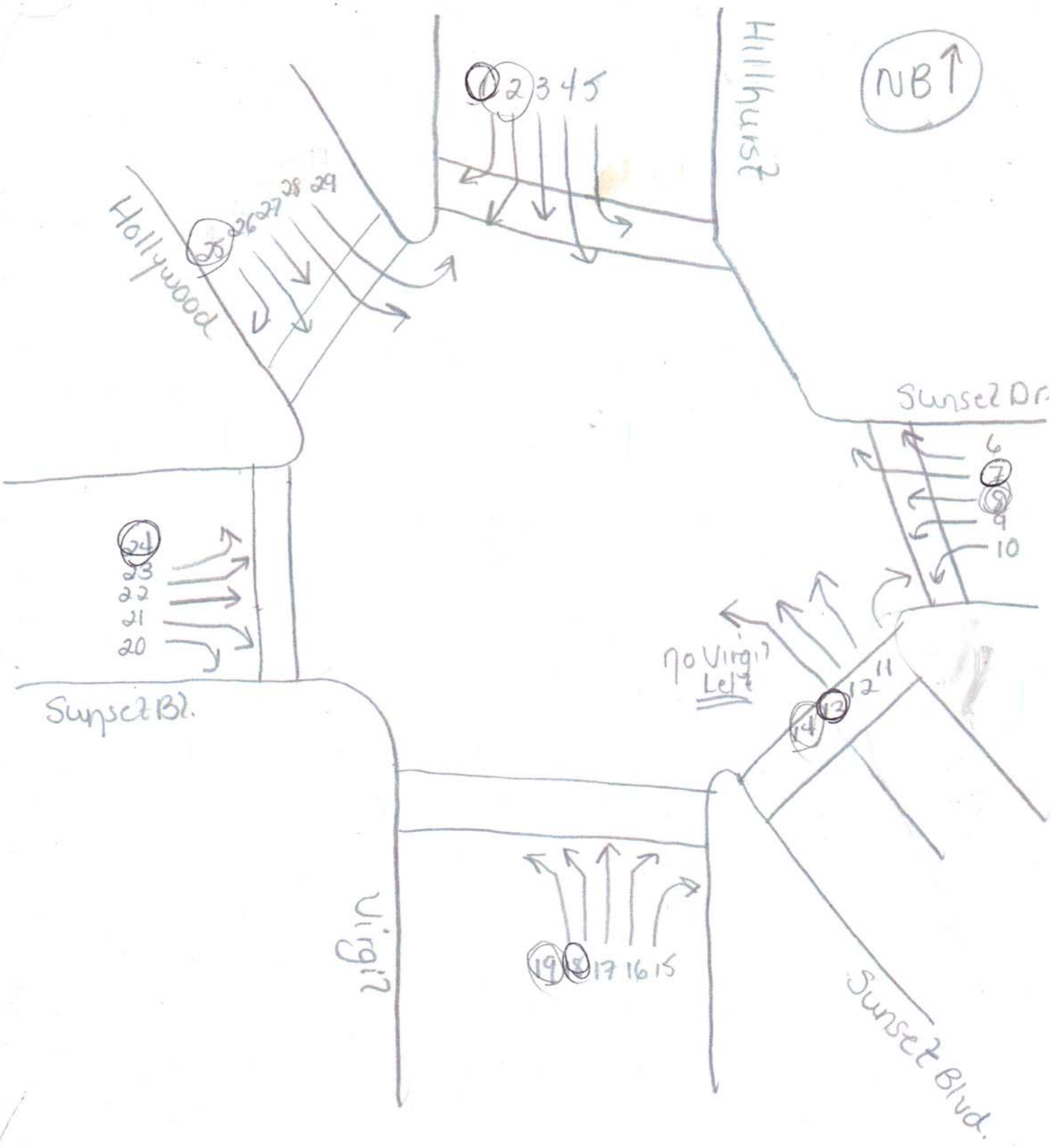

NBT
Hillhurst
Hollywood
Sunset Dr.
Sunset Bl.
Virgil
Sunset Blvd.
No Virgil Left
1 2 3 4 5
26 27 28 29
24 23 22 21 20
6 7 8 9 10
12 11
19 18 17 16 15

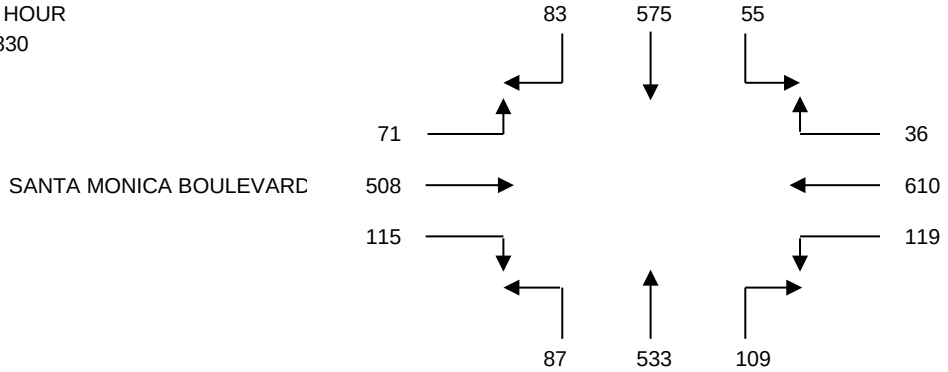
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT
DATE: WEDNESDAY, MAY 25, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION N/S VIRGIL AVENUE
E/W SANTA MONICA BOULEVARD
FILE NUMBER: 16-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	13	90	9	4	116	29	23	80	23	25	83	8
0715-0730	10	98	16	4	130	35	28	105	15	35	105	10
0730-0745	15	165	11	6	134	26	30	140	20	29	149	17
0745-0800	26	162	18	10	165	25	29	147	22	31	122	17
0800-0815	22	136	13	11	151	34	25	128	25	28	119	20
0815-0830	20	112	13	9	160	34	25	118	20	27	118	17
0830-0845	22	130	13	7	169	38	26	102	21	32	125	14
0845-0900	15	131	10	9	178	30	20	100	20	20	126	15
0900-0915	21	120	11	7	146	28	33	91	22	29	117	19
0915-0930	26	126	6	8	119	20	29	74	18	28	112	15
0930-0945	15	143	10	13	130	36	27	89	21	32	102	16
0945-1000	21	124	15	11	141	27	28	85	16	29	100	14

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	64	515	54	24	545	115	110	472	80	120	459	52	2610
0715-0815	73	561	58	31	580	120	112	520	82	123	495	64	2819
0730-0830	83	575	55	36	610	119	109	533	87	115	508	71	2901
0745-0845	90	540	57	37	645	131	105	495	88	118	484	68	2858
0800-0900	79	509	49	36	658	136	96	448	86	107	488	66	2758
0815-0915	78	493	47	32	653	130	104	411	83	108	486	65	2690
0830-0930	84	507	40	31	612	116	108	367	81	109	480	63	2598
0845-0945	77	520	37	37	573	114	109	354	81	109	457	65	2533
0900-1000	83	513	42	39	536	111	117	339	77	118	431	64	2470

A.M. PEAK HOUR
0730-0830



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
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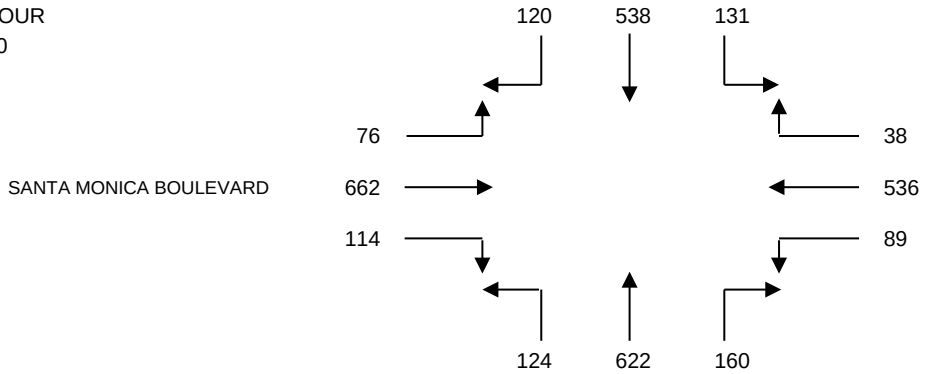
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: KAISER PERMANENTE LAMC PROJECT
DATE: WEDNESDAY, MAY 25, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION N/S VIRGIL AVENUE
E/W SANTA MONICA BOULEVARD
FILE NUMBER: 16-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	10	124	24	10	100	32	22	107	34	20	135	23
0315-0330	26	147	30	7	111	30	35	116	20	32	136	19
0330-0345	35	150	35	7	99	29	35	136	34	25	120	21
0345-0400	31	135	26	9	102	24	32	127	24	30	134	20
0400-0415	38	138	22	7	105	16	42	128	27	27	150	16
0415-0430	30	157	30	9	100	15	38	133	32	36	150	16
0430-0445	28	143	20	5	106	22	58	152	30	36	172	21
0445-0500	24	132	32	6	111	27	44	151	32	29	146	15
0500-0515	28	147	28	8	121	20	38	149	39	39	150	11
0515-0530	37	130	34	6	135	21	45	154	28	30	169	18
0530-0545	26	133	35	10	139	24	39	164	22	26	181	26
0545-0600	29	128	34	14	141	24	38	155	35	19	162	21

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	102	556	115	33	412	115	124	486	112	107	525	83	2770
0315-0415	130	570	113	30	417	99	144	507	105	114	540	76	2845
0330-0430	134	580	113	32	406	84	147	524	117	118	554	73	2882
0345-0445	127	573	98	30	413	77	170	540	113	129	606	73	2949
0400-0500	120	570	104	27	422	80	182	564	121	128	618	68	3004
0415-0515	110	579	110	28	438	84	178	585	133	140	618	63	3066
0430-0530	117	552	114	25	473	90	185	606	129	134	637	65	3127
0445-0545	115	542	129	30	506	92	166	618	121	124	646	70	3159
0500-0600	120	538	131	38	536	89	160	622	124	114	662	76	3210

P.M. PEAK HOUR
0500-0600

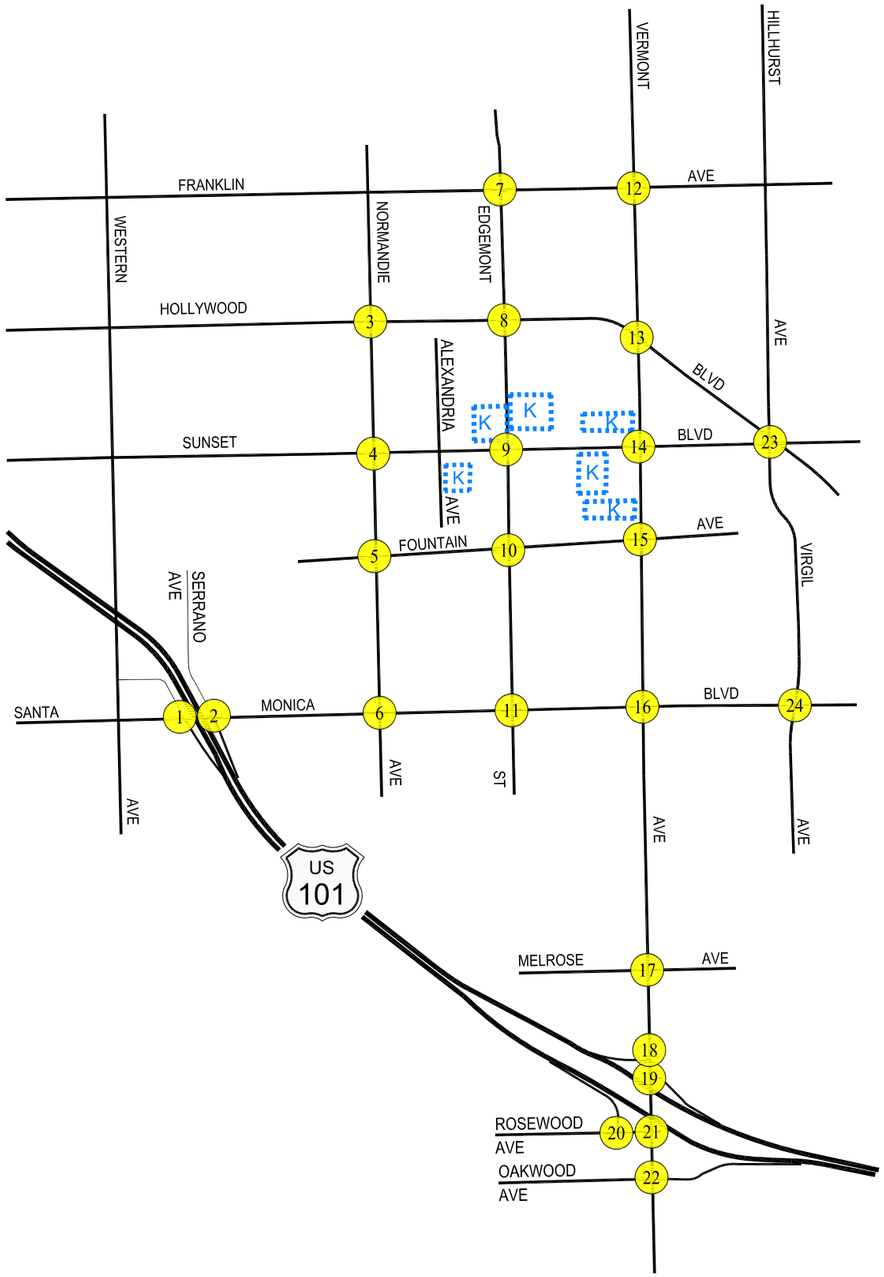


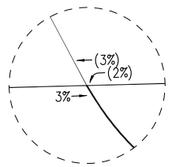
DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

APPENDIX C

PROJECT TRIP DISTRIBUTION FIGURES





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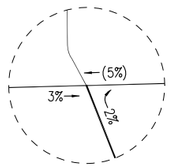
US-101 Fwy SB On-Ramp/
Santa Monica Blvd



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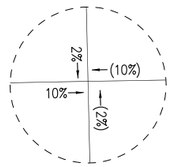
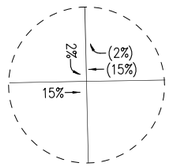
US-101 Fwy NB Off-Ramp/
Santa Monica Blvd-
Serrano Ave



No. 3
Normandie Ave/
Hollywood Blvd



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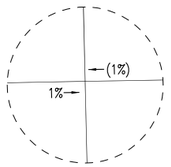
Sunset Blvd



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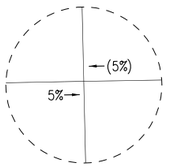
Fountain Ave



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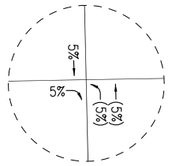
Normandie Ave/
Santa Monica Blvd



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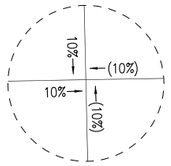
Franklin Ave



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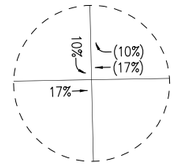
Hollywood Blvd



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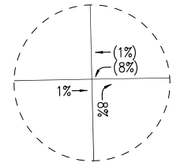
Sunset Blvd



No. 10
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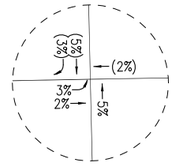
Fountain Ave



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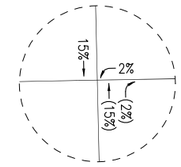
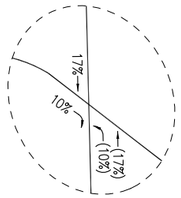
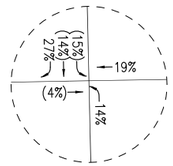
Santa Monica Blvd



No. 12
Vermont Ave/
Franklin Ave



No. 13
Vermont Ave/Hollywood Blvd



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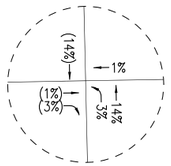
Vermont Ave/Sunset Blvd



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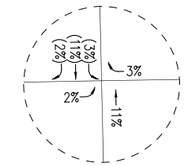
Vermont Ave/
Fountain Ave



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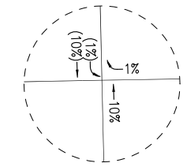
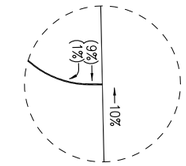
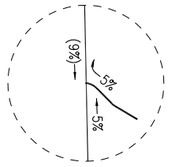
Santa Monica Blvd



No. 17
Vermont Ave/
Melrose Ave



No. 18
Vermont Ave/
US-101 Fwy NB On-Ramp



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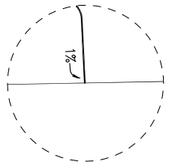
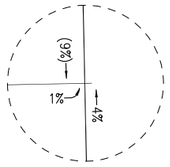
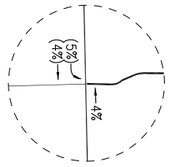
US-101 Fwy NB-Off Ramp



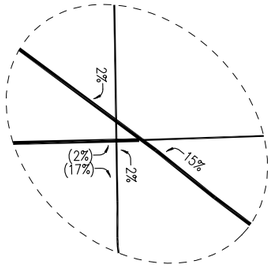
No. 20
US-101 Fwy SB Off-Ramp/
Rosewood Ave



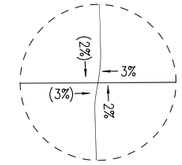
No. 21
Vermont Ave/
Rosewood Ave



No. 22
Vermont Ave/
Oakwood Ave-US-101 Fwy SB
On-Ramp



No. 23
Hillhurst Ave-Virgil Ave/
Sunset Blvd-Sunset Dr/Hollywood Blvd



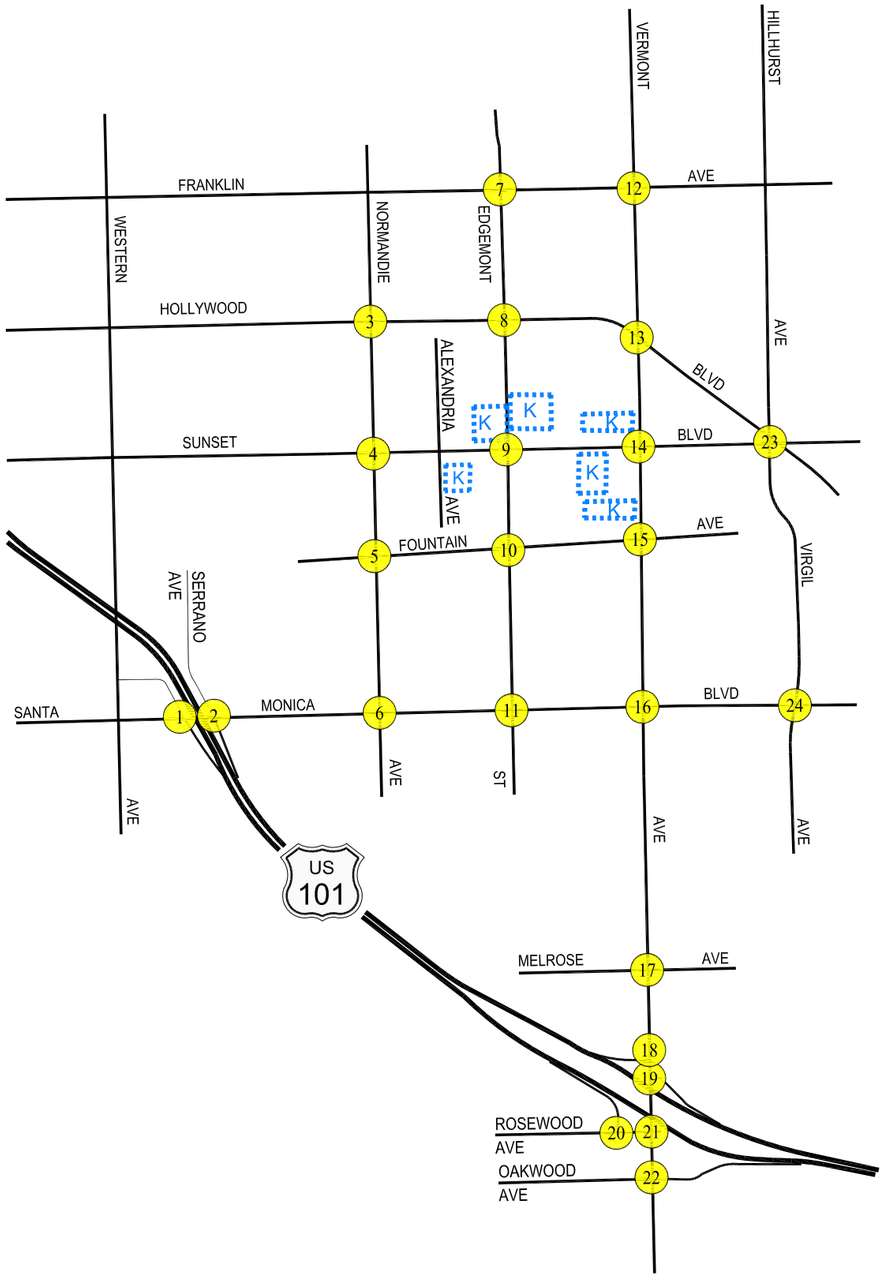
No. 24
Virgil Ave/
Santa Monica Blvd

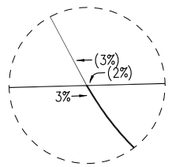
N
NOT TO SCALE

K KAISER PROJECT AREA
XX = INBOUND PERCENTAGE
(XX) = OUTBOUND PERCENTAGE

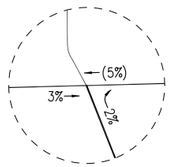
LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX FIGURE C-1
PROJECT TRIP DISTRIBUTION
4760 SUNSET BOULEVARD
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

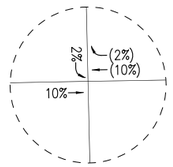




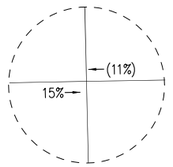
No. 1
US-101 Fwy SB On-Ramp/
Santa Monica Blvd



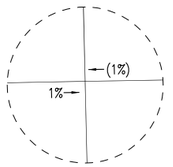
No. 2
US-101 Fwy NB Off-Ramp/
Santa Monica Blvd-
Serrano Ave



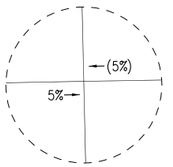
No. 3
Normandie Ave/
Hollywood Blvd



No. 4
Normandie Ave/
Sunset Blvd



No. 5
Normandie Ave/
Fountain Ave



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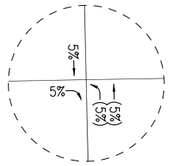
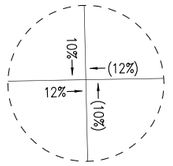
Normandie Ave/
Santa Monica Blvd



No. 7
Edgemont St/
Franklin Ave



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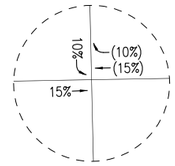
Edgemont St/
Hollywood Blvd



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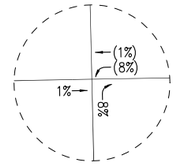
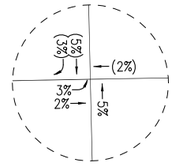
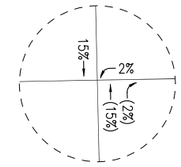
Edgemont St/
Sunset Blvd



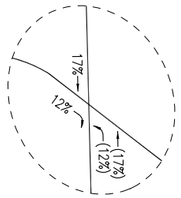
No. 10
Edgemont St/
Fountain Ave



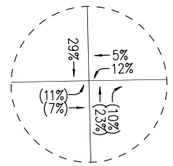
No. 11
Edgemont St/
Santa Monica Blvd



No. 12
Vermont Ave/
Franklin Ave



No. 13
Vermont Ave/Hollywood Blvd



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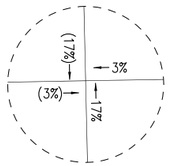
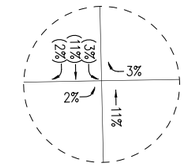


No. 15
Vermont Ave/
Fountain Ave



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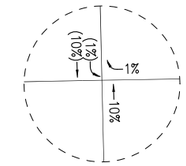
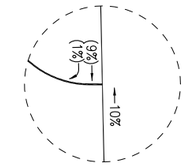
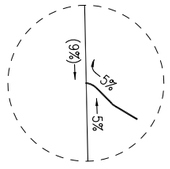
Santa Monica Blvd



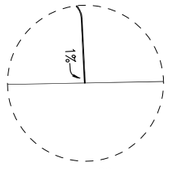
No. 17
Vermont Ave/
Melrose Ave



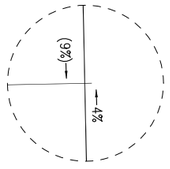
No. 18
Vermont Ave/
US-101 Fwy NB On-Ramp



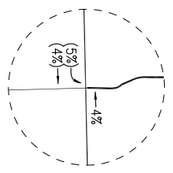
No. 19
Vermont Ave/
US-101 Fwy NB-Off Ramp



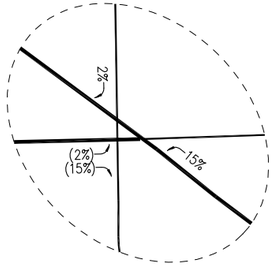
No. 20
US-101 Fwy SB Off-Ramp/
Rosewood Ave



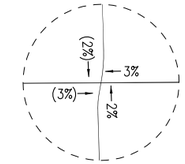
No. 21
Vermont Ave/
Rosewood Ave



No. 22
Vermont Ave/
Oakwood Ave-US-101 Fwy SB
On-Ramp



No. 23
Hillhurst Ave-Virgil Ave/
Sunset Blvd-Sunset Dr/Hollywood Blvd



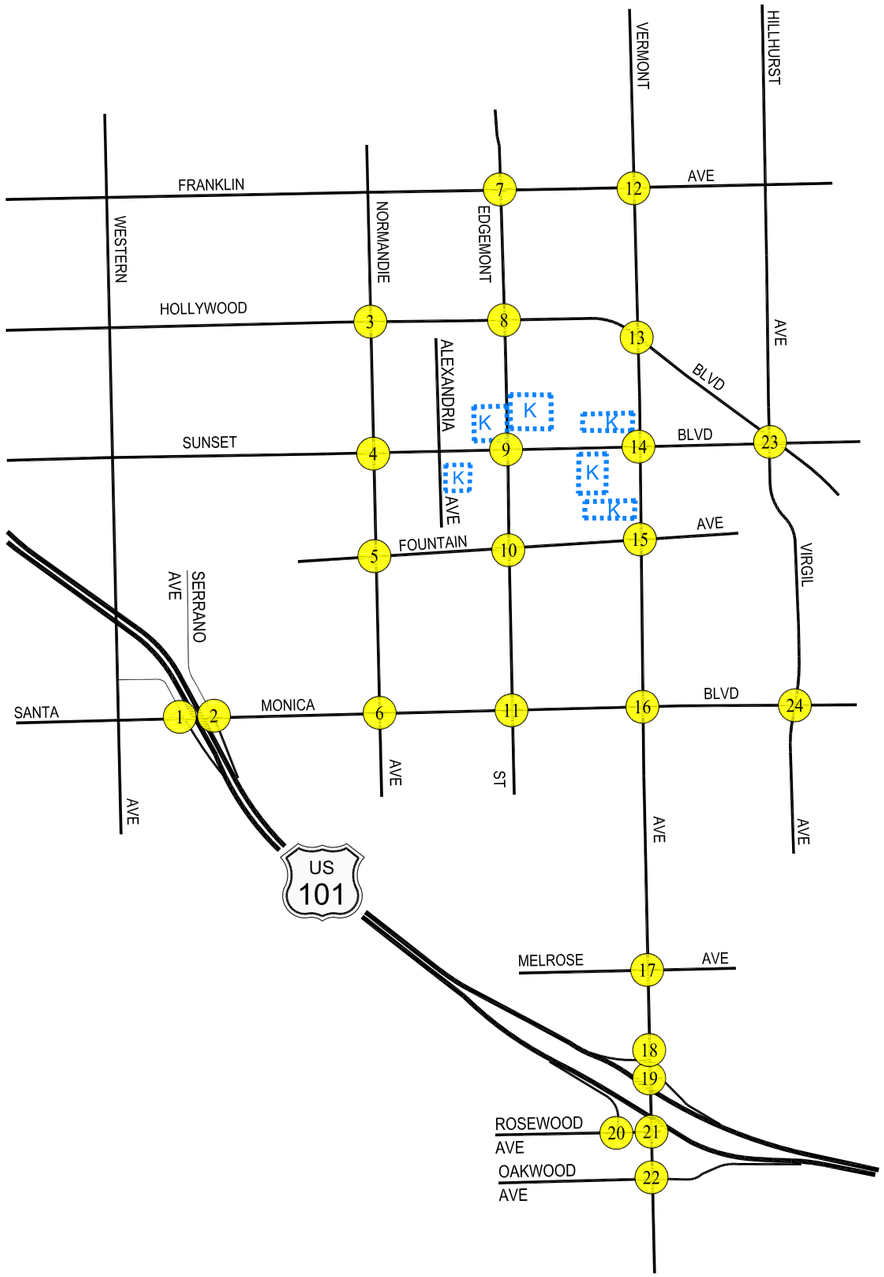
No. 24
Virgil Ave/
Santa Monica Blvd

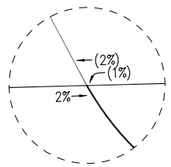
N
NOT TO SCALE

K KAISER PROJECT AREA
XX = INBOUND PERCENTAGE
(XX) = OUTBOUND PERCENTAGE

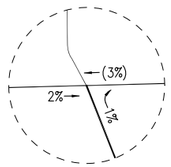
LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX FIGURE C-2
PROJECT TRIP DISTRIBUTION
1345 VERMONT AVENUE
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

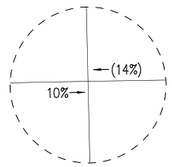




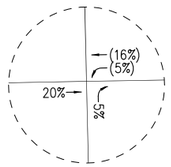
No. 1
US-101 Fwy SB On-Ramp/
Santa Monica Blvd



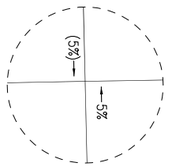
No. 2
US-101 Fwy NB Off-Ramp/
Santa Monica Blvd-
Serrano Ave



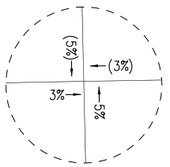
No. 3
Normandie Ave/
Hollywood Blvd



No. 4
Normandie Ave/
Sunset Blvd



No. 5
Normandie Ave/
Fountain Ave



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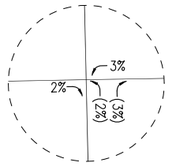
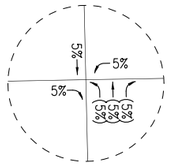
Normandie Ave/
Santa Monica Blvd



No. 7
Edgemont St/
Franklin Ave



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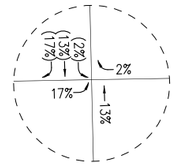
Edgemont St/
Hollywood Blvd



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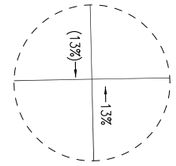
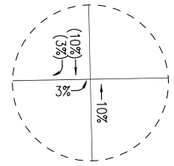
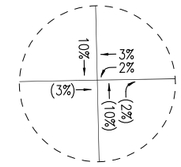
Edgemont St/
Sunset Blvd



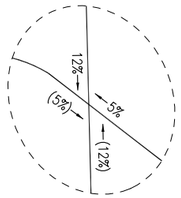
No. 10
Edgemont St/
Fountain Ave



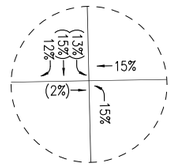
No. 11
Edgemont St/
Santa Monica Blvd



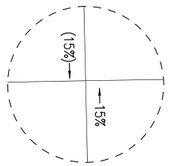
No. 12
Vermont Ave/
Franklin Ave



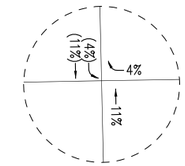
No. 13
Vermont Ave/Hollywood Blvd



No. 14
Vermont Ave/Sunset Blvd



No. 15
Vermont Ave/
Fountain Ave



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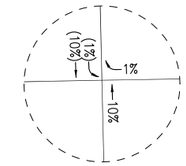
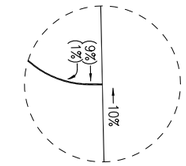
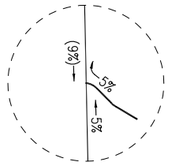
Vermont Ave/
Santa Monica Blvd



No. 17
Vermont Ave/
Melrose Ave



No. 18
Vermont Ave/
US-101 Fwy NB On-Ramp



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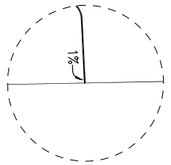
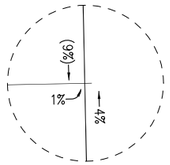
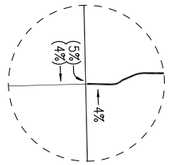
Vermont Ave/
US-101 Fwy NB-Off Ramp



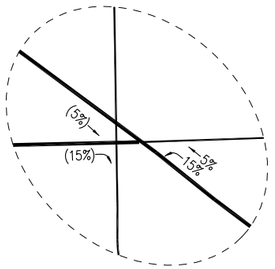
No. 20
US-101 Fwy SB Off-Ramp/
Rosewood Ave



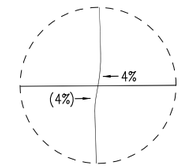
No. 21
Vermont Ave/
Rosewood Ave



No. 22
Vermont Ave/
Oakwood Ave-US-101 Fwy SB
On-Ramp



No. 23
Hillhurst Ave-Virgil Ave/
Sunset Blvd-Sunset Dr/Hollywood Blvd



No. 24
Virgil Ave/
Santa Monica Blvd

N
NOT TO SCALE

K KAISER PROJECT AREA
XX = INBOUND PERCENTAGE
(XX) = OUTBOUND PERCENTAGE

LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX FIGURE C-3
PROJECT TRIP DISTRIBUTION
1526 EDGEMONT STREET
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

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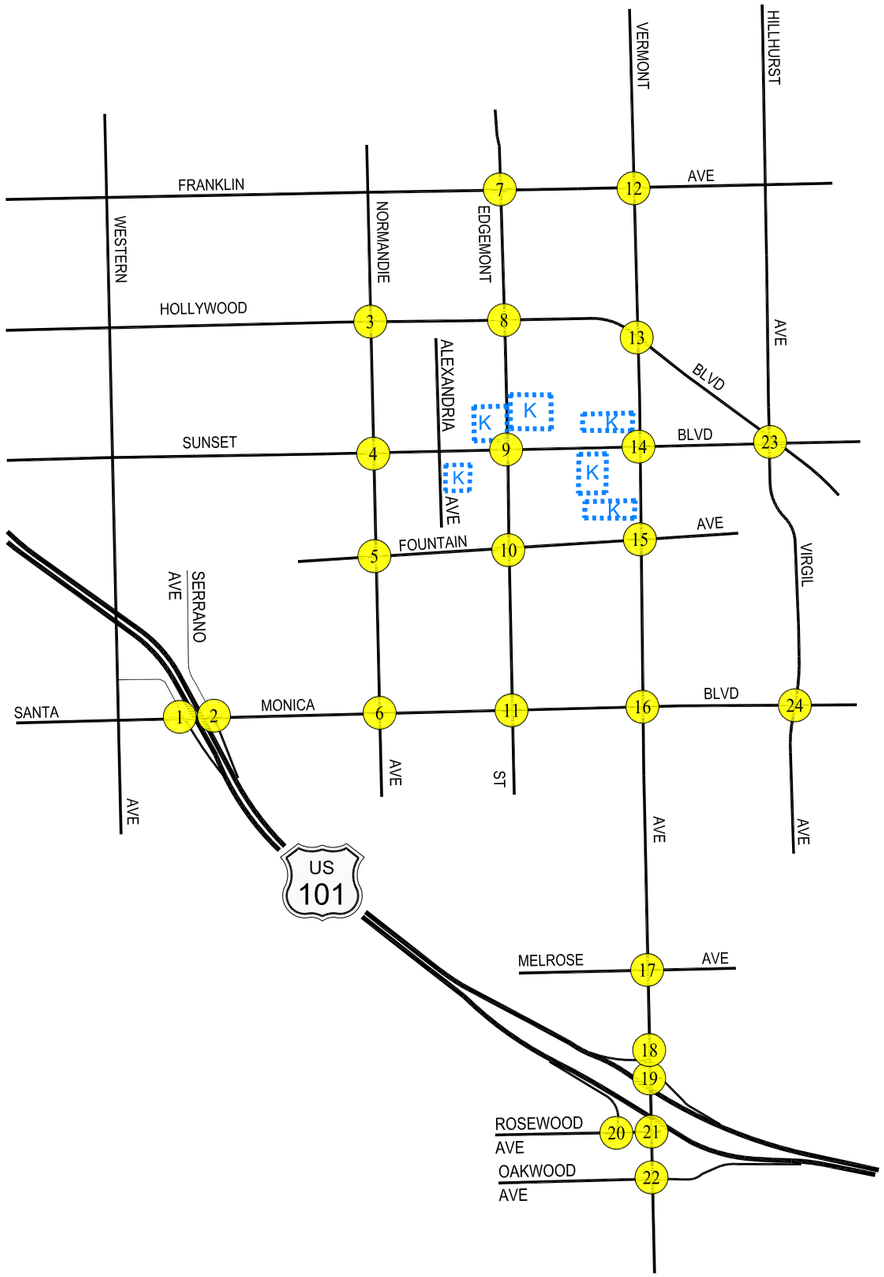
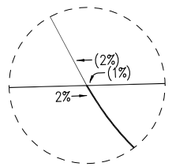
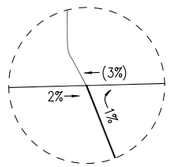
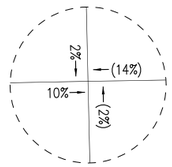




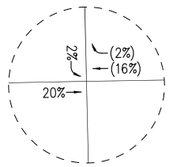
No. 1
US-101 Fwy SB On-Ramp/
Santa Monica Blvd



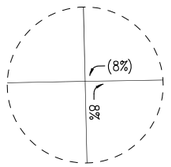
No. 2
US-101 Fwy NB Off-Ramp/
Santa Monica Blvd-
Serrano Ave



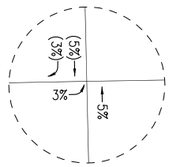
No. 3
Normandie Ave/
Hollywood Blvd



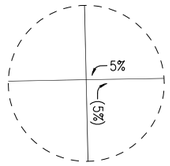
No. 4
Normandie Ave/
Sunset Blvd



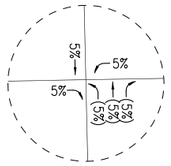
No. 5
Normandie Ave/
Fountain Ave



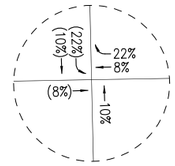
No. 6
Normandie Ave/
Santa Monica Blvd



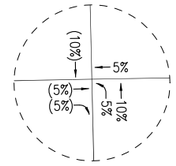
No. 7
Edgemont St/
Franklin Ave



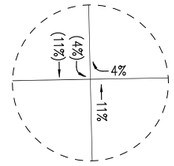
No. 8
Edgemont St/
Hollywood Blvd



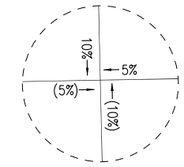
No. 9
Edgemont St/
Sunset Blvd



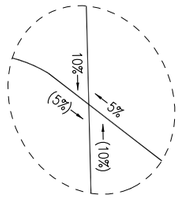
No. 10
Edgemont St/
Fountain Ave



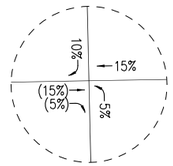
No. 11
Edgemont St/
Santa Monica Blvd



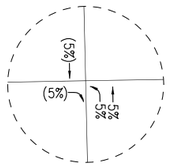
No. 12
Vermont Ave/
Franklin Ave



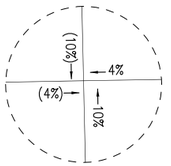
No. 13
Vermont Ave/Hollywood Blvd



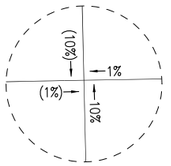
No. 14
Vermont Ave/Sunset Blvd



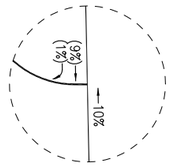
No. 15
Vermont Ave/
Fountain Ave



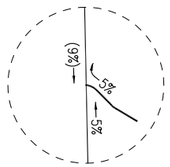
No. 16
Vermont Ave/
Santa Monica Blvd



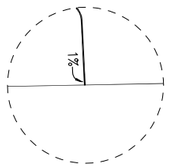
No. 17
Vermont Ave/
Melrose Ave



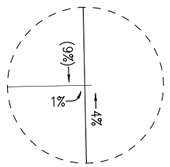
No. 18
Vermont Ave/
US-101 Fwy NB On-Ramp



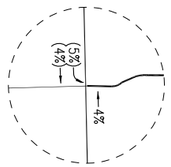
No. 19
Vermont Ave/
US-101 Fwy NB-Off Ramp



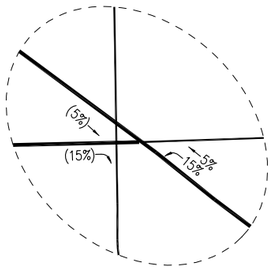
No. 20
US-101 Fwy SB Off-Ramp/
Rosewood Ave



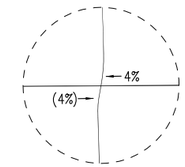
No. 21
Vermont Ave/
Rosewood Ave



No. 22
Vermont Ave/
Oakwood Ave-US-101 Fwy SB
On-Ramp



No. 23
Hillhurst Ave-Virgil Ave/
Sunset Blvd-Sunset Dr/Hollywood Blvd



No. 24
Virgil Ave/
Santa Monica Blvd

N
NOT TO SCALE

K KAISER PROJECT AREA
XX = INBOUND PERCENTAGE
(XX) = OUTBOUND PERCENTAGE

LINSCOTT, LAW & GREENSPAN, engineers

APPENDIX FIGURE C-4
PROJECT TRIP DISTRIBUTION
1505 EDGEMONT STREET
KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

o:\job_file\4081-5\dwg\apndx-fig-c4.dwg LDP 12:43:55 05/04/2018 rodriquez

APPENDIX D-1

PHASE 1 PROJECT (YEAR 2024):
CMA AND LEVELS OF SERVICE EXPLANATION
CMA DATA WORKSHEETS – WEEKDAY AM & PM PEAK HOURS

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 Fwy SB On-Ramp	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
1	East-West Street:	Santa Monica Boulevard	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	105	0	105	0	105	105	0	111	0	111	0	111	0	111	0	111	0	111
	Left-Through		0							0				0				0	
	Through	21	0	**137**	0	21	**137**	0	22	0	**145**	0	22	0	**145**	0	22	0	**145**
	Through-Right		0							0				0				0	
	Right	11	0	0	0	11	0	0	12	0	0	0	12	0	0	0	12	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	10	0	**10**	0	10	**10**	0	11	0	**11**	0	11	0	**11**	0	11	0	**11**
	Left-Through		1							1				1				1	
	Through	903	1	482	4	907	484	141	1100	1	583	4	1104	1	585	0	1104	1	585
	Through-Right		0							0				0				0	
	Right	358	1	358	0	358	358	88	468	1	468	0	468	1	468	0	468	1	468
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	48	1	48	1	49	49	28	79	1	79	1	80	1	80	0	80	1	80
	Left-Through		0							0				0				0	
	Through	1305	1	**675**	1	1306	**676**	268	1653	1	**851**	1	1654	1	**851**	0	1654	1	**851**
	Through-Right		1							1				1				1	
	Right	45	0	45	0	45	45	0	48	0	48	0	48	0	48	0	48	0	48
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		137	*North-South:*		137	*North-South:*			145	*North-South:*			145	*North-South:*			145
		East-West:		685	*East-West:*		686	*East-West:*			862	*East-West:*			862	*East-West:*			862
		SUM:		822	*SUM:*		823	*SUM:*			1007	*SUM:*			1007	*SUM:*			1007
VOLUME/CAPACITY *(V/C)* RATIO:				0.548			0.549				0.671				0.671				0.671
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.448**			**0.449**				**0.571**				**0.571**				**0.571**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Phase 1 (2024)

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:	US-101 Fwy SB On-Ramp	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
1	East-West Street:	Santa Monica Boulevard	Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	132	0	132	0	132	132	5	145	0	145	0	145	0	145	0	145	0	145
	Left-Through		0							0				0				0	
	Through	26	0	**181**	0	26	**181**	0	28	0	**197**	0	28	0	**197**	0	28	0	**197**
	Through-Right		0							0				0				0	
	Right	23	0	0	0	23	0	0	24	0	0	0	24	0	0	0	24	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	15	0	**15**	0	15	**15**	0	16	0	**16**	0	16	0	**16**	0	16	0	**16**
	Left-Through		1							1				1				1	
	Through	1054	1	572	2	1056	573	221	1340	1	718	2	1342	1	719	0	1342	1	719
	Through-Right		0							0				0				0	
	Right	369	1	369	0	369	369	107	499	1	499	0	499	1	499	0	499	1	499
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	45	1	45	4	49	49	22	70	1	70	4	74	1	74	0	74	1	74
	Left-Through		0							0				0				0	
	Through	1280	1	**681**	4	1284	**683**	404	1763	1	**925**	4	1767	1	**927**	0	1767	1	**927**
	Through-Right		1							1				1				1	
	Right	81	0	81	0	81	81	0	86	0	86	0	86	0	86	0	86	0	86
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		181	*North-South:*		181	*North-South:*			197	*North-South:*			197	*North-South:*			197
		East-West:		696	*East-West:*		698	*East-West:*			941	*East-West:*			943	*East-West:*			943
		SUM:		877	*SUM:*		879	*SUM:*			1138	*SUM:*			1140	*SUM:*			1140
VOLUME/CAPACITY (V/C) RATIO:				0.585			0.586				0.759				0.760				0.760
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.485**			**0.486**				**0.659**				**0.660**				**0.660**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	∆*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 Fwy NB Off-Ramp	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
2	East-West Street:	Santa Monica Boulevard-Serrano Av	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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?			1			1			1				1					1
	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	593	1	**363**	0	593	**366**	71	700	1	**425**	0	700	1	**428**	0	700	1	**428**
	Left-Through		0							0				0				0	
	Through	71	0	363	0	71	366	0	75	0	425	0	75	0	428	0	75	0	428
	Through-Right		0							0				0				0	
	Right	62	0	0	5	67	0	9	75	0	0	5	80	0	0	0	80	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	35	0	35	0	35	35	0	37	0	37	0	37	0	37	0	37	0	37
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	66	0	**101**	0	66	**101**	0	70	0	**107**	0	70	0	**107**	0	70	0	**107**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
EASTBOUND	Left	13	1	13	0	13	13	0	14	1	14	0	14	1	14	0	14	1	14
	Left-Through		0							0				0				0	
	Through	1041	2	**521**	4	1045	**523**	158	1263	2	**632**	4	1267	2	**634**	0	1267	2	**634**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	671	1	350	2	673	351	226	938	1	484	2	940	1	485	0	940	1	485
	Through-Right		1							1				1				1	
	Right	28	0	28	0	28	28	0	30	0	30	0	30	0	30	0	30	0	30
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		464	*North-South:*		467	*North-South:*			532	*North-South:*			535	*North-South:*			535
		East-West:		521	*East-West:*		523	*East-West:*			632	*East-West:*			634	*East-West:*			634
		SUM:		985	*SUM:*		990	*SUM:*			1164	*SUM:*			1169	*SUM:*			1169
	VOLUME/CAPACITY *(V/C)* RATIO:			0.691			0.695				0.817				0.820				0.820
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.591**			**0.595**				**0.717**				**0.720**				**0.720**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**C**				**C**				**C**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.003 **$\Delta v/c$ after mitigation:** 0.003

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 Fwy NB Off-Ramp	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
2	East-West Street:	Santa Monica Boulevard-Serrano Av	Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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?			1			1			1				1				1	
	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	569	1	**376**	0	569	**377**	152	756	1	**491**	0	756	1	**491**	0	756	1	**491**
	Left-Through		0							0				0				0	
	Through	130	0	376	0	130	377	0	138	0	491	0	138	0	491	0	138	0	491
	Through-Right		0							0				0				0	
	Right	53	0	0	1	54	0	31	87	0	0	1	88	0	0	0	88	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	41	0	41	0	41	41	0	44	0	44	0	44	0	44	0	44	0	44
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	88	0	**129**	0	88	**129**	0	93	0	**137**	0	93	0	**137**	0	93	0	**137**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
EASTBOUND	Left	31	1	31	0	31	31	0	33	1	33	0	33	1	33	0	33	1	33
	Left-Through		0							0				0				0	
	Through	1091	2	**546**	2	1093	**547**	252	1410	2	**705**	2	1412	2	**706**	0	1412	2	**706**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	798	1	426	10	808	431	274	1121	1	589	10	1131	1	594	0	1131	1	594
	Through-Right		1							1				1				1	
	Right	54	0	54	0	54	54	0	57	0	57	0	57	0	57	0	57	0	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		505	*North-South:*		506	*North-South:*			628	*North-South:*			628	*North-South:*			628
		East-West:		546	*East-West:*		547	*East-West:*			705	*East-West:*			706	*East-West:*			706
		SUM:		1051	*SUM:*		1053	*SUM:*			1333	*SUM:*			1334	*SUM:*			1334
	VOLUME/CAPACITY (V/C) RATIO:			0.738			0.739				0.935				0.936				0.936
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.638**			**0.639**				**0.835**				**0.836**				**0.836**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**D**				**D**				**D**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.001 **$\Delta v/c$ after mitigation:** 0.001

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Normandie Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
3	East-West Street:	Hollywood Boulevard	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	62	0	62	0	62	62	0	66	0	66	0	66	0	66	0	66	0	66
	Left-Through		0							0				0				0	
	Through	104	0	**268**	0	104	**268**	34	144	0	**333**	0	144	0	**333**	0	144	0	**333**
	Through-Right		0							0				0				0	
	Right	102	0	0	0	102	0	15	123	0	0	0	123	0	0	0	123	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	96	0	**96**	7	103	**103**	2	104	0	**104**	7	111	0	**111**	0	111	0	**111**
	Left-Through		0							0				0				0	
	Through	156	0	288	-1	155	294	19	185	0	327	-1	184	0	333	0	184	0	333
	Through-Right		0							0				0				0	
	Right	36	0	0	0	36	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	
EASTBOUND	Left	24	1	24	0	24	24	0	25	1	25	0	25	1	25	0	25	1	25
	Left-Through		0							0				0				0	
	Through	919	1	**503**	-5	914	**500**	78	1054	1	**573**	-5	1049	1	**570**	0	1049	1	**570**
	Through-Right		1							1				1				1	
	Right	86	0	86	0	86	86	0	91	0	91	0	91	0	91	0	91	0	91
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	65	1	**65**	0	65	**65**	15	84	1	**84**	0	84	1	**84**	0	84	1	**84**
	Left-Through		0							0				0				0	
	Through	816	1	419	-9	807	416	109	975	1	503	-9	966	1	500	0	966	1	500
	Through-Right		1							1				1				1	
	Right	22	0	22	2	24	24	8	31	0	31	2	33	0	33	0	33	0	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		364	*North-South:*		371	*North-South:*			437	*North-South:*			444	*North-South:*			444
		East-West:		568	*East-West:*		565	*East-West:*			657	*East-West:*			654	*East-West:*			654
		SUM:		932	*SUM:*		936	*SUM:*			1094	*SUM:*			1098	*SUM:*			1098
	VOLUME/CAPACITY *(V/C)* RATIO:			0.621			0.624				0.729				0.732				0.732
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.521**			**0.524**				**0.629**				**0.632**				**0.632**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	∆*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:	Normandie Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
3	East-West Street:	Hollywood Boulevard	Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	127	0	127	0	127	127	0	135	0	135	0	135	0	135	0	135	0	135
	Left-Through		0							0				0				0	
	Through	157	0	**390**	-2	155	**388**	42	209	0	**479**	-2	207	0	**477**	0	207	0	**477**
	Through-Right		0							0				0				0	
	Right	106	0	0	0	106	0	22	135	0	0	0	135	0	0	0	135	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	91	0	**91**	3	94	**94**	9	106	0	**106**	3	109	0	**109**	0	109	0	**109**
	Left-Through		0							0				0				0	
	Through	162	0	293	-1	161	295	53	225	0	373	-1	224	0	375	0	224	0	375
	Through-Right		0							0				0				0	
	Right	40	0	0	0	40	0	0	42	0	0	0	42	0	0	0	42	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	46	1	46	0	46	46	0	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0							0				0				0	
	Through	919	1	**513**	-3	916	**512**	131	1107	1	**611**	-3	1104	1	**609**	0	1104	1	**609**
	Through-Right		1							1				1				1	
	Right	107	0	107	0	107	107	0	114	0	114	0	114	0	114	0	114	0	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	72	1	**72**	0	72	**72**	22	98	1	**98**	0	98	1	**98**	0	98	1	**98**
	Left-Through		0							0				0				0	
	Through	864	1	453	-31	833	442	112	1029	1	540	-31	998	1	529	0	998	1	529
	Through-Right		1							1				1				1	
	Right	42	0	42	8	50	50	6	51	0	51	8	59	0	59	0	59	0	59
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		481	*North-South:*		482	*North-South:*			585	*North-South:*			586	*North-South:*			586
		East-West:		585	*East-West:*		584	*East-West:*			709	*East-West:*			707	*East-West:*			707
		SUM:		1066	*SUM:*		1066	*SUM:*			1294	*SUM:*			1293	*SUM:*			1293
	VOLUME/CAPACITY (V/C) RATIO:			0.711			0.711				0.863				0.862				0.862
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.611**			**0.611**				**0.763**				**0.762**				**0.762**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**C**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	-0.001	Δ*v/c* after mitigation:	-0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Normandie Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
4	East-West Street:	Sunset Boulevard	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
	Override Capacity			0			0				0				0				0
NORTHBOUND	Left	96	0	**96**	0	96	**96**	12	114	0	**114**	0	114	0	**114**	0	114	0	**114**
	Left-Through		0							0				0				0	
	Through	152	0	304	0	152	287	30	191	0	374	0	191	0	357	0	191	0	357
	Through-Right		0							0				0				0	
	Right	56	0	0	-17	39	0	10	69	0	0	-17	52	0	0	0	52	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	54	0	54	-1	53	53	0	57	0	57	-1	56	0	56	0	56	0	56
	Left-Through		0							0				0				0	
	Through	259	0	**371**	0	259	**370**	18	293	0	**428**	0	293	0	**427**	0	293	0	**427**
	Through-Right		0							0				0				0	
	Right	58	0	0	0	58	0	16	78	0	0	0	78	0	0	0	78	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	53	1	53	0	53	53	18	74	1	74	0	74	1	74	0	74	1	74
	Left-Through		0							0				0				0	
	Through	1019	2	**510**	-37	982	**491**	135	1217	2	**609**	-37	1180	2	**590**	0	1180	2	**590**
	Through-Right		0							0				0				0	
	Right	104	1	104	0	104	104	17	127	1	127	0	127	1	127	0	127	1	127
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	57	1	**57**	-5	52	**52**	3	64	1	**64**	-5	59	1	**59**	0	59	1	**59**
	Left-Through		0							0				0				0	
	Through	653	2	327	-9	644	322	178	871	2	436	-9	862	2	431	0	862	2	431
	Through-Right		0							0				0				0	
	Right	37	1	37	0	37	37	0	39	1	39	0	39	1	39	0	39	1	39
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		467	*North-South:*		466	*North-South:*			542	*North-South:*			541	*North-South:*			541
		East-West:		567	*East-West:*		543	*East-West:*			673	*East-West:*			649	*East-West:*			649
		SUM:		1034	*SUM:*		1009	*SUM:*			1215	*SUM:*			1190	*SUM:*			1190
	VOLUME/CAPACITY *(V/C)* RATIO:			0.689			0.673				0.810				0.793				0.793
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.589**			**0.573**				**0.710**				**0.693**				**0.693**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**C**				**B**				**B**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	-0.017	∆*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:	Normandie Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
4	East-West Street:	Sunset Boulevard	Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	104	0	104	0	104	104	31	141	0	**141**	0	141	0	**141**	0	141	0	**141**
	Left-Through		0							0				0				0	
	Through	252	0	**430**	0	252	**422**	32	300	0	527	0	300	0	519	0	300	0	519
	Through-Right		0							0				0				0	
	Right	74	0	0	-8	66	0	7	86	0	0	-8	78	0	0	0	78	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	55	0	**55**	-1	54	**54**	0	58	0	58	-1	57	0	57	0	57	0	57
	Left-Through		0							0				0				0	
	Through	248	0	362	0	248	361	42	305	0	**460**	0	305	0	**459**	0	305	0	**459**
	Through-Right		0							0				0				0	
	Right	59	0	0	0	59	0	34	97	0	0	0	97	0	0	0	97	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	84	1	84	0	84	84	30	119	1	119	0	119	1	119	0	119	1	119
	Left-Through		0							0				0				0	
	Through	1117	2	**422**	-17	1100	**417**	224	1410	2	**532**	-17	1393	2	**526**	0	1393	2	**526**
	Through-Right		1							1				1				1	
	Right	150	0	150	0	150	150	26	185	0	185	0	185	0	185	0	185	0	185
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	73	1	**73**	-19	54	**54**	11	88	1	**88**	-19	69	1	**69**	0	69	1	**69**
	Left-Through		0							0				0				0	
	Through	905	2	315	-32	873	303	201	1162	2	401	-32	1130	2	390	0	1130	2	390
	Through-Right		1							1				1				1	
	Right	39	0	39	-2	37	37	0	41	0	41	-2	39	0	39	0	39	0	39
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		485	*North-South:*		476	*North-South:*			601	*North-South:*			600	*North-South:*			600
		East-West:		495	*East-West:*		471	*East-West:*			620	*East-West:*			595	*East-West:*			595
		SUM:		980	*SUM:*		947	*SUM:*			1221	*SUM:*			1195	*SUM:*			1195
VOLUME/CAPACITY (V/C) RATIO:				0.653			0.631				0.814				0.797				0.797
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.553**			**0.531**				**0.714**				**0.697**				**0.697**
LEVEL OF SERVICE (LOS):				**A**			**A**				**C**				**B**				**B**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	-0.017	∆*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:	Normandie Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
5	East-West Street:	Fountain Avenue	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	79	0	**79**	0	79	**79**	0	84	0	**84**	0	84	0	**84**	0	84	0	**84**
	Left-Through		0							0				0				0	
	Through	247	0	412	-17	230	377	52	314	0	499	-17	297	0	464	0	297	0	464
	Through-Right		0							0				0				0	
	Right	86	0	0	-18	68	0	10	101	0	0	-18	83	0	0	0	83	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	85	0	85	0	85	85	0	90	0	90	0	90	0	90	0	90	0	90
	Left-Through		0							0				0				0	
	Through	348	0	**475**	-5	343	**470**	37	406	0	**541**	-5	401	0	**536**	0	401	0	**536**
	Through-Right		0							0				0				0	
	Right	42	0	0	0	42	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	
EASTBOUND	Left	51	0	**51**	0	51	**51**	0	54	0	**54**	0	54	0	**54**	0	54	0	**54**
	Left-Through		1							1				1				1	
	Through	393	0	444	5	398	449	62	479	0	533	5	484	0	538	0	484	0	538
	Through-Right		0							0				0				0	
	Right	66	1	66	0	66	66	0	70	1	70	0	70	1	70	0	70	1	70
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	77	0	77	-5	72	72	3	85	0	85	-5	80	0	80	0	80	0	80
	Left-Through		1							1				1				1	
	Through	439	0	**516**	1	440	**512**	45	511	0	**596**	1	512	0	**592**	0	512	0	**592**
	Through-Right		0							0				0				0	
	Right	40	1	40	0	40	40	0	42	1	42	0	42	1	42	0	42	1	42
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		554	*North-South:*		549	*North-South:*			625	*North-South:*			620	*North-South:*			620
		East-West:		567	*East-West:*		563	*East-West:*			650	*East-West:*			646	*East-West:*			646
		SUM:		1121	*SUM:*		1112	*SUM:*			1275	*SUM:*			1266	*SUM:*			1266
	VOLUME/CAPACITY *(V/C)* RATIO:			0.747			0.741				0.850				0.844				0.844
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.647**			**0.641**				**0.750**				**0.744**				**0.744**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**C**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: -0.006 **$\Delta v/c$ after mitigation:** -0.006

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Normandie Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
5	East-West Street:	Fountain Avenue	Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	60	0	60	0	60	60	0	64	0	64	0	64	0	64	0	64	0	64
	Left-Through		0							0				0				0	
	Through	423	0	**550**	-8	415	**534**	70	519	0	**661**	-8	511	0	**645**	0	511	0	**645**
	Through-Right		0							0				0				0	
	Right	67	0	0	-8	59	0	7	78	0	0	-8	70	0	0	0	70	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	67	0	**67**	0	67	**67**	0	71	0	**71**	0	71	0	**71**	0	71	0	**71**
	Left-Through		0							0				0				0	
	Through	420	0	547	-19	401	528	79	525	0	660	-19	506	0	641	0	506	0	641
	Through-Right		0							0				0				0	
	Right	60	0	0	0	60	0	0	64	0	0	0	64	0	0	0	64	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	72	0	72	0	72	72	0	76	0	76	0	76	0	76	0	76	0	76
	Left-Through		1							1				1				1	
	Through	599	0	**671**	3	602	**674**	93	729	0	**805**	3	732	0	**808**	0	732	0	**808**
	Through-Right		0							0				0				0	
	Right	99	1	99	0	99	99	0	105	1	105	0	105	1	105	0	105	1	105
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	100	0	**100**	-20	80	**80**	11	117	0	**117**	-20	97	0	**97**	0	97	0	**97**
	Left-Through		1							1				1				1	
	Through	504	0	604	6	510	590	112	647	0	764	6	653	0	750	0	653	0	750
	Through-Right		0							0				0				0	
	Right	68	1	68	0	68	68	0	72	1	72	0	72	1	72	0	72	1	72
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		617	*North-South:*		601	*North-South:*			732	*North-South:*			716	*North-South:*			716
		East-West:		771	*East-West:*		754	*East-West:*			922	*East-West:*			905	*East-West:*			905
		SUM:		1388	*SUM:*		1355	*SUM:*			1654	*SUM:*			1621	*SUM:*			1621
	VOLUME/CAPACITY (V/C) RATIO:			0.925			0.903				1.103				1.081				1.081
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.825**			**0.803**				**1.003**				**0.981**				**0.981**
	LEVEL OF SERVICE (LOS):			**D**			**D**				**F**				**E**				**E**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: -0.022 **$\Delta v/c$ after mitigation:** -0.022

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Normandie Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
6	East-West Street:	Santa Monica Boulevard	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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	2				2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0	0			0	0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- SB-- EB-- WB--		0	0	NB-- SB-- EB-- WB--		0	0	NB-- SB-- EB-- WB--		0	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2	2			2	2				2
	Override Capacity			0			0			0	0			0	0				0
NORTHBOUND	Left	56	0	**56**	0	56	**56**	8	67	0	**67**	0	67	0	**67**	0	67	0	**67**
	Left-Through		1							1				1				1	
	Through	223	0	198	-28	195	184	20	257	0	229	-28	229	0	215	0	229	0	215
	Through-Right		1							1				1				1	
	Right	61	0	198	0	61	184	2	67	0	229	0	67	0	215	0	67	0	215
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	57	0	57	0	57	57	1	62	0	62	0	62	0	62	0	62	0	62
	Left-Through		0							0				0				0	
	Through	415	0	**508**	-8	407	**498**	28	469	0	**580**	-8	461	0	**570**	0	461	0	**570**
	Through-Right		0							0				0				0	
	Right	36	0	0	-2	34	0	11	49	0	0	-2	47	0	0	0	47	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	73	1	73	-7	66	66	38	115	1	115	-7	108	1	108	0	108	1	108
	Left-Through		0							0				0				0	
	Through	825	1	**474**	15	840	**482**	199	1075	1	**618**	15	1090	1	**625**	0	1090	1	**625**
	Through-Right		1							1				1				1	
	Right	123	0	123	0	123	123	29	160	0	160	0	160	0	160	0	160	0	160
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	140	1	**140**	0	140	**140**	1	150	1	**150**	0	150	1	**150**	0	150	1	**150**
	Left-Through		0							0				0				0	
	Through	661	1	367	4	665	369	183	885	1	482	4	889	1	484	0	889	1	484
	Through-Right		1							1				1				1	
	Right	72	0	72	0	72	72	3	79	0	79	0	79	0	79	0	79	0	79
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		564	*North-South:*		554	*North-South:*			647	*North-South:*			637	*North-South:*			637
		East-West:		614	*East-West:*		622	*East-West:*			768	*East-West:*			775	*East-West:*			775
		SUM:		1178	*SUM:*		1176	*SUM:*			1415	*SUM:*			1412	*SUM:*			1412
	VOLUME/CAPACITY *(V/C)* RATIO:			0.785			0.784				0.943				0.941				0.941
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.685**			**0.684**				**0.843**				**0.841**				**0.841**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**D**				**D**				**D**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: -0.002 **$\Delta v/c$ after mitigation:** -0.002

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Normandie Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
6	East-West Street:	Santa Monica Boulevard	Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	83	0	**83**	0	83	**83**	34	122	0	**122**	0	122	0	**122**	0	122	0	**122**
	Left-Through		1							1				1				1	
	Through	316	0	307	-13	303	300	46	381	0	387	-13	368	0	380	0	368	0	380
	Through-Right		1							1				1				1	
	Right	131	0	307	0	131	300	9	148	0	387	0	148	0	380	0	148	0	380
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	86	0	86	0	86	86	5	96	0	96	0	96	0	96	0	96	0	96
	Left-Through		0							0				0				0	
	Through	409	0	**519**	-32	377	**479**	40	474	0	**640**	-32	442	0	**600**	0	442	0	**600**
	Through-Right		0							0				0				0	
	Right	24	0	0	-8	16	0	45	70	0	0	-8	62	0	0	0	62	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	45	1	45	-3	42	42	27	75	1	75	-3	72	1	72	0	72	1	72
	Left-Through		0							0				0				0	
	Through	1094	1	**610**	6	1100	**613**	249	1410	1	**782**	6	1416	1	**785**	0	1416	1	**785**
	Through-Right		1							1				1				1	
	Right	125	0	125	0	125	125	20	153	0	153	0	153	0	153	0	153	0	153
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	88	1	**88**	0	88	**88**	1	94	1	**94**	0	94	1	**94**	0	94	1	**94**
	Left-Through		0							0				0				0	
	Through	700	1	379	18	718	388	291	1034	1	550	18	1052	1	559	0	1052	1	559
	Through-Right		1							1				1				1	
	Right	58	0	58	0	58	58	4	66	0	66	0	66	0	66	0	66	0	66
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		602	*North-South:*		562	*North-South:*			762	*North-South:*			722	*North-South:*			722
		East-West:		698	*East-West:*		701	*East-West:*			876	*East-West:*			879	*East-West:*			879
		SUM:		1300	*SUM:*		1263	*SUM:*			1638	*SUM:*			1601	*SUM:*			1601
VOLUME/CAPACITY (V/C) RATIO:				0.867			0.842				1.092				1.067				1.067
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.767**			**0.742**				**0.992**				**0.967**				**0.967**
LEVEL OF SERVICE (LOS):				**C**			**C**				**E**				**E**				**E**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	-0.025	$\Delta v/c$ after mitigation:	-0.025
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
7	East-West Street:	Franklin Avenue	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

	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	33	0	**33**	5	38	**38**	12	47	0	**47**	5	52	0	**52**	0	52	0	**52**
	Left-Through		0							0				0				0	
	Through	72	0	150	7	79	156	8	84	0	184	7	91	0	190	0	91	0	190
	Through-Right		0							0				0				0	
	Right	45	0	0	-6	39	0	5	53	0	0	-6	47	0	0	0	47	0	0
	Left-Through-Right		1							1				1				1	
	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		0							0				0				0	
	Through	143	0	**218**	25	168	**243**	2	154	0	**233**	25	179	0	**258**	0	179	0	**258**
	Through-Right		0							0				0				0	
	Right	71	0	0	0	71	0	0	75	0	0	0	75	0	0	0	75	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	10	0	10	0	10	10	0	11	0	11	0	11	0	11	0	11	0	11
	Left-Through		0							0				0				0	
	Through	637	0	**752**	0	637	**770**	20	696	0	**824**	0	696	0	**842**	0	696	0	**842**
	Through-Right		0							0				0				0	
	Right	105	0	0	18	123	0	6	117	0	0	18	135	0	0	0	135	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	85	0	**85**	-21	64	**64**	2	92	0	**92**	-21	71	0	**71**	0	71	0	**71**
	Left-Through		0							0				0				0	
	Through	669	0	756	0	669	735	12	722	0	816	0	722	0	795	0	722	0	795
	Through-Right		0							0				0				0	
	Right	2	0	0	0	2	0	0	2	0	0	0	2	0	0	0	2	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		251	*North-South:*		281	*North-South:*			280	*North-South:*			310	*North-South:*			310
		East-West:		837	*East-West:*		834	*East-West:*			916	*East-West:*			913	*East-West:*			913
		SUM:		1088	*SUM:*		1115	*SUM:*			1196	*SUM:*			1223	*SUM:*			1223
	VOLUME/CAPACITY *(V/C)* RATIO:			0.725			0.743				0.797				0.815				0.815
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.625**			**0.643**				**0.697**				**0.715**				**0.715**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**B**				**C**				**C**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.018	∆*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:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
7	East-West Street:	Franklin Avenue	Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	83	0	83	21	104	104	13	101	0	101	21	122	0	122	0	122	0	122
	Left-Through		0							0				0				0	
	Through	171	0	**337**	29	200	**363**	8	190	0	**389**	29	219	0	**415**	0	219	0	**415**
	Through-Right		0							0				0				0	
	Right	83	0	0	-24	59	0	10	98	0	0	-24	74	0	0	0	74	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	8	0	**8**	0	8	**8**	0	8	0	**8**	0	8	0	**8**	0	8	0	**8**
	Left-Through		0							0				0				0	
	Through	67	0	102	11	78	113	8	79	0	116	11	90	0	127	0	90	0	127
	Through-Right		0							0				0				0	
	Right	27	0	0	0	27	0	0	29	0	0	0	29	0	0	0	29	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	23	0	23	0	23	23	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through		0							0				0				0	
	Through	701	0	**779**	0	701	**787**	20	764	0	**862**	0	764	0	**870**	0	764	0	**870**
	Through-Right		0							0				0				0	
	Right	55	0	0	8	63	0	16	74	0	0	8	82	0	0	0	82	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	59	0	**59**	-10	49	**49**	10	73	0	**73**	-10	63	0	**63**	0	63	0	**63**
	Left-Through		0							0				0				0	
	Through	616	0	683	0	616	673	24	678	0	759	0	678	0	749	0	678	0	749
	Through-Right		0							0				0				0	
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		345	*North-South:*		371	*North-South:*			397	*North-South:*			423	*North-South:*			423
		East-West:		838	*East-West:*		836	*East-West:*			935	*East-West:*			933	*East-West:*			933
		SUM:		1183	*SUM:*		1207	*SUM:*			1332	*SUM:*			1356	*SUM:*			1356
VOLUME/CAPACITY (V/C) RATIO:				0.789			0.805				0.888				0.904				0.904
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.689**			**0.705**				**0.788**				**0.804**				**0.804**
LEVEL OF SERVICE (LOS):				**B**			**C**				**C**				**D**				**D**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.016	$\Delta v/c$ after mitigation:	0.016
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #: 8	North-South Street:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
	East-West Street:	Hollywood Boulevard	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
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 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?	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	45	0	**45**	-8	37	**37**	18	66	0	**66**	-8	58	0	**58**	0	58	0	**58**
	Left-Through		0							0				0				0	
	Through	75	0	177	6	81	167	22	102	0	248	6	108	0	238	0	108	0	238
	Through-Right		0							0				0				0	
	Right	57	0	0	-8	49	0	19	80	0	0	-8	72	0	0	0	72	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	60	0	60	0	60	60	0	64	0	64	0	64	0	64	0	64	0	64
	Left-Through		0							0				0				0	
	Through	213	0	**351**	23	236	**374**	9	235	0	**382**	23	258	0	**405**	0	258	0	**405**
	Through-Right		0							0				0				0	
	Right	78	0	0	0	78	0	0	83	0	0	0	83	0	0	0	83	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	46	1	46	0	46	**46**	0	49	1	49	0	49	1	**49**	0	49	1	**49**
	Left-Through		0							0				0				0	
	Through	784	1	**443**	58	842	458	76	908	1	**513**	58	966	1	528	0	966	1	528
	Through-Right		1							1				1				1	
	Right	101	0	101	-28	73	73	11	118	0	118	-28	90	0	90	0	90	0	90
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	87	1	**87**	-28	59	59	7	99	1	**99**	-28	71	1	71	0	71	1	71
	Left-Through		0							0				0				0	
	Through	903	1	482	16	919	**490**	87	1046	1	555	16	1062	1	**563**	0	1062	1	**563**
	Through-Right		1							1				1				1	
	Right	60	0	60	0	60	60	0	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:*	396		*North-South:*	411			*North-South:*	448			*North-South:*	463			*North-South:*	463
			East-West:	530		*East-West:*	536			*East-West:*	612			*East-West:*	612			*East-West:*	612
			SUM:	926		*SUM:*	947			*SUM:*	1060			*SUM:*	1075			*SUM:*	1075
VOLUME/CAPACITY (V/C) RATIO:				0.617			0.631				0.707				0.717				0.717
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.517			0.531				0.607				0.617				0.617
LEVEL OF SERVICE (LOS):				A			A				B				B				B

REMARKS: Phase 1 (2024)

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:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
8	East-West Street:	Hollywood Boulevard	Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	59	0	59	-32	27	27	14	77	0	77	-32	45	0	45	0	45	0	45
	Left-Through		0							0				0				0	
	Through	126	0	**251**	25	151	**212**	19	153	0	**315**	25	178	0	**276**	0	178	0	**276**
	Through-Right		0							0				0				0	
	Right	66	0	0	-32	34	0	15	85	0	0	-32	53	0	0	0	53	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	43	0	**43**	0	43	**43**	0	46	0	**46**	0	46	0	**46**	0	46	0	**46**
	Left-Through		0							0				0				0	
	Through	100	0	167	9	109	176	27	133	0	204	9	142	0	213	0	142	0	213
	Through-Right		0							0				0				0	
	Right	24	0	0	0	24	0	0	25	0	0	0	25	0	0	0	25	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	88	1	88	0	88	**88**	0	93	1	93	0	93	1	93	0	93	1	93
	Left-Through		0							0				0				0	
	Through	1108	1	**584**	26	1134	591	115	1291	1	**689**	26	1317	1	**695**	0	1317	1	**695**
	Through-Right		1							1				1				1	
	Right	60	0	60	-13	47	47	22	86	0	86	-13	73	0	73	0	73	0	73
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	41	1	**41**	-13	28	28	23	67	1	**67**	-13	54	1	**54**	0	54	1	**54**
	Left-Through		0							0				0				0	
	Through	981	1	519	65	1046	**552**	108	1149	1	605	65	1214	1	638	0	1214	1	638
	Through-Right		1							1				1				1	
	Right	57	0	57	0	57	57	0	61	0	61	0	61	0	61	0	61	0	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	294		*North-South:*	255		*North-South:*		361		*North-South:*		322		*North-South:*		322
			East-West:	625		*East-West:*	640		*East-West:*		756		*East-West:*		749		*East-West:*		749
			SUM:	919		*SUM:*	895		*SUM:*		1117		*SUM:*		1071		*SUM:*		1071
VOLUME/CAPACITY (V/C) RATIO:				0.613			0.597				0.745				0.714				0.714
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.513**			**0.497**				**0.645**				**0.614**				**0.614**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	-0.031	$\Delta v/c$ after mitigation:	-0.031
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
9	East-West Street:	Sunset Boulevard	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	68	0	**68**	0	68	**68**	0	72	0	**72**	0	72	0	**72**	0	72	0	**72**
	Left-Through		0							0				0				0	
	Through	155	0	249	-70	85	179	12	177	0	277	-70	107	0	207	0	107	0	207
	Through-Right		0							0				0				0	
	Right	26	0	0	0	26	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	
SOUTHBOUND	Left	55	0	55	37	92	92	16	74	0	74	37	111	0	111	0	111	0	111
	Left-Through		0							0				0				0	
	Through	125	0	**248**	-20	105	**247**	19	152	0	**306**	-20	132	0	**305**	0	132	0	**305**
	Through-Right		0							0				0				0	
	Right	68	0	0	-18	50	0	8	80	0	0	-18	62	0	0	0	62	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	86	1	86	-61	25	25	4	95	1	95	-61	34	1	34	0	34	1	34
	Left-Through		0							0				0				0	
	Through	949	2	**475**	78	1027	**514**	141	1148	2	**574**	78	1226	2	**613**	0	1226	2	**613**
	Through-Right		0							0				0				0	
	Right	81	1	81	0	81	81	0	86	1	86	0	86	1	86	0	86	1	86
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	657	2	329	5	662	331	173	870	2	435	5	875	2	438	0	875	2	438
	Through-Right		0							0				0				0	
	Right	143	1	143	-44	99	99	7	159	1	159	-44	115	1	115	0	115	1	115
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		316	*North-South:*		315	*North-South:*			378	*North-South:*			377	*North-South:*			377
		East-West:		496	*East-West:*		535	*East-West:*			596	*East-West:*			635	*East-West:*			635
		SUM:		812	*SUM:*		850	*SUM:*			974	*SUM:*			1012	*SUM:*			1012
VOLUME/CAPACITY *(V/C)* RATIO:				0.541			0.567				0.649				0.675				0.675
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.441**			**0.467**				**0.549**				**0.575**				**0.575**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.026	∆*v/c* after mitigation:	0.026
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
9	East-West Street:	Sunset Boulevard	Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	73	0	**73**	0	73	73	0	77	0	**77**	0	77	0	77	0	77	0	77
	Left-Through		0							0				0				0	
	Through	131	0	237	-30	101	**207**	27	166	0	278	-30	136	0	**248**	0	136	0	**248**
	Through-Right		0							0				0				0	
	Right	33	0	0	0	33	0	0	35	0	0	0	35	0	0	0	35	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	67	0	67	-41	26	**26**	12	83	0	83	-41	42	0	**42**	0	42	0	**42**
	Left-Through		0							0				0				0	
	Through	144	0	**275**	-77	67	90	19	172	0	**331**	-77	95	0	146	0	95	0	146
	Through-Right		0							0				0				0	
	Right	64	0	0	-67	-3	0	8	76	0	0	-67	9	0	0	0	9	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	61	1	61	-27	34	34	10	75	1	75	-27	48	1	48	0	48	1	48
	Left-Through		0							0				0				0	
	Through	1075	2	**391**	16	1091	**396**	216	1357	2	**487**	16	1373	2	**492**	0	1373	2	**492**
	Through-Right		1							1				1				1	
	Right	98	0	98	0	98	98	0	104	0	104	0	104	0	104	0	104	0	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	33	1	**33**	0	33	**33**	0	35	1	**35**	0	35	1	**35**	0	35	1	**35**
	Left-Through		0							0				0				0	
	Through	782	2	286	84	866	324	200	1030	2	376	84	1114	2	415	0	1114	2	415
	Through-Right		1							1				1				1	
	Right	75	0	75	32	107	107	18	98	0	98	32	130	0	130	0	130	0	130
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		348	*North-South:*		233	*North-South:*			408	*North-South:*			290	*North-South:*			290
		East-West:		424	*East-West:*		429	*East-West:*			522	*East-West:*			527	*East-West:*			527
		SUM:		772	*SUM:*		662	*SUM:*			930	*SUM:*			817	*SUM:*			817
VOLUME/CAPACITY (V/C) RATIO:				0.515			0.441				0.620				0.545				0.545
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.415**			**0.341**				**0.520**				**0.445**				**0.445**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	-0.075	$\Delta v/c$ after mitigation:	-0.075
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
10	East-West Street:	Fountain Avenue	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	71	0	**71**	-11	60	**60**	0	75	0	**75**	-11	64	0	**64**	0	64	0	**64**
	Left-Through		0							0				0				0	
	Through	154	0	264	-66	88	227	9	172	0	288	-66	106	0	251	0	106	0	251
	Through-Right		0							0				0				0	
	Right	39	0	0	40	79	0	0	41	0	0	40	81	0	0	0	81	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	43	0	43	0	43	43	4	50	0	50	0	50	0	50	0	50	0	50
	Left-Through		0							0				0				0	
	Through	200	0	**285**	-19	181	**266**	12	224	0	**323**	-19	205	0	**304**	0	205	0	**304**
	Through-Right		0							0				0				0	
	Right	42	0	0	0	42	0	4	49	0	0	0	49	0	0	0	49	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	46	0	**46**	0	46	**46**	1	50	0	**50**	0	50	0	**50**	0	50	0	**50**
	Left-Through		1							1				1				1	
	Through	342	0	388	2	344	390	72	435	0	485	2	437	0	487	0	437	0	487
	Through-Right		0							0				0				0	
	Right	50	1	50	-3	47	47	0	53	1	53	-3	50	1	50	0	50	1	50
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	17	0	17	11	28	28	0	18	0	18	11	29	0	29	0	29	0	29
	Left-Through		1							1				1				1	
	Through	511	0	**528**	-10	501	**529**	48	590	0	**608**	-10	580	0	**609**	0	580	0	**609**
	Through-Right		0							0				0				0	
	Right	59	1	59	0	59	59	1	64	1	64	0	64	1	64	0	64	1	64
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		356	*North-South:*		326	*North-South:*			398	*North-South:*			368	*North-South:*			368
		East-West:		574	*East-West:*		575	*East-West:*			658	*East-West:*			659	*East-West:*			659
		SUM:		930	*SUM:*		901	*SUM:*			1056	*SUM:*			1027	*SUM:*			1027
	VOLUME/CAPACITY *(V/C)* RATIO:			0.620			0.601				0.704				0.685				0.685
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.520**			**0.501**				**0.604**				**0.585**				**0.585**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**A**				**A**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	-0.019	∆*v/c* after mitigation:	-0.019
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
10	East-West Street:	Fountain Avenue	Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- 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	0	**52**	-5	47	**47**	0	55	0	**55**	-5	50	0	**50**	0	50	0	**50**
	Left-Through		0							0				0				0	
	Through	169	0	245	-30	139	228	18	197	0	277	-30	167	0	260	0	167	0	260
	Through-Right		0							0				0				0	
	Right	24	0	0	18	42	0	0	25	0	0	18	43	0	0	0	43	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	41	0	41	0	41	41	3	47	0	47	0	47	0	47	0	47	0	47
	Left-Through		0							0				0				0	
	Through	219	0	**303**	-75	144	**228**	14	246	0	**342**	-75	171	0	**267**	0	171	0	**267**
	Through-Right		0							0				0				0	
	Right	43	0	0	0	43	0	3	49	0	0	0	49	0	0	0	49	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	28	0	**28**	0	28	**28**	4	34	0	**34**	0	34	0	**34**	0	34	0	**34**
	Left-Through		1							1				1				1	
	Through	542	0	570	-10	532	560	100	675	0	709	-10	665	0	699	0	665	0	699
	Through-Right		0							0				0				0	
	Right	80	1	80	-13	67	67	0	85	1	85	-13	72	1	72	0	72	1	72
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	37	0	37	46	83	83	0	39	0	39	46	85	0	85	0	85	0	85
	Left-Through		1							1				1				1	
	Through	553	0	**590**	1	554	**637**	123	710	0	**749**	1	711	0	**796**	0	711	0	**796**
	Through-Right		0							0				0				0	
	Right	50	1	50	0	50	50	4	57	1	57	0	57	1	57	0	57	1	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		355	*North-South:*		275	*North-South:*			397	*North-South:*			317	*North-South:*			317
		East-West:		618	*East-West:*		665	*East-West:*			783	*East-West:*			830	*East-West:*			830
		SUM:		973	*SUM:*		940	*SUM:*			1180	*SUM:*			1147	*SUM:*			1147
	VOLUME/CAPACITY (V/C) RATIO:			0.649			0.627				0.787				0.765				0.765
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.549**			**0.527**				**0.687**				**0.665**				**0.665**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: -0.022 **$\Delta v/c$ after mitigation:** -0.022

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
11	East-West Street:	Santa Monica Boulevard	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	59	1	**59**	0	59	**59**	14	77	1	**77**	0	77	1	**77**	0	77	1	**77**
	Left-Through		0							0				0				0	
	Through	142	0	189	-34	108	155	10	161	0	211	-34	127	0	177	0	127	0	177
	Through-Right		1							1				1				1	
	Right	47	0	0	0	47	0	0	50	0	0	0	50	0	0	0	50	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	36	0	36	-3	33	33	0	38	0	38	-3	35	0	35	0	35	0	35
	Left-Through		0							0				0				0	
	Through	117	0	**221**	-10	107	**209**	12	136	0	**246**	-10	126	0	**234**	0	126	0	**234**
	Through-Right		0							0				0				0	
	Right	68	0	0	1	69	0	0	72	0	0	1	73	0	0	0	73	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	61	1	61	5	66	66	0	65	1	65	5	70	1	70	0	70	1	70
	Left-Through		0							0				0				0	
	Through	728	1	**378**	10	738	**383**	201	974	1	**503**	10	984	1	**508**	0	984	1	**508**
	Through-Right		1							1				1				1	
	Right	28	0	28	0	28	28	1	31	0	31	0	31	0	31	0	31	0	31
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	34	1	**34**	0	34	**34**	0	36	1	**36**	0	36	1	**36**	0	36	1	**36**
	Left-Through		0							0				0				0	
	Through	625	1	323	3	628	320	170	833	1	427	3	836	1	424	0	836	1	424
	Through-Right		1							1				1				1	
	Right	20	0	20	-9	11	11	0	21	0	21	-9	12	0	12	0	12	0	12
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		280	*North-South:*		268	*North-South:*			323	*North-South:*			311	*North-South:*			311
		East-West:		412	*East-West:*		417	*East-West:*			539	*East-West:*			544	*East-West:*			544
		SUM:		692	*SUM:*		685	*SUM:*			862	*SUM:*			855	*SUM:*			855
VOLUME/CAPACITY *(V/C)* RATIO:				0.461			0.457				0.575				0.570				0.570
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.361**			**0.357**				**0.475**				**0.470**				**0.470**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	-0.005	∆*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:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
11	East-West Street:	Santa Monica Boulevard	Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
	Override Capacity			0			0				0				0				0
NORTHBOUND	Left	79	1	**79**	0	79	**79**	8	92	1	**92**	0	92	1	**92**	0	92	1	**92**
	Left-Through		0							0				0				0	
	Through	131	0	173	-15	116	158	18	157	0	202	-15	142	0	187	0	142	0	187
	Through-Right		1							1				1				1	
	Right	42	0	0	0	42	0	0	45	0	0	0	45	0	0	0	45	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	40	0	40	-10	30	30	1	43	0	43	-10	33	0	33	0	33	0	33
	Left-Through		0							0				0				0	
	Through	219	0	**316**	-37	182	**275**	13	245	0	**349**	-37	208	0	**308**	0	208	0	**308**
	Through-Right		0							0				0				0	
	Right	57	0	0	6	63	0	0	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	73	1	73	2	75	75	0	77	1	77	2	79	1	79	0	79	1	79
	Left-Through		0							0				0				0	
	Through	1119	1	**617**	4	1123	**619**	259	1447	1	**785**	4	1451	1	**787**	0	1451	1	**787**
	Through-Right		1							1				1				1	
	Right	115	0	115	0	115	115	1	123	0	123	0	123	0	123	0	123	0	123
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	51	1	**51**	0	51	**51**	0	54	1	**54**	0	54	1	**54**	0	54	1	**54**
	Left-Through		0							0				0				0	
	Through	716	1	370	11	727	373	284	1044	1	535	11	1055	1	539	0	1055	1	539
	Through-Right		1							1				1				1	
	Right	23	0	23	-4	19	19	2	26	0	26	-4	22	0	22	0	22	0	22
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		395	*North-South:*		354	*North-South:*			441	*North-South:*			400	*North-South:*			400
		East-West:		668	*East-West:*		670	*East-West:*			839	*East-West:*			841	*East-West:*			841
		SUM:		1063	*SUM:*		1024	*SUM:*			1280	*SUM:*			1241	*SUM:*			1241
	VOLUME/CAPACITY (V/C) RATIO:			0.709			0.683				0.853				0.827				0.827
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.609**			**0.583**				**0.753**				**0.727**				**0.727**
	LEVEL OF SERVICE (LOS):			**B**			**A**				**C**				**C**				**C**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: -0.026 **Δ*v/c* after mitigation:** -0.026

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
12	East-West Street:	Franklin Avenue	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	65	1	**65**	0	65	**65**	-1	68	1	**68**	0	68	1	**68**	0	68	1	**68**
	Left-Through		0							0				0				0	
	Through	422	1	245	6	428	248	82	530	1	304	6	536	1	308	0	536	1	308
	Through-Right		1							1				1				1	
	Right	67	0	67	1	68	68	7	78	0	78	1	79	0	79	0	79	0	79
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	10	1	10	0	10	10	0	11	1	11	0	11	1	11	0	11	1	11
	Left-Through		0							0				0				0	
	Through	672	1	**404**	20	692	**414**	36	749	1	**447**	20	769	1	**457**	0	769	1	**457**
	Through-Right		1							1				1				1	
	Right	136	0	136	0	136	136	0	144	0	144	0	144	0	144	0	144	0	144
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	124	1	124	0	124	124	1	133	1	133	0	133	1	133	0	133	1	133
	Left-Through		0							0				0				0	
	Through	437	0	**590**	-6	431	**584**	23	487	0	**651**	-6	481	0	**645**	0	481	0	**645**
	Through-Right		1							1				1				1	
	Right	153	0	0	0	153	0	2	164	0	0	0	164	0	0	0	164	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	85	1	**85**	3	88	**88**	4	94	1	**94**	3	97	1	**97**	0	97	1	**97**
	Left-Through		0							0				0				0	
	Through	525	0	533	-21	504	512	14	571	0	579	-21	550	0	558	0	550	0	558
	Through-Right		1							1				1				1	
	Right	8	0	0	0	8	0	0	8	0	0	0	8	0	0	0	8	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		469	*North-South:*		479	*North-South:*			515	*North-South:*			525	*North-South:*			525
		East-West:		675	*East-West:*		672	*East-West:*			745	*East-West:*			742	*East-West:*			742
		SUM:		1144	*SUM:*		1151	*SUM:*			1260	*SUM:*			1267	*SUM:*			1267
	VOLUME/CAPACITY *(V/C)* RATIO:			0.763			0.767				0.840				0.845				0.845
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.663**			**0.667**				**0.740**				**0.745**				**0.745**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**C**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	∆*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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
12	East-West Street:	Franklin Avenue	Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0	NB-- EB--	0	SB-- WB--	0	NB-- EB--	0	SB-- WB--	0	NB-- EB--	0	SB-- WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	121	1	**121**	0	121	**121**	2	130	1	**130**	0	130	1	**130**	0	130	1	**130**
	Left-Through		0							0				0				0	
	Through	651	1	381	23	674	394	76	767	1	444	23	790	1	457	0	790	1	457
	Through-Right		1							1				1				1	
	Right	110	0	110	3	113	113	3	120	0	120	3	123	0	123	0	123	0	123
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	20	1	20	0	20	20	0	21	1	21	0	21	1	21	0	21	1	21
	Left-Through		0							0				0				0	
	Through	496	1	**296**	8	504	**300**	109	636	1	**370**	8	644	1	**374**	0	644	1	**374**
	Through-Right		1							1				1				1	
	Right	96	0	96	0	96	96	1	103	0	103	0	103	0	103	0	103	0	103
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	138	1	138	0	138	138	0	146	1	146	0	146	1	146	0	146	1	146
	Left-Through		0							0				0				0	
	Through	527	0	**663**	-24	503	**639**	30	589	0	**734**	-24	565	0	**710**	0	565	0	**710**
	Through-Right		1							1				1				1	
	Right	136	0	0	0	136	0	1	145	0	0	0	145	0	0	0	145	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	89	1	**89**	1	90	**90**	6	100	1	**100**	1	101	1	**101**	0	101	1	**101**
	Left-Through		0							0				0				0	
	Through	443	0	463	-10	433	453	32	502	0	523	-10	492	0	513	0	492	0	513
	Through-Right		1							1				1				1	
	Right	20	0	0	0	20	0	0	21	0	0	0	21	0	0	0	21	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		417	*North-South:*		421	*North-South:*			500	*North-South:*			504	*North-South:*			504
		East-West:		752	*East-West:*		729	*East-West:*			834	*East-West:*			811	*East-West:*			811
		SUM:		1169	*SUM:*		1150	*SUM:*			1334	*SUM:*			1315	*SUM:*			1315
	VOLUME/CAPACITY (V/C) RATIO:			0.779			0.767				0.889				0.877				0.877
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.679**			**0.667**				**0.789**				**0.777**				**0.777**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**C**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
13	East-West Street:	Hollywood Boulevard	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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--	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	137	1	**137**	16	153	**153**	5	150	1	**150**	16	166	1	**166**	0	166	1	**166**
	Left-Through		0							0				0				0	
	Through	521	2	261	7	528	264	53	606	2	303	7	613	2	307	0	613	2	307
	Through-Right		0							0				0				0	
	Right	72	1	29	0	72	29	0	76	1	30	0	76	1	30	0	76	1	30
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	78	1	78	0	78	78	10	93	1	93	0	93	1	93	0	93	1	93
	Left-Through		0							0				0				0	
	Through	958	1	**481**	23	981	**492**	20	1037	1	**520**	23	1060	1	**532**	0	1060	1	**532**
	Through-Right		1							1				1				1	
	Right	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	19	1	19	0	19	19	20	40	1	40	0	40	1	40	0	40	1	40
	Left-Through		0							0				0				0	
	Through	412	2	**206**	-8	404	**202**	93	530	2	**265**	-8	522	2	**261**	0	522	2	**261**
	Through-Right		0							0				0				0	
	Right	202	1	134	58	260	184	15	229	1	154	58	287	1	204	0	287	1	204
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	87	1	**87**	0	87	**87**	0	92	1	**92**	0	92	1	**92**	0	92	1	**92**
	Left-Through		0							0				0				0	
	Through	379	2	190	-28	351	176	93	495	2	248	-28	467	2	234	0	467	2	234
	Through-Right		0							0				0				0	
	Right	51	1	0	0	51	0	16	70	1	0	0	70	1	0	0	70	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		618	*North-South:*		645	*North-South:*			670	*North-South:*			698	*North-South:*			698
		East-West:		293	*East-West:*		289	*East-West:*			357	*East-West:*			353	*East-West:*			353
		SUM:		911	*SUM:*		934	*SUM:*			1027	*SUM:*			1051	*SUM:*			1051
VOLUME/CAPACITY *(V/C)* RATIO:				0.639			0.655				0.721				0.738				0.738
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.539**			**0.555**				**0.621**				**0.638**				**0.638**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.017	∆*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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
13	East-West Street:	Hollywood Boulevard	Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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--	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	195	1	**195**	65	260	**260**	29	236	1	**236**	65	301	1	**301**	0	301	1	**301**
	Left-Through		0							0				0				0	
	Through	945	2	473	26	971	486	50	1053	2	527	26	1079	2	540	0	1079	2	540
	Through-Right		0							0				0				0	
	Right	85	1	39	0	85	39	0	90	1	41	0	90	1	41	0	90	1	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	107	1	107	0	107	107	19	133	1	133	0	133	1	133	0	133	1	133
	Left-Through		0							0				0				0	
	Through	820	1	**416**	11	831	**422**	73	943	1	**478**	11	954	1	**484**	0	954	1	**484**
	Through-Right		1							1				1				1	
	Right	12	0	12	0	12	12	0	13	0	13	0	13	0	13	0	13	0	13
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	42	1	42	0	42	42	17	62	1	62	0	62	1	62	0	62	1	62
	Left-Through		0							0				0				0	
	Through	514	2	**257**	-32	482	**241**	118	664	2	**332**	-32	632	2	**316**	0	632	2	**316**
	Through-Right		0							0				0				0	
	Right	204	1	107	26	230	100	24	241	1	123	26	267	1	117	0	267	1	117
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	93	1	**93**	0	93	**93**	0	99	1	**99**	0	99	1	**99**	0	99	1	**99**
	Left-Through		0							0				0				0	
	Through	513	2	257	-13	500	250	119	664	2	332	-13	651	2	326	0	651	2	326
	Through-Right		0							0				0				0	
	Right	94	1	0	0	94	0	12	112	1	0	0	112	1	0	0	112	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		611	*North-South:*		682	*North-South:*			714	*North-South:*			785	*North-South:*			785
		East-West:		350	*East-West:*		334	*East-West:*			431	*East-West:*			415	*East-West:*			415
		SUM:		961	*SUM:*		1016	*SUM:*			1145	*SUM:*			1200	*SUM:*			1200
VOLUME/CAPACITY (V/C) RATIO:				0.674			0.713				0.804				0.842				0.842
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.574**			**0.613**				**0.704**				**0.742**				**0.742**
LEVEL OF SERVICE (LOS):				**A**			**B**				**C**				**C**				**C**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.038	∆*v/c* after mitigation:	0.038
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
14	East-West Street:	Sunset Boulevard	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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-- 3	WB--	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			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	247	1	**247**	-45	202	**202**	7	269	1	**269**	-45	224	1	**224**	0	224	1	**224**
	Left-Through		0							0				0				0	
	Through	705	2	353	26	731	366	56	804	2	402	26	830	2	415	0	830	2	415
	Through-Right		0							0				0				0	
	Right	224	1	172	11	235	160	6	244	1	185	11	255	1	173	0	255	1	173
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	35	1	35	-7	28	28	0	37	1	37	-7	30	1	30	0	30	1	30
	Left-Through		0							0				0				0	
	Through	876	2	**373**	103	979	**398**	32	962	2	**407**	103	1065	2	**432**	0	1065	2	**432**
	Through-Right		1							1				1				1	
	Right	243	0	243	-27	216	216	0	258	0	258	-27	231	0	231	0	231	0	231
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	183	1	**183**	12	195	**195**	0	194	1	**194**	12	206	1	**206**	0	206	1	**206**
	Left-Through		0							0				0				0	
	Through	488	2	244	-2	486	243	144	662	2	331	-2	660	2	330	0	660	2	330
	Through-Right		0							0				0				0	
	Right	238	1	0	-3	235	33	12	265	1	0	-3	262	1	38	0	262	1	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	104	1	104	46	150	150	8	118	1	118	46	164	1	164	0	164	1	164
	Left-Through		0							0				0				0	
	Through	483	2	**242**	-42	441	**221**	170	683	2	**342**	-42	641	2	**321**	0	641	2	**321**
	Through-Right		0							0				0				0	
	Right	50	1	33	0	50	36	0	53	1	35	0	53	1	38	0	53	1	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		620	*North-South:*		600	*North-South:*			676	*North-South:*			656	*North-South:*			656
		East-West:		425	*East-West:*		416	*East-West:*			536	*East-West:*			527	*East-West:*			527
		SUM:		1045	*SUM:*		1016	*SUM:*			1212	*SUM:*			1183	*SUM:*			1183
VOLUME/CAPACITY *(V/C)* RATIO:				0.760			0.739				0.881				0.860				0.860
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.660**			**0.639**				**0.781**				**0.760**				**0.760**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
14	East-West Street:	Sunset Boulevard	Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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-- 3	WB--	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			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	298	1	**298**	-20	278	**278**	10	326	1	**326**	-20	306	1	**306**	0	306	1	**306**
	Left-Through		0							0				0				0	
	Through	987	2	494	98	1085	543	69	1117	2	559	98	1215	2	608	0	1215	2	608
	Through-Right		0							0				0				0	
	Right	137	1	75	42	179	107	11	156	1	83	42	198	1	115	0	198	1	115
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	54	1	54	-27	27	27	0	57	1	57	-27	30	1	30	0	30	1	30
	Left-Through		0							0				0				0	
	Through	945	2	**389**	13	958	**390**	87	1090	2	**442**	13	1103	2	**443**	0	1103	2	**443**
	Through-Right		1							1				1				1	
	Right	223	0	223	-11	212	212	0	237	0	237	-11	226	0	226	0	226	0	226
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	291	1	291	47	338	**338**	0	309	1	309	47	356	1	356	0	356	1	356
	Left-Through		0							0				0				0	
	Through	806	2	**403**	-10	796	398	224	1080	2	**540**	-10	1070	2	**535**	0	1070	2	**535**
	Through-Right		0							0				0				0	
	Right	429	1	131	-13	416	138	8	463	1	137	-13	450	1	144	0	450	1	144
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	125	1	**125**	20	145	145	14	147	1	**147**	20	167	1	**167**	0	167	1	**167**
	Left-Through		0							0				0				0	
	Through	435	2	218	-19	416	**208**	207	669	2	335	-19	650	2	325	0	650	2	325
	Through-Right		0							0				0				0	
	Right	36	1	9	0	36	23	0	38	1	10	0	38	1	23	0	38	1	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		687	*North-South:*		668	*North-South:*			768	*North-South:*			749	*North-South:*			749
		East-West:		528	*East-West:*		546	*East-West:*			687	*East-West:*			702	*East-West:*			702
		SUM:		1215	*SUM:*		1214	*SUM:*			1455	*SUM:*			1451	*SUM:*			1451
VOLUME/CAPACITY (V/C) RATIO:				0.884			0.883				1.058				1.055				1.055
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.784**			**0.783**				**0.958**				**0.955**				**0.955**
LEVEL OF SERVICE (LOS):				**C**			**C**				**E**				**E**				**E**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
15	East-West Street:	Fountain Avenue	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- 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?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	156	1	**156**	-8	148	**148**	0	166	1	**166**	-8	158	1	**158**	0	158	1	**158**
	Left-Through		0							0				0				0	
	Through	991	2	496	20	1011	506	75	1127	2	564	20	1147	2	574	0	1147	2	574
	Through-Right		0							0				0				0	
	Right	185	1	130	0	185	130	4	200	1	141	0	200	1	141	0	200	1	141
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	44	1	44	0	44	44	0	47	1	47	0	47	1	47	0	47	1	47
	Left-Through		0							0				0				0	
	Through	1013	2	**507**	7	1020	**510**	44	1119	2	**560**	7	1126	2	**563**	0	1126	2	**563**
	Through-Right		0							0				0				0	
	Right	70	1	37	0	70	37	0	74	1	38	0	74	1	38	0	74	1	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	67	1	**67**	0	67	**67**	2	73	1	**73**	0	73	1	**73**	0	73	1	**73**
	Left-Through		0							0				0				0	
	Through	309	1	206	3	312	207	74	402	1	256	3	405	1	256	0	405	1	256
	Through-Right		1							1				1				1	
	Right	103	0	103	-2	101	101	0	109	0	109	-2	107	0	107	0	107	0	107
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	110	1	110	0	110	110	1	118	1	118	0	118	1	118	0	118	1	118
	Left-Through		0							0				0				0	
	Through	414	1	**414**	13	427	**427**	49	488	1	**488**	13	501	1	**501**	0	501	1	**501**
	Through-Right		0							0				0				0	
	Right	62	1	40	0	62	40	0	66	1	43	0	66	1	43	0	66	1	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		663	*North-South:*		658	*North-South:*			726	*North-South:*			721	*North-South:*			721
		East-West:		481	*East-West:*		494	*East-West:*			561	*East-West:*			574	*East-West:*			574
		SUM:		1144	*SUM:*		1152	*SUM:*			1287	*SUM:*			1295	*SUM:*			1295
	VOLUME/CAPACITY *(V/C)* RATIO:			0.803			0.808				0.903				0.909				0.909
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.703**			**0.708**				**0.803**				**0.809**				**0.809**
	LEVEL OF SERVICE (LOS):			**C**			**C**				**D**				**D**				**D**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	∆*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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
15	East-West Street:	Fountain Avenue	Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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	3	3		3	3	3		3	3	3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0	0		0	0	0		0	0	0		0	0	0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--	0	0	NB-- 0 SB-- EB-- 0 WB--	0	0	NB-- 0 SB-- EB-- 0 WB--	0	0	0	NB-- 0 SB-- EB-- 0 WB--	0	0	0	NB-- 0 SB-- EB-- 0 WB--	0	0	0
	ATSAC-1 or ATSAC+ATCS-2?		2	2		2	2		2	2	2		2	2	2		2	2	2
	Override Capacity		0	0		0	0		0	0	0		0	0	0		0	0	0
NORTHBOUND	Left	142	1	**142**	-3	139	**139**	0	151	1	**151**	-3	148	1	**148**	0	148	1	**148**
	Left-Through		0							0				0				0	
	Through	1255	2	451	9	1264	454	83	1415	2	507	9	1424	2	510	0	1424	2	510
	Through-Right		1							1				1				1	
	Right	99	0	99	0	99	99	1	106	0	106	0	106	0	106	0	106	0	106
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	139	1	139	0	139	139	0	148	1	148	0	148	1	148	0	148	1	148
	Left-Through		0							0				0				0	
	Through	1372	2	**488**	23	1395	**496**	111	1567	2	**556**	23	1590	2	**564**	0	1590	2	**564**
	Through-Right		1							1				1				1	
	Right	93	0	93	0	93	93	2	101	0	101	0	101	0	101	0	101	0	101
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	43	1	**43**	0	43	**43**	0	46	1	**46**	0	46	1	**46**	0	46	1	**46**
	Left-Through		0							0				0				0	
	Through	516	1	300	15	531	304	103	651	1	370	15	666	1	374	0	666	1	374
	Through-Right		1							1				1				1	
	Right	84	0	84	-8	76	76	0	89	0	89	-8	81	0	81	0	81	0	81
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	66	1	66	0	66	66	3	73	1	73	0	73	1	73	0	73	1	73
	Left-Through		0							0				0				0	
	Through	422	1	**422**	6	428	**428**	125	573	1	**573**	6	579	1	**579**	0	579	1	**579**
	Through-Right		0							0				0				0	
	Right	43	1	0	0	43	0	0	46	1	0	0	46	1	0	0	46	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*	630		*North-South:*	635		*North-South:*	707			*North-South:*	712			*North-South:*	712		
		East-West:	465		*East-West:*	471		*East-West:*	619			*East-West:*	625			*East-West:*	625		
		SUM:	1095		*SUM:*	1106		*SUM:*	1326			*SUM:*	1337			*SUM:*	1337		
	VOLUME/CAPACITY (V/C) RATIO:		0.768			0.776			0.931				0.938				0.938		
	V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.668**			**0.676**			**0.831**				**0.838**				**0.838**		
	LEVEL OF SERVICE (LOS):		**B**			**B**			**D**				**D**				**D**		

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	∆*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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
16	East-West Street:	Santa Monica Boulevard	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	84	1	84	0	84	84	8	97	1	97	0	97	1	97	0	97	1	97
	Left-Through		0							0				0				0	
	Through	1150	2	**575**	-3	1147	**574**	34	1255	2	**628**	-3	1252	2	**626**	0	1252	2	**626**
	Through-Right		0							0				0				0	
	Right	85	1	36	0	85	36	2	92	1	39	0	92	1	39	0	92	1	39
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	77	1	**77**	0	77	**77**	0	82	1	**82**	0	82	1	**82**	0	82	1	**82**
	Left-Through		0							0				0				0	
	Through	1124	2	401	-2	1122	402	33	1226	2	442	-2	1224	2	442	0	1224	2	442
	Through-Right		1							1				1				1	
	Right	80	0	80	3	83	83	14	99	0	99	3	102	0	102	0	102	0	102
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	99	1	**99**	10	109	**109**	47	152	1	**152**	10	162	1	**162**	0	162	1	**162**
	Left-Through		0							0				0				0	
	Through	698	2	349	-3	695	348	155	896	2	448	-3	893	2	447	0	893	2	447
	Through-Right		0							0				0				0	
	Right	51	1	9	0	51	9	27	81	1	33	0	81	1	33	0	81	1	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	98	1	98	0	98	98	3	107	1	107	0	107	1	107	0	107	1	107
	Left-Through		0							0				0				0	
	Through	729	2	**365**	-9	720	**360**	157	931	2	**466**	-9	922	2	**461**	0	922	2	**461**
	Through-Right		0							0				0				0	
	Right	58	1	20	1	59	21	0	62	1	21	1	63	1	22	0	63	1	22
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		652	*North-South:*		651	*North-South:*			710	*North-South:*			708	*North-South:*			708
		East-West:		464	*East-West:*		469	*East-West:*			618	*East-West:*			623	*East-West:*			623
		SUM:		1116	*SUM:*		1120	*SUM:*			1328	*SUM:*			1331	*SUM:*			1331
	VOLUME/CAPACITY *(V/C)* RATIO:			0.783			0.786				0.932				0.934				0.934
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.683**			**0.686**				**0.832**				**0.834**				**0.834**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**D**				**D**				**D**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 **$\Delta v/c$ after mitigation:** 0.002

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
16	East-West Street:	Santa Monica Boulevard	Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	95	1	**95**	0	95	**95**	35	136	1	136	0	136	1	136	0	136	1	136
	Left-Through		0							0				0				0	
	Through	1301	2	473	-2	1299	473	43	1424	2	**712**	-2	1422	2	**711**	0	1422	2	**711**
	Through-Right		1							0				0				0	
	Right	119	0	119	0	119	119	1	127	1	71	0	127	1	71	0	127	1	71
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	60	1	60	2	62	62	0	64	1	**64**	2	66	1	**66**	0	66	1	**66**
	Left-Through		0							0				0				0	
	Through	1316	2	**471**	-5	1311	**473**	63	1460	2	542	-5	1455	2	544	0	1455	2	544
	Through-Right		1							1				1				1	
	Right	98	0	98	11	109	109	62	166	0	166	11	177	0	177	0	177	0	177
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	83	1	83	4	87	87	48	136	1	**136**	4	140	1	**140**	0	140	1	**140**
	Left-Through		0							0				0				0	
	Through	677	2	**339**	-10	667	**334**	204	923	2	462	-10	913	2	457	0	913	2	457
	Through-Right		0							0				0				0	
	Right	66	1	19	0	66	19	41	111	1	43	0	111	1	43	0	111	1	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	95	1	**95**	0	95	**95**	11	112	1	112	0	112	1	112	0	112	1	112
	Left-Through		0							0				0				0	
	Through	683	2	342	-4	679	340	205	930	2	**465**	-4	926	2	**463**	0	926	2	**463**
	Through-Right		0							0				0				0	
	Right	74	1	44	1	75	44	0	79	1	47	1	80	1	47	0	80	1	47
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		566	*North-South:*		568	*North-South:*			776	*North-South:*			777	*North-South:*			777
		East-West:		434	*East-West:*		429	*East-West:*			601	*East-West:*			603	*East-West:*			603
		SUM:		1000	*SUM:*		997	*SUM:*			1377	*SUM:*			1380	*SUM:*			1380
	VOLUME/CAPACITY (V/C) RATIO:			0.702			0.700				0.966				0.968				0.968
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.602**			**0.600**				**0.866**				**0.868**				**0.868**
	LEVEL OF SERVICE (LOS):			**B**			**A**				**D**				**D**				**D**

REMARKS: Phase 1 (2024)

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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
17	East-West Street:	Melrose Avenue	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	142	1	**142**	0	142	**142**	4	155	1	**155**	0	155	1	**155**	0	155	1	**155**
	Left-Through		0							0				0				0	
	Through	1182	2	407	-5	1177	406	36	1291	2	444	-5	1286	2	443	0	1286	2	443
	Through-Right		1							1				1				1	
	Right	40	0	40	0	40	40	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	57	1	57	0	57	57	7	68	1	68	0	68	1	68	0	68	1	68
	Left-Through		0							0				0				0	
	Through	1123	2	**416**	-2	1121	**415**	28	1220	2	**456**	-2	1218	2	**455**	0	1218	2	**455**
	Through-Right		1							1				1				1	
	Right	125	0	125	0	125	125	14	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	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	420	0	244	-1	419	244	31	477	0	275	-1	476	0	274	0	476	0	274
	Through-Right		1							1				1				1	
	Right	64	0	244	0	64	244	0	68	0	275	0	68	0	274	0	68	0	274
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	442	0	**248**	-2	440	**248**	63	532	0	**295**	-2	530	0	**295**	0	530	0	**295**
	Through-Right		1							1				1				1	
	Right	49	0	248	2	51	248	2	54	0	295	2	56	0	295	0	56	0	295
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		558	*North-South:*		557	*North-South:*			611	*North-South:*			610	*North-South:*			610
		East-West:		250	*East-West:*		250	*East-West:*			297	*East-West:*			297	*East-West:*			297
		SUM:		808	*SUM:*		807	*SUM:*			908	*SUM:*			907	*SUM:*			907
	VOLUME/CAPACITY *(V/C)* RATIO:			0.539			0.538				0.605				0.605				0.605
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.439**			**0.438**				**0.505**				**0.505**				**0.505**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: Phase 1 (2024)

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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
17	East-West Street:	Melrose Avenue	Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	129	1	**129**	0	129	**129**	5	142	1	**142**	0	142	1	**142**	0	142	1	**142**
	Left-Through		0							0				0				0	
	Through	1408	2	488	-3	1405	487	39	1534	2	531	-3	1531	2	530	0	1531	2	530
	Through-Right		1							1				1				1	
	Right	56	0	56	0	56	56	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	68	1	68	2	70	70	7	79	1	79	2	81	1	81	0	81	1	81
	Left-Through		0							0				0				0	
	Through	1287	2	**472**	-6	1281	**470**	43	1409	2	**518**	-6	1403	2	**516**	0	1403	2	**516**
	Through-Right		1							1				1				1	
	Right	129	0	129	0	129	129	7	144	0	144	0	144	0	144	0	144	0	144
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	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	718	0	**413**	-3	715	**412**	69	831	0	**473**	-3	828	0	**471**	0	828	0	**471**
	Through-Right		1							1				1				1	
	Right	100	0	413	0	100	412	0	106	0	473	0	106	0	471	0	106	0	471
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	413	0	230	-1	412	230	44	482	0	269	-1	481	0	269	0	481	0	269
	Through-Right		1							1				1				1	
	Right	38	0	230	1	39	230	7	47	0	269	1	48	0	269	0	48	0	269
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		601	*North-South:*		599	*North-South:*			660	*North-South:*			658	*North-South:*			658
		East-West:		415	*East-West:*		414	*East-West:*			475	*East-West:*			473	*East-West:*			473
		SUM:		1016	*SUM:*		1013	*SUM:*			1135	*SUM:*			1131	*SUM:*			1131
	VOLUME/CAPACITY (V/C) RATIO:			0.677			0.675				0.757				0.754				0.754
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.577**			**0.575**				**0.657**				**0.654**				**0.654**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: -0.003 **$\Delta v/c$ after mitigation:** -0.003

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
18	East-West Street:	US-101 Fwy NB On-Ramp	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	543	1	**543**	0	543	**543**	2	578	1	**578**	0	578	1	**578**	0	578	1	**578**
	Left-Through		0							0				0				0	
	Through	1807	3	602	-5	1802	601	33	1951	3	650	-5	1946	3	649	0	1946	3	649
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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		0							0				0				0	
	Through	1210	2	**504**	-2	1208	**503**	33	1317	2	**549**	-2	1315	2	**548**	0	1315	2	**548**
	Through-Right		1							1				1				1	
	Right	303	0	303	-1	302	302	9	331	0	331	-1	330	0	330	0	330	0	330
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	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	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		1047	North-South:		1046	North-South:			1127	North-South:			1126	North-South:			1126
		East-West:		0	East-West:		0	East-West:			0	East-West:			0	East-West:			0
		SUM:		1047	SUM:		1046	SUM:			1127	SUM:			1126	SUM:			1126
	VOLUME/CAPACITY (V/C) RATIO:			0.698			0.697				0.751				0.751				0.751
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.598**			**0.597**				**0.651**				**0.651**				**0.651**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS: Phase 1 (2024)

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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
18	East-West Street:	US-101 Fwy NB On-Ramp	Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- SB-- EB-- WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
	Override Capacity			0			0				0				0				0
NORTHBOUND	Left	400	1	**400**	0	400	**400**	1	426	1	**426**	0	426	1	**426**	0	426	1	**426**
	Left-Through		0							0				0				0	
	Through	1989	3	663	-3	1986	662	39	2150	3	717	-3	2147	3	716	0	2147	3	716
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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		0							0				0				0	
	Through	1314	2	**461**	-6	1308	**459**	44	1439	2	**506**	-6	1433	2	**504**	0	1433	2	**504**
	Through-Right		1							1				1				1	
	Right	70	0	70	-1	69	69	5	79	0	79	-1	78	0	78	0	78	0	78
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	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	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		861	North-South:		859	North-South:			932	North-South:			930	North-South:			930
		East-West:		0	East-West:		0	East-West:			0	East-West:			0	East-West:			0
		SUM:		861	SUM:		859	SUM:			932	SUM:			930	SUM:			930
	VOLUME/CAPACITY (V/C) RATIO:			0.574			0.573				0.621				0.620				0.620
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.474**			**0.473**				**0.521**				**0.520**				**0.520**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: -0.001 **$\Delta v/c$ after mitigation:** -0.001

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
19	East-West Street:	US-101 Fwy NB Off-Ramp	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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			2	2				2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0	0			0	0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- SB-- EB-- WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2	2			2	2				2
	Override Capacity			0			0			0	0			0	0				0
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	1631	4	408	-3	1628	407	25	1756	4	439	-3	1753	4	438	0	1753	4	438
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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		0							0				0				0	
	Through	1236	3	**412**	-2	1234	**411**	33	1345	3	**448**	-2	1343	3	**448**	0	1343	3	**448**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	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	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	606	1	**457**	0	606	**456**	4	647	1	**489**	0	647	1	**488**	0	647	1	**488**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	764	1	457	-3	761	456	10	821	1	489	-3	818	1	488	0	818	1	488
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
	CRITICAL VOLUMES	North-South:		412	North-South:		411	North-South:			448	North-South:			448	North-South:			448
		East-West:		457	East-West:		456	East-West:			489	East-West:			488	East-West:			488
		SUM:		869	SUM:		867	SUM:			937	SUM:			936	SUM:			936
	VOLUME/CAPACITY (V/C) RATIO:			0.579			0.578				0.625				0.624				0.624
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.479			0.478				0.525				0.524				0.524
	LEVEL OF SERVICE (LOS):			A			A				A				A				A

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	-0.001	Δ*v/c* after mitigation:	-0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
19	East-West Street:	US-101 Fwy NB Off-Ramp	Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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			2	2				2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0			0			0	0			0	0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?		2	2			2			2	2			2	2				2
	Override Capacity		0	0			0			0	0			0	0				0
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	1624	4	406	-2	1622	406	31	1755	4	439	-2	1753	4	438	0	1753	4	438
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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		0							0				0				0	
	Through	1333	3	**444**	-6	1327	**442**	44	1459	3	**486**	-6	1453	3	**484**	0	1453	3	**484**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	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	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	548	1	**428**	0	548	**427**	15	597	1	**462**	0	597	1	**461**	0	597	1	**461**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	735	1	428	-2	733	427	8	788	1	462	-2	786	1	461	0	786	1	461
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
	CRITICAL VOLUMES	*North-South:*		444	*North-South:*		442	*North-South:*			486	*North-South:*			484	*North-South:*			484
		East-West:		428	*East-West:*		427	*East-West:*			462	*East-West:*			461	*East-West:*			461
		SUM:		872	*SUM:*		869	*SUM:*			948	*SUM:*			945	*SUM:*			945
	VOLUME/CAPACITY (V/C) RATIO:			0.581			0.579				0.632				0.630				0.630
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.481**			**0.479**				**0.532**				**0.530**				**0.530**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: -0.002 **$\Delta v/c$ after mitigation:** -0.002

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 Fwy SB Off-Ramp	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
20	East-West Street:	Rosewood Avenue	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	752	1	430	0	752	430	3	801	1	458	0	801	1	458	0	801	1	458
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	108	0	**430**	0	108	**430**	0	115	0	**458**	0	115	0	**458**	0	115	0	**458**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
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	127	0	132	0	127	132	0	135	0	140	0	135	0	140	0	135	0	140
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	149	0	**150**	0	149	**150**	0	158	0	**159**	0	158	0	**159**	0	158	0	**159**
	Through-Right		1							1				1				1	
	Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		430	*North-South:*		430	*North-South:*			458	*North-South:*			458	*North-South:*			458
		East-West:		155	*East-West:*		155	*East-West:*			164	*East-West:*			164	*East-West:*			164
		SUM:		585	*SUM:*		585	*SUM:*			622	*SUM:*			622	*SUM:*			622
VOLUME/CAPACITY *(V/C)* RATIO:				0.390			0.390				0.415				0.415				0.415
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.290**			**0.290**				**0.315**				**0.315**				**0.315**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 **$\Delta v/c$ after mitigation:** 0.000

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 Fwy SB Off-Ramp	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
20	East-West Street:	Rosewood Avenue	Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	649	1	396	0	649	396	7	696	1	424	0	696	1	424	0	696	1	424
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	143	0	**396**	0	143	**396**	0	152	0	**424**	0	152	0	**424**	0	152	0	**424**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
EASTBOUND	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	210	0	212	0	210	212	0	223	0	225	0	223	0	225	0	223	0	225
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	223	0	**228**	0	223	**228**	0	237	0	**242**	0	237	0	**242**	0	237	0	**242**
	Through-Right		1							1				1				1	
	Right	5	0	0	0	5	0	0	5	0	0	0	5	0	0	0	5	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		396	*North-South:*		396	*North-South:*			424	*North-South:*			424	*North-South:*			424
		East-West:		230	*East-West:*		230	*East-West:*			244	*East-West:*			244	*East-West:*			244
		SUM:		626	*SUM:*		626	*SUM:*			668	*SUM:*			668	*SUM:*			668
VOLUME/CAPACITY (V/C) RATIO:				0.417			0.417				0.445				0.445				0.445
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.317**			**0.317**				**0.345**				**0.345**				**0.345**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 **$\Delta v/c$ after mitigation:** 0.000

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
21	East-West Street:	Rosewood Avenue	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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?			2			2			2				2					2
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	33	1	**33**	0	33	**33**	0	35	1	**35**	0	35	1	**35**	0	35	1	**35**
	Left-Through		0							0				0				0	
	Through	1498	2	499	-2	1496	499	23	1613	2	539	-2	1611	2	538	0	1611	2	538
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	4	4	0	4	0	4	0	4	0	4	0	4
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	14	1	14	0	14	14	0	15	1	15	0	15	1	15	0	15	1	15
	Left-Through		0							0				0				0	
	Through	1697	2	**608**	-2	1695	**607**	37	1838	2	**658**	-2	1836	2	**657**	0	1836	2	**657**
	Through-Right		1							1				1				1	
	Right	127	0	127	0	127	127	0	135	0	135	0	135	0	135	0	135	0	135
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	165	1	165	-4	161	161	2	177	1	177	-4	173	1	173	0	173	1	173
	Left-Through		0							0				0				0	
	Through	2	0	**301**	0	2	**301**	0	2	0	**320**	0	2	0	**320**	0	2	0	**320**
	Through-Right		0							0				0				0	
	Right	599	1	0	0	599	0	1	637	1	0	0	637	1	0	0	637	1	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	8	1	**8**	0	8	**8**	0	8	1	**8**	0	8	1	**8**	0	8	1	**8**
	Left-Through		0							0				0				0	
	Through	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		641	*North-South:*		640	*North-South:*			693	*North-South:*			692	*North-South:*			692
		East-West:		309	*East-West:*		309	*East-West:*			328	*East-West:*			328	*East-West:*			328
		SUM:		950	*SUM:*		949	*SUM:*			1021	*SUM:*			1020	*SUM:*			1020
	VOLUME/CAPACITY *(V/C)* RATIO:			0.667			0.666				0.716				0.716				0.716
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.567**			**0.566**				**0.616**				**0.616**				**0.616**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS: Phase 1 (2024)

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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
21	East-West Street:	Rosewood Avenue	Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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?		2			2			2				2				2		
	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	45	1	**45**	0	45	**45**	0	48	1	**48**	0	48	1	**48**	0	48	1	**48**
	Left-Through		0							0				0				0	
	Through	1473	2	491	0	1473	491	28	1592	2	532	0	1592	2	532	0	1592	2	532
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	3	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	6	1	6	0	6	6	0	6	1	6	0	6	1	6	0	6	1	6
	Left-Through		0							0				0				0	
	Through	1702	2	**625**	-6	1696	**623**	60	1867	2	**684**	-6	1861	2	**682**	0	1861	2	**682**
	Through-Right		1							1				1				1	
	Right	173	0	173	0	173	173	0	184	0	184	0	184	0	184	0	184	0	184
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	199	1	199	-2	197	197	2	213	1	213	-2	211	1	211	0	211	1	211
	Left-Through		0							0				0				0	
	Through	1	0	**336**	0	1	**336**	0	1	0	**359**	0	1	0	**359**	0	1	0	**359**
	Through-Right		0							0				0				0	
	Right	670	1	0	0	670	0	5	716	1	0	0	716	1	0	0	716	1	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	1	1	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1
	Left-Through		0							0				0				0	
	Through	0	0	**3**	0	0	**3**	0	0	0	**3**	0	0	0	**3**	0	0	0	**3**
	Through-Right		1							1				1				1	
	Right	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*	670		*North-South:*	668		*North-South:*	732			*North-South:*	730			*North-South:*	730		
		East-West:	339		*East-West:*	339		*East-West:*	362			*East-West:*	362			*East-West:*	362		
		SUM:	1009		*SUM:*	1007		*SUM:*	1094			*SUM:*	1092			*SUM:*	1092		
	VOLUME/CAPACITY (V/C) RATIO:		0.708			0.707			0.768				0.766				0.766		
	V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.608**			**0.607**			**0.668**				**0.666**				**0.666**		
	LEVEL OF SERVICE (LOS):		**B**			**B**			**B**				**B**				**B**		

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: -0.002 **$\Delta v/c$ after mitigation:** -0.002

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
22	East-West Street:	Oakwood Avenue-US-101 Fwy SB Or	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	32	1	32	0	32	32	0	34	1	34	0	34	1	34	0	34	1	34
	Left-Through		0							0				0				0	
	Through	1321	2	**526**	-2	1319	**525**	23	1425	2	**567**	-2	1423	2	**567**	0	1423	2	**567**
	Through-Right		1							1				1				1	
	Right	257	0	257	0	257	257	4	277	0	277	0	277	0	277	0	277	0	277
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	309	2	**170**	-1	308	**169**	11	339	2	**186**	-1	338	2	**186**	0	338	2	**186**
	Left-Through		0							0				0				0	
	Through	1758	2	634	-1	1757	633	27	1893	2	682	-1	1892	2	681	0	1892	2	681
	Through-Right		1							1				1				1	
	Right	143	0	143	0	143	143	0	152	0	152	0	152	0	152	0	152	0	152
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	107	0	107	0	107	107	4	118	0	118	0	118	0	118	0	118	0	118
	Left-Through		1							1				1				1	
	Through	422	1	**265**	0	422	**265**	8	456	1	**287**	0	456	1	**287**	0	456	1	**287**
	Through-Right		0							0				0				0	
	Right	91	1	75	0	91	75	0	97	1	80	0	97	1	80	0	97	1	80
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		696	*North-South:*		694	*North-South:*			753	*North-South:*			753	*North-South:*			753
		East-West:		265	*East-West:*		265	*East-West:*			287	*East-West:*			287	*East-West:*			287
		SUM:		961	*SUM:*		959	*SUM:*			1040	*SUM:*			1040	*SUM:*			1040
	VOLUME/CAPACITY *(V/C)* RATIO:			0.674			0.673				0.730				0.730				0.730
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.574**			**0.573**				**0.630**				**0.630**				**0.630**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS: Phase 1 (2024)

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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
22	East-West Street:	Oakwood Avenue-US-101 Fwy SB Or	Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- 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	64	1	64	0	64	64	0	68	1	68	0	68	1	68	0	68	1	68
	Left-Through		0							0				0				0	
	Through	1342	2	**517**	0	1342	**517**	29	1454	2	**561**	0	1454	2	**561**	0	1454	2	**561**
	Through-Right		1							1				1				1	
	Right	210	0	210	0	210	210	5	228	0	228	0	228	0	228	0	228	0	228
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	328	2	**180**	-3	325	**179**	13	361	2	**199**	-3	358	2	**197**	0	358	2	**197**
	Left-Through		0							0				0				0	
	Through	1684	2	595	-3	1681	594	52	1840	2	649	-3	1837	2	648	0	1837	2	648
	Through-Right		1							1				1				1	
	Right	101	0	101	0	101	101	0	107	0	107	0	107	0	107	0	107	0	107
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	121	0	121	0	121	121	2	130	0	130	0	130	0	130	0	130	0	130
	Left-Through		1							1				1				1	
	Through	339	1	**230**	0	339	**230**	3	363	1	**247**	0	363	1	**247**	0	363	1	**247**
	Through-Right		0							0				0				0	
	Right	129	1	97	0	129	97	0	137	1	103	0	137	1	103	0	137	1	103
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		697	*North-South:*		696	*North-South:*			760	*North-South:*			758	*North-South:*			758
		East-West:		230	*East-West:*		230	*East-West:*			247	*East-West:*			247	*East-West:*			247
		SUM:		927	*SUM:*		926	*SUM:*			1007	*SUM:*			1005	*SUM:*			1005
	VOLUME/CAPACITY (V/C) RATIO:			0.651			0.650				0.707				0.705				0.705
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.551**			**0.550**				**0.607**				**0.605**				**0.605**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: -0.002 **$\Delta v/c$ after mitigation:** -0.002

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

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600 S. Lake Avenue, Suite 500, Pasadena CA 91106
(626) 796.2322 Fax (626) 792-0941

CRITICAL MOVEMENT ANALYSIS
Hillhurst Avenue-Virgil Avenue @
Sunset Boulevard-Sunset Drive @ Sunset Boulevard-Hollywood Boulevard

N-S St: Hillhurst Avenue-Virgil Avenue
E-W St: Sunset Boulevard-Sunset Drive
NW-SE St: Sunset Boulevard-Hollywood Boulevard
Project: Kaiser Permanente LAMC MP Due Diligence Analysis/1-16-4159-1
File Name: CMA23
Counts by: The Traffic Solution

Peak Hour: AM
Annual Growth: 1.0%

Date: 05/04/2018
Date of Count: 2017
Buildout Year: 2024

PHASE 1

	2017 EXIST. TRAFFIC			2017 EXIST. + PROJECT				2017 EXIST. + PROJ. + MIT				2024 FUTURE BASELINE				2024 FUTURE W/PROJECT				2024 FUTURE W/MITIGATION			
Movement	Volume	No. of Lanes	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	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	119	1	119	3	122	1	122	0	122	1	122	9	128	1	128	3	131	1	131	0	131	1	131
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	222	1	114	0	222	1	114	0	222	1	114	64	286	1	146	0	286	1	146	0	286	1	146
Comb. T-R		1	114			1	114			1	114			1	146			1	146			1	146
NB Right	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	285	1	285	0	285	1	285	0	285	1	285	31	315	1	315	0	315	1	315	0	315	1	315
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	554	1	338	0	554	1	343	0	554	1	343	73	627	1	388	0	627	1	393	0	627	1	393
Comb. T-R		1	338			1	343			1	343			1	388			1	393			1	393
SB Right	122	0	-	10	132	0	-	0	132	0	-	27	149	0	-	10	159	0	-	0	159	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	61	0	-	3	64	0	-	0	64	0	-	14	75	0	-	3	78	0	-	0	78	0	-
Comb. L-T		1	86			1	89			1	89			1	102			1	105			1	105
EB Thru	25	0	-	0	25	0	-	0	25	0	-	2	27	0	-	0	27	0	-	0	27	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
EB Right [1]	396	2	32	-2	394	2	36	0	394	2	36	163	558	2	24	-2	556	2	27	0	556	2	27
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-	0	5	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	82	0	120	0	82	0	120	0	82	0	120	6	88	0	129	0	88	0	129	0	88	0	129
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
WB Right	33	0	-	0	33	0	-	0	33	0	-	2	36	0	-	0	36	0	-	0	36	0	-
Comb. L-T-R -		1				1				1				1				1				1	
NWB Left	337	2	186	-8	329	2	181	0	329	2	181	178	516	2	284	-8	508	2	279	0	508	2	279
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NWB Thru	405	1	286	-28	377	1	272	0	377	1	272	100	505	1	350	-28	477	1	336	0	477	1	336
Comb. T-R		1	286			1	272			1	272			1	350			1	336			1	336
NWB Right	168	0	-	0	168	0	-	0	168	0	-	28	196	0	-	0	196	0	-	0	196	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SEB Left	66	1	66	0	66	1	66	0	66	1	66	5	70	1	70	0	70	1	70	0	70	1	70
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SEB Thru	414	1	243	-8	406	1	239	0	406	1	239	109	523	1	300	-8	515	1	296	0	515	1	296
Comb. T-R		1	243			1	239			1	239			1	300			1	296			1	296
SEB Right	73	0	-	0	73	0	-	0	73	0	-	5	78	0	-	0	78	0	-	0	78	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:	N-S:		458	N-S:			466	N-S:			466	N-S:			516	N-S:			524	N-S:			524
	E-W:		181	E-W:			184	E-W:			184	E-W:			204	E-W:			207	E-W:			207
	NW-SE		429	NW-SE			421	NW-SE			421	NW-SE			584	NW-SE			576	NW-SE			576
	SUM:		1067	SUM:			1070	SUM:			1070	SUM:			1304	SUM:			1307	SUM:			1307
No. of Phases:			4				4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.676				0.678				0.678				0.848				0.850				0.850
Level of Service:			B				B				B				D				D				D

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] Overlaps with northwest bound Sunset Blvd. left-turn phase.

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N-S St: Hillhurst Avenue-Virgil Avenue
E-W St: Sunset Boulevard-Sunset Drive
NW-SE St: Sunset Boulevard-Hollywood Boulevard
Project: Kaiser Permanente LAMC MP Due Diligence Analysis/1-16-4159-1
File Name: CMA23
Counts by: The Traffic Solution

CRITICAL MOVEMENT ANALYSIS
Hillhurst Avenue-Virgil Avenue @
Sunset Boulevard-Sunset Drive @ Sunset Boulevard-Hollywood Boulevard
Peak Hour: PM
Annual Growth: 1.0%

Date: 05/04/2018
Date of Count: 2017
Buildout Year: 2024

PHASE 1

	2017 EXIST. TRAFFIC			2017 EXIST. + PROJECT				2017 EXIST. + PROJ. + MIT				2024 FUTURE BASELINE				2024 FUTURE W/PROJECT				2024 FUTURE W/MITIGATION			
Movement	Volume	No. of Lanes	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	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	154	1	154	1	155	1	155	0	155	1	155	11	165	1	165	1	166	1	166	0	166	1	166
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	423	1	228	0	423	1	228	0	423	1	228	88	511	1	273	0	511	1	273	0	511	1	273
Comb. T-R		1	228			1	228			1	228			1	273			1	273			1	273
NB Right	32	0	-	0	32	0	-	0	32	0	-	2	35	0	-	0	35	0	-	0	35	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	210	1	210	0	210	1	210	0	210	1	210	34	244	1	244	0	244	1	244	0	244	1	244
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	508	1	298	0	508	1	300	0	508	1	300	105	613	1	361	0	613	1	363	0	613	1	363
Comb. T-R		1	298			1	300			1	300			1	361			1	363			1	363
SB Right	88	0	-	4	92	0	-	0	92	0	-	22	110	0	-	4	114	0	-	0	114	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	116	0	-	11	127	0	-	0	127	0	-	31	148	0	-	11	159	0	-	0	159	0	-
Comb. L-T		1	191			1	202			1	202			1	228			1	239			1	239
EB Thru	75	0	-	0	75	0	-	0	75	0	-	5	80	0	-	0	80	0	-	0	80	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
EB Right [1]	580	2	161	-6	574	2	161	0	574	2	161	251	831	2	177	-6	825	2	177	0	825	2	177
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-	0	6	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	43	0	86	0	43	0	86	0	43	0	86	3	47	0	92	0	47	0	92	0	47	0	92
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
WB Right	36	0	-	0	36	0	-	0	36	0	-	3	39	0	-	0	39	0	-	0	39	0	-
Comb. L-T-R -		1				1				1				1				1				1	
NWB Left	287	2	158	-5	282	2	155	0	282	2	155	222	509	2	280	-5	504	2	277	0	504	2	277
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NWB Thru	420	1	315	-13	407	1	309	0	407	1	309	134	554	1	396	-13	541	1	389	0	541	1	389
Comb. T-R		1	315			1	309			1	309			1	396			1	389			1	389
NWB Right	210	0	-	0	210	0	-	0	210	0	-	27	237	0	-	0	237	0	-	0	237	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SEB Left	82	1	82	0	82	1	82	0	82	1	82	6	88	1	88	0	88	1	88	0	88	1	88
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SEB Thru	496	1	310	-32	464	1	294	0	464	1	294	136	632	1	382	-32	600	1	366	0	600	1	366
Comb. T-R		1	310			1	294			1	294			1	382			1	366			1	366
SEB Right	123	0	-	0	123	0	-	0	123	0	-	9	132	0	-	0	132	0	-	0	132	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:	N-S:	451		N-S:	454			N-S:	454			N-S:	526			N-S:	529			N-S:	529		
	E-W:	202		E-W:	213			E-W:	213			E-W:	240			E-W:	251			E-W:	251		
	NW-SE	467		NW-SE	449			NW-SE	449			NW-SE	662			NW-SE	643			NW-SE	643		
	SUM:	1121		SUM:	1116			SUM:	1116			SUM:	1427			SUM:	1422			SUM:	1422		
No. of Phases:		4			4				4				4				4				4		
(N/A=0, ATSAC=1, ATCS=2)		*2*			*2*				*2*				*2*				*2*				*2*		
Volume / Capacity:		0.715			0.712				0.712				0.938				0.935				0.935		
Level of Service:		C			C				C				E				E				E		

Assumptions: *Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.*
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] Overlaps with northwest bound Sunset Blvd. left-turn phase.

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Virgil Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
24	East-West Street:	Santa Monica Boulevard	Projection Year:	2024	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	89	1	**89**	0	89	**89**	0	94	1	**94**	0	94	1	**94**	0	94	1	**94**
	Left-Through		0							0				0				0	
	Through	544	1	544	10	554	554	36	613	1	613	10	623	1	623	0	623	1	623
	Through-Right		0							0				0				0	
	Right	111	1	51	0	111	51	0	118	1	54	0	118	1	54	0	118	1	54
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	56	1	56	0	56	56	0	59	1	59	0	59	1	59	0	59	1	59
	Left-Through		0							0				0				0	
	Through	587	1	**587**	3	590	**590**	20	643	1	**643**	3	646	1	**646**	0	646	1	**646**
	Through-Right		0							0				0				0	
	Right	85	1	49	0	85	49	3	93	1	48	0	93	1	48	0	93	1	48
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	72	1	72	0	72	72	15	91	1	91	0	91	1	91	0	91	1	91
	Left-Through		0							0				0				0	
	Through	518	1	**518**	-3	515	**515**	51	601	1	**601**	-3	598	1	**598**	0	598	1	**598**
	Through-Right		0							0				0				0	
	Right	117	1	73	0	117	73	0	124	1	77	0	124	1	77	0	124	1	77
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	121	1	**121**	0	121	**121**	0	128	1	**128**	0	128	1	**128**	0	128	1	**128**
	Left-Through		0							0				0				0	
	Through	622	1	330	-8	614	326	45	705	1	372	-8	697	1	368	0	697	1	368
	Through-Right		1							1				1				1	
	Right	37	0	37	0	37	37	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:*		676	*North-South:*		679	*North-South:*			737	*North-South:*			740	*North-South:*			740
		East-West:		639	*East-West:*		636	*East-West:*			729	*East-West:*			726	*East-West:*			726
		SUM:		1315	*SUM:*		1315	*SUM:*			1466	*SUM:*			1466	*SUM:*			1466
	VOLUME/CAPACITY *(V/C)* RATIO:			0.923			0.923				1.029				1.029				1.029
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.823**			**0.823**				**0.929**				**0.929**				**0.929**
	LEVEL OF SERVICE (LOS):			**D**			**D**				**E**				**E**				**E**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*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:	Virgil Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
24	East-West Street:	Santa Monica Boulevard	Projection Year:	2024	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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?			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	126	1	126	0	126	126	0	134	1	134	0	134	1	134	0	134	1	134
	Left-Through		0							0				0				0	
	Through	635	1	**635**	4	639	**639**	34	708	1	**708**	4	712	1	**712**	0	712	1	**712**
	Through-Right		0							0				0				0	
	Right	163	1	118	0	163	118	0	173	1	125	0	173	1	125	0	173	1	125
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	134	1	**134**	0	134	**134**	0	142	1	**142**	0	142	1	**142**	0	142	1	**142**
	Left-Through		0							0				0				0	
	Through	549	1	549	11	560	560	43	626	1	626	11	637	1	637	0	637	1	637
	Through-Right		0							0				0				0	
	Right	122	1	83	0	122	83	22	152	1	104	0	152	1	104	0	152	1	104
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	78	1	78	0	78	78	14	97	1	97	0	97	1	97	0	97	1	97
	Left-Through		0							0				0				0	
	Through	675	1	**675**	-8	667	**667**	65	782	1	**782**	-8	774	1	**774**	0	774	1	**774**
	Through-Right		0							0				0				0	
	Right	116	1	53	0	116	53	0	123	1	56	0	123	1	56	0	123	1	56
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	91	1	**91**	0	91	**91**	0	97	1	**97**	0	97	1	**97**	0	97	1	**97**
	Left-Through		0							0				0				0	
	Through	547	1	293	-3	544	292	71	652	1	347	-3	649	1	345	0	649	1	345
	Through-Right		1							1				1				1	
	Right	39	0	39	0	39	39	0	41	0	41	0	41	0	41	0	41	0	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		769	*North-South:*		773	*North-South:*			850	*North-South:*			854	*North-South:*			854
		East-West:		766	*East-West:*		758	*East-West:*			879	*East-West:*			871	*East-West:*			871
		SUM:		1535	*SUM:*		1531	*SUM:*			1729	*SUM:*			1725	*SUM:*			1725
VOLUME/CAPACITY (V/C) RATIO:				1.077			1.074				1.213				1.211				1.211
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.977**			**0.974**				**1.113**				**1.111**				**1.111**
LEVEL OF SERVICE (LOS):				**E**			**E**				**F**				**F**				**F**

REMARKS: Phase 1 (2024)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

APPENDIX D-2

PHASE 2 PROJECT (YEAR 2028):
CMA AND LEVELS OF SERVICE EXPLANATION
CMA DATA WORKSHEETS – WEEKDAY AM & PM PEAK HOURS

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 Fwy SB On-Ramp	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
1	East-West Street:	Santa Monica Boulevard	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	105	0	105	0	105	105	0	116	0	116	0	116	0	116	0	116	0	116
	Left-Through		0							0				0				0	
	Through	21	0	**137**	0	21	**137**	0	23	0	**151**	0	23	0	**151**	0	23	0	**151**
	Through-Right		0							0				0				0	
	Right	11	0	0	0	11	0	0	12	0	0	0	12	0	0	0	12	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	10	0	**10**	0	10	**10**	0	11	0	**11**	0	11	0	**11**	0	11	0	**11**
	Left-Through		1							1				1				1	
	Through	903	1	482	5	908	484	141	1138	1	602	5	1143	1	605	0	1143	1	605
	Through-Right		0							0				0				0	
	Right	358	1	358	0	358	358	88	483	1	483	0	483	1	483	0	483	1	483
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	48	1	48	1	49	49	28	81	1	81	1	82	1	82	0	82	1	82
	Left-Through		0							0				0				0	
	Through	1305	1	**675**	0	1305	**675**	268	1710	1	**880**	0	1710	1	**880**	0	1710	1	**880**
	Through-Right		1							1				1				1	
	Right	45	0	45	0	45	45	0	50	0	50	0	50	0	50	0	50	0	50
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		137	*North-South:*		137	*North-South:*			151	*North-South:*			151	*North-South:*			151
		East-West:		685	*East-West:*		685	*East-West:*			891	*East-West:*			891	*East-West:*			891
		SUM:		822	*SUM:*		822	*SUM:*			1042	*SUM:*			1042	*SUM:*			1042
VOLUME/CAPACITY *(V/C)* RATIO:				0.548			0.548				0.695				0.695				0.695
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.448**			**0.448**				**0.595**				**0.595**				**0.595**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*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:	US-101 Fwy SB On-Ramp	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
1	East-West Street:	Santa Monica Boulevard	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
	Override Capacity			0			0				0				0				0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	132	0	132	0	132	132	5	151	0	151	0	151	0	151	0	151	0	151
	Left-Through		0							0				0				0	
	Through	26	0	**181**	0	26	**181**	0	29	0	**205**	0	29	0	**205**	0	29	0	**205**
	Through-Right		0							0				0				0	
	Right	23	0	0	0	23	0	0	25	0	0	0	25	0	0	0	25	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	15	0	**15**	0	15	**15**	0	17	0	**17**	0	17	0	**17**	0	17	0	**17**
	Left-Through		1							1				1				1	
	Through	1054	1	572	0	1054	572	221	1385	1	744	0	1385	1	744	0	1385	1	744
	Through-Right		0							0				0				0	
	Right	369	1	369	0	369	369	107	515	1	515	0	515	1	515	0	515	1	515
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	45	1	45	3	48	48	22	72	1	72	3	75	1	75	0	75	1	75
	Left-Through		0							0				0				0	
	Through	1280	1	**681**	4	1284	**683**	404	1818	1	**954**	4	1822	1	**956**	0	1822	1	**956**
	Through-Right		1							1				1				1	
	Right	81	0	81	0	81	81	0	89	0	89	0	89	0	89	0	89	0	89
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		181	*North-South:*		181	*North-South:*			205	*North-South:*			205	*North-South:*			205
		East-West:		696	*East-West:*		698	*East-West:*			971	*East-West:*			973	*East-West:*			973
		SUM:		877	*SUM:*		879	*SUM:*			1176	*SUM:*			1178	*SUM:*			1178
	VOLUME/CAPACITY (V/C) RATIO:			0.585			0.586				0.784				0.785				0.785
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.485**			**0.486**				**0.684**				**0.685**				**0.685**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.001 **$\Delta v/c$ after mitigation:** 0.001

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 Fwy NB Off-Ramp	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
2	East-West Street:	Santa Monica Boulevard-Serrano Av	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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	3				3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1	1			1	1				1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	0	NB-- 0 SB-- EB-- 0 WB--		0	0	NB-- 0 SB-- EB-- 0 WB--		0	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2	2			2	2				2
	Override Capacity			0			0			0	0			0	0				0
NORTHBOUND	Left	593	1	**363**	0	593	**365**	71	726	1	**441**	0	726	1	**443**	0	726	1	**443**
	Left-Through		0							0				0				0	
	Through	71	0	363	0	71	365	0	78	0	441	0	78	0	443	0	78	0	443
	Through-Right		0							0				0				0	
	Right	62	0	0	4	66	0	9	77	0	0	4	81	0	0	0	81	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	35	0	35	0	35	35	0	39	0	39	0	39	0	39	0	39	0	39
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	66	0	**101**	0	66	**101**	0	73	0	**112**	0	73	0	**112**	0	73	0	**112**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
EASTBOUND	Left	13	1	13	0	13	13	0	14	1	14	0	14	1	14	0	14	1	14
	Left-Through		0							0				0				0	
	Through	1041	2	**521**	5	1046	**523**	158	1308	2	**654**	5	1313	2	**657**	0	1313	2	**657**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	671	1	350	3	674	351	226	967	1	499	3	970	1	501	0	970	1	501
	Through-Right		1							1				1				1	
	Right	28	0	28	0	28	28	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	
	CRITICAL VOLUMES	*North-South:*		464	*North-South:*		466	*North-South:*			553	*North-South:*			555	*North-South:*			555
		East-West:		521	*East-West:*		523	*East-West:*			654	*East-West:*			657	*East-West:*			657
		SUM:		985	*SUM:*		989	*SUM:*			1207	*SUM:*			1212	*SUM:*			1212
	VOLUME/CAPACITY *(V/C)* RATIO:			0.691			0.694				0.847				0.851				0.851
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.591**			**0.594**				**0.747**				**0.751**				**0.751**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**C**				**C**				**C**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	∆*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:	US-101 Fwy NB Off-Ramp	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
2	East-West Street:	Santa Monica Boulevard-Serrano Av	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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?			1			1			1				1				1	
	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	569	1	**376**	0	569	**377**	152	781	1	**508**	0	781	1	**508**	0	781	1	**508**
	Left-Through		0							0				0				0	
	Through	130	0	376	0	130	377	0	144	0	508	0	144	0	508	0	144	0	508
	Through-Right		0							0				0				0	
	Right	53	0	0	1	54	0	31	90	0	0	1	91	0	0	0	91	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	41	0	41	0	41	41	0	45	0	45	0	45	0	45	0	45	0	45
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	88	0	**129**	0	88	**129**	0	97	0	**142**	0	97	0	**142**	0	97	0	**142**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
EASTBOUND	Left	31	1	31	0	31	31	0	34	1	34	0	34	1	34	0	34	1	34
	Left-Through		0							0				0				0	
	Through	1091	2	**546**	0	1091	**546**	252	1457	2	**729**	0	1457	2	**729**	0	1457	2	**729**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	798	1	426	7	805	430	274	1155	1	608	7	1162	1	611	0	1162	1	611
	Through-Right		1							1				1				1	
	Right	54	0	54	0	54	54	0	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:*		505	*North-South:*		506	*North-South:*			650	*North-South:*			650	*North-South:*			650
		East-West:		546	*East-West:*		546	*East-West:*			729	*East-West:*			729	*East-West:*			729
		SUM:		1051	*SUM:*		1052	*SUM:*			1379	*SUM:*			1379	*SUM:*			1379
	VOLUME/CAPACITY (V/C) RATIO:			0.738			0.738				0.968				0.968				0.968
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.638**			**0.638**				**0.868**				**0.868**				**0.868**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**D**				**D**				**D**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 **$\Delta v/c$ after mitigation:** 0.000

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Normandie Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
3	East-West Street:	Hollywood Boulevard	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	62	0	62	0	62	62	0	68	0	68	0	68	0	68	0	68	0	68
	Left-Through		0							0				0				0	
	Through	104	0	**268**	-1	103	**267**	34	149	0	**345**	-1	148	0	**344**	0	148	0	**344**
	Through-Right		0							0				0				0	
	Right	102	0	0	0	102	0	15	128	0	0	0	128	0	0	0	128	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	96	0	**96**	3	99	**99**	2	108	0	**108**	3	111	0	**111**	0	111	0	**111**
	Left-Through		0							0				0				0	
	Through	156	0	288	-1	155	290	19	191	0	339	-1	190	0	341	0	190	0	341
	Through-Right		0							0				0				0	
	Right	36	0	0	0	36	0	0	40	0	0	0	40	0	0	0	40	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	24	1	24	0	24	24	0	27	1	27	0	27	1	27	0	27	1	27
	Left-Through		0							0				0				0	
	Through	919	1	**503**	17	936	**511**	78	1093	1	**594**	17	1110	1	**603**	0	1110	1	**603**
	Through-Right		1							1				1				1	
	Right	86	0	86	0	86	86	0	95	0	95	0	95	0	95	0	95	0	95
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	65	1	**65**	0	65	**65**	15	87	1	**87**	0	87	1	**87**	0	87	1	**87**
	Left-Through		0							0				0				0	
	Through	816	1	419	4	820	422	109	1010	1	521	4	1014	1	524	0	1014	1	524
	Through-Right		1							1				1				1	
	Right	22	0	22	1	23	23	8	32	0	32	1	33	0	33	0	33	0	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		364	*North-South:*		366	*North-South:*			453	*North-South:*			455	*North-South:*			455
		East-West:		568	*East-West:*		576	*East-West:*			681	*East-West:*			690	*East-West:*			690
		SUM:		932	*SUM:*		942	*SUM:*			1134	*SUM:*			1145	*SUM:*			1145
	VOLUME/CAPACITY *(V/C)* RATIO:			0.621			0.628				0.756				0.763				0.763
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.521**			**0.528**				**0.656**				**0.663**				**0.663**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	∆*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:	Normandie Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
3	East-West Street:	Hollywood Boulevard	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	127	0	127	0	127	127	0	140	0	140	0	140	0	140	0	140	0	140
	Left-Through		0							0				0				0	
	Through	157	0	**390**	-1	156	**389**	42	215	0	**494**	-1	214	0	**493**	0	214	0	**493**
	Through-Right		0							0				0				0	
	Right	106	0	0	0	106	0	22	139	0	0	0	139	0	0	0	139	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	91	0	**91**	1	92	**92**	9	110	0	**110**	1	111	0	**111**	0	111	0	**111**
	Left-Through		0							0				0				0	
	Through	162	0	293	-1	161	293	53	232	0	386	-1	231	0	386	0	231	0	386
	Through-Right		0							0				0				0	
	Right	40	0	0	0	40	0	0	44	0	0	0	44	0	0	0	44	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	46	1	46	0	46	46	0	51	1	51	0	51	1	51	0	51	1	51
	Left-Through		0							0				0				0	
	Through	919	1	**513**	5	924	**516**	131	1146	1	**632**	5	1151	1	**635**	0	1151	1	**635**
	Through-Right		1							1				1				1	
	Right	107	0	107	0	107	107	0	118	0	118	0	118	0	118	0	118	0	118
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	72	1	**72**	0	72	**72**	22	102	1	**102**	0	102	1	**102**	0	102	1	**102**
	Left-Through		0							0				0				0	
	Through	864	1	453	12	876	460	112	1066	1	559	12	1078	1	566	0	1078	1	566
	Through-Right		1							1				1				1	
	Right	42	0	42	2	44	44	6	52	0	52	2	54	0	54	0	54	0	54
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		481	*North-South:*		481	*North-South:*			604	*North-South:*			604	*North-South:*			604
		East-West:		585	*East-West:*		588	*East-West:*			734	*East-West:*			737	*East-West:*			737
		SUM:		1066	*SUM:*		1069	*SUM:*			1338	*SUM:*			1341	*SUM:*			1341
	VOLUME/CAPACITY (V/C) RATIO:			0.711			0.713				0.892				0.894				0.894
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.611**			**0.613**				**0.792**				**0.794**				**0.794**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**C**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	∆*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:	Normandie Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
4	East-West Street:	Sunset Boulevard	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	96	0	**96**	0	96	**96**	12	118	0	**118**	0	118	0	**118**	0	118	0	**118**
	Left-Through		0							0				0				0	
	Through	152	0	304	0	152	308	30	198	0	388	0	198	0	392	0	198	0	392
	Through-Right		0							0				0				0	
	Right	56	0	0	4	60	0	10	72	0	0	4	76	0	0	0	76	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	54	0	54	-1	53	53	0	60	0	60	-1	59	0	59	0	59	0	59
	Left-Through		0							0				0				0	
	Through	259	0	**371**	0	259	**370**	18	304	0	**444**	0	304	0	**443**	0	304	0	**443**
	Through-Right		0							0				0				0	
	Right	58	0	0	0	58	0	16	80	0	0	0	80	0	0	0	80	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	53	1	53	0	53	53	18	77	1	77	0	77	1	77	0	77	1	77
	Left-Through		0							0				0				0	
	Through	1019	2	**510**	24	1043	**522**	135	1261	2	**631**	24	1285	2	**643**	0	1285	2	**643**
	Through-Right		0							0				0				0	
	Right	104	1	104	0	104	104	17	132	1	132	0	132	1	132	0	132	1	132
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	57	1	**57**	1	58	**58**	3	66	1	**66**	1	67	1	**67**	0	67	1	**67**
	Left-Through		0							0				0				0	
	Through	653	2	327	6	659	330	178	899	2	450	6	905	2	453	0	905	2	453
	Through-Right		0							0				0				0	
	Right	37	1	37	-1	36	36	0	41	1	41	-1	40	1	40	0	40	1	40
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		467	*North-South:*		466	*North-South:*			562	*North-South:*			561	*North-South:*			561
		East-West:		567	*East-West:*		580	*East-West:*			697	*East-West:*			710	*East-West:*			710
		SUM:		1034	*SUM:*		1046	*SUM:*			1259	*SUM:*			1271	*SUM:*			1271
	VOLUME/CAPACITY *(V/C)* RATIO:			0.689			0.697				0.839				0.847				0.847
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.589**			**0.597**				**0.739**				**0.747**				**0.747**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**C**				**C**				**C**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.008 **$\Delta v/c$ after mitigation:** 0.008

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Normandie Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
4	East-West Street:	Sunset Boulevard	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	104	0	104	0	104	104	31	146	0	**146**	0	146	0	**146**	0	146	0	**146**
	Left-Through		0							0				0				0	
	Through	252	0	**430**	0	252	**431**	32	310	0	545	0	310	0	546	0	310	0	546
	Through-Right		0							0				0				0	
	Right	74	0	0	1	75	0	7	89	0	0	1	90	0	0	0	90	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	55	0	**55**	-1	54	**54**	0	61	0	61	-1	60	0	60	0	60	0	60
	Left-Through		0							0				0				0	
	Through	248	0	362	0	248	361	42	316	0	**476**	0	316	0	**475**	0	316	0	**475**
	Through-Right		0							0				0				0	
	Right	59	0	0	0	59	0	34	99	0	0	0	99	0	0	0	99	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	84	1	84	0	84	84	30	123	1	123	0	123	1	123	0	123	1	123
	Left-Through		0							0				0				0	
	Through	1117	2	**422**	7	1124	**425**	224	1458	2	**550**	7	1465	2	**552**	0	1465	2	**552**
	Through-Right		1							1				1				1	
	Right	150	0	150	0	150	150	26	192	0	192	0	192	0	192	0	192	0	192
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	73	1	**73**	3	76	**76**	11	92	1	**92**	3	95	1	**95**	0	95	1	**95**
	Left-Through		0							0				0				0	
	Through	905	2	315	15	920	319	201	1201	2	415	15	1216	2	419	0	1216	2	419
	Through-Right		1							1				1				1	
	Right	39	0	39	-1	38	38	0	43	0	43	-1	42	0	42	0	42	0	42
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		485	*North-South:*		485	*North-South:*			622	*North-South:*			621	*North-South:*			621
		East-West:		495	*East-West:*		501	*East-West:*			642	*East-West:*			647	*East-West:*			647
		SUM:		980	*SUM:*		986	*SUM:*			1264	*SUM:*			1268	*SUM:*			1268
VOLUME/CAPACITY (V/C) RATIO:				0.653			0.657				0.843				0.845				0.845
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.553**			**0.557**				**0.743**				**0.745**				**0.745**
LEVEL OF SERVICE (LOS):				**A**			**A**				**C**				**C**				**C**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Normandie Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
5	East-West Street:	Fountain Avenue	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	79	0	**79**	0	79	**79**	0	87	0	**87**	0	87	0	**87**	0	87	0	**87**
	Left-Through		0							0				0				0	
	Through	247	0	412	4	251	408	52	325	0	517	4	329	0	513	0	329	0	513
	Through-Right		0							0				0				0	
	Right	86	0	0	-8	78	0	10	105	0	0	-8	97	0	0	0	97	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	85	0	85	0	85	85	0	94	0	94	0	94	0	94	0	94	0	94
	Left-Through		0							0				0				0	
	Through	348	0	**475**	1	349	**476**	37	421	0	**561**	1	422	0	**562**	0	422	0	**562**
	Through-Right		0							0				0				0	
	Right	42	0	0	0	42	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	51	0	**51**	0	51	**51**	0	56	0	**56**	0	56	0	**56**	0	56	0	**56**
	Left-Through		1							1				1				1	
	Through	393	0	444	2	395	446	62	496	0	552	2	498	0	554	0	498	0	554
	Through-Right		0							0				0				0	
	Right	66	1	66	0	66	66	0	73	1	73	0	73	1	73	0	73	1	73
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	77	0	77	-2	75	75	3	88	0	88	-2	86	0	86	0	86	0	86
	Left-Through		1							1				1				1	
	Through	439	0	**516**	0	439	**514**	45	530	0	**618**	0	530	0	**616**	0	530	0	**616**
	Through-Right		0							0				0				0	
	Right	40	1	40	0	40	40	0	44	1	44	0	44	1	44	0	44	1	44
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		554	*North-South:*		555	*North-South:*			648	*North-South:*			649	*North-South:*			649
		East-West:		567	*East-West:*		565	*East-West:*			674	*East-West:*			672	*East-West:*			672
		SUM:		1121	*SUM:*		1120	*SUM:*			1322	*SUM:*			1321	*SUM:*			1321
VOLUME/CAPACITY *(V/C)* RATIO:				0.747			0.747				0.881				0.881				0.881
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.647**			**0.647**				**0.781**				**0.781**				**0.781**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*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:	Normandie Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
5	East-West Street:	Fountain Avenue	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	60	0	60	0	60	60	0	66	0	66	0	66	0	66	0	66	0	66
	Left-Through		0							0				0				0	
	Through	423	0	**550**	1	424	**549**	70	537	0	**684**	1	538	0	**683**	0	538	0	**683**
	Through-Right		0							0				0				0	
	Right	67	0	0	-2	65	0	7	81	0	0	-2	79	0	0	0	79	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	67	0	**67**	0	67	**67**	0	74	0	**74**	0	74	0	**74**	0	74	0	**74**
	Left-Through		0							0				0				0	
	Through	420	0	547	3	423	550	79	543	0	683	3	546	0	686	0	546	0	686
	Through-Right		0							0				0				0	
	Right	60	0	0	0	60	0	0	66	0	0	0	66	0	0	0	66	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	72	0	72	0	72	72	0	80	0	80	0	80	0	80	0	80	0	80
	Left-Through		1							1				1				1	
	Through	599	0	**671**	0	599	**671**	93	755	0	**835**	0	755	0	**835**	0	755	0	**835**
	Through-Right		0							0				0				0	
	Right	99	1	99	0	99	99	0	109	1	109	0	109	1	109	0	109	1	109
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	100	0	**100**	-6	94	**94**	11	121	0	**121**	-6	115	0	**115**	0	115	0	**115**
	Left-Through		1							1				1				1	
	Through	504	0	604	1	505	599	112	669	0	790	1	670	0	785	0	670	0	785
	Through-Right		0							0				0				0	
	Right	68	1	68	0	68	68	0	75	1	75	0	75	1	75	0	75	1	75
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		617	*North-South:*		616	*North-South:*			758	*North-South:*			757	*North-South:*			757
		East-West:		771	*East-West:*		765	*East-West:*			956	*East-West:*			950	*East-West:*			950
		SUM:		1388	*SUM:*		1381	*SUM:*			1714	*SUM:*			1707	*SUM:*			1707
VOLUME/CAPACITY (V/C) RATIO:				0.925			0.921				1.143				1.138				1.138
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.825**			**0.821**				**1.043**				**1.038**				**1.038**
LEVEL OF SERVICE (LOS):				**D**			**D**				**F**				**F**				**F**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Normandie Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
6	East-West Street:	Santa Monica Boulevard	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	56	0	**56**	0	56	**56**	8	70	0	**70**	0	70	0	**70**	0	70	0	**70**
	Left-Through		1							1				1				1	
	Through	223	0	198	-1	222	198	20	266	0	238	-1	265	0	237	0	265	0	237
	Through-Right		1							1				1				1	
	Right	61	0	198	0	61	198	2	69	0	238	0	69	0	237	0	69	0	237
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	57	0	57	0	57	57	1	64	0	64	0	64	0	64	0	64	0	64
	Left-Through		0							0				0				0	
	Through	415	0	**508**	0	415	**507**	28	486	0	**601**	0	486	0	**600**	0	486	0	**600**
	Through-Right		0							0				0				0	
	Right	36	0	0	-1	35	0	11	51	0	0	-1	50	0	0	0	50	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	73	1	73	-3	70	70	38	119	1	119	-3	116	1	116	0	116	1	116
	Left-Through		0							0				0				0	
	Through	825	1	**474**	12	837	**480**	199	1110	1	**638**	12	1122	1	**644**	0	1122	1	**644**
	Through-Right		1							1				1				1	
	Right	123	0	123	0	123	123	29	165	0	165	0	165	0	165	0	165	0	165
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	140	1	**140**	0	140	**140**	1	156	1	**156**	0	156	1	**156**	0	156	1	**156**
	Left-Through		0							0				0				0	
	Through	661	1	367	4	665	369	183	913	1	498	4	917	1	500	0	917	1	500
	Through-Right		1							1				1				1	
	Right	72	0	72	0	72	72	3	83	0	83	0	83	0	83	0	83	0	83
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		564	*North-South:*		563	*North-South:*			671	*North-South:*			670	*North-South:*			670
		East-West:		614	*East-West:*		620	*East-West:*			794	*East-West:*			800	*East-West:*			800
		SUM:		1178	*SUM:*		1183	*SUM:*			1465	*SUM:*			1470	*SUM:*			1470
	VOLUME/CAPACITY *(V/C)* RATIO:			0.785			0.789				0.977				0.980				0.980
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.685**			**0.689**				**0.877**				**0.880**				**0.880**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**D**				**D**				**D**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.003 **$\Delta v/c$ after mitigation:** 0.003

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Normandie Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
6	East-West Street:	Santa Monica Boulevard	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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	83	0	**83**	0	83	**83**	34	126	0	**126**	0	126	0	**126**	0	126	0	**126**
	Left-Through		1							1				1				1	
	Through	316	0	307	-1	315	306	46	395	0	401	-1	394	0	400	0	394	0	400
	Through-Right		1							1				1				1	
	Right	131	0	307	0	131	306	9	154	0	401	0	154	0	400	0	154	0	400
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	86	0	86	0	86	86	5	100	0	100	0	100	0	100	0	100	0	100
	Left-Through		0							0				0				0	
	Through	409	0	**519**	-1	408	**516**	40	492	0	**664**	-1	491	0	**661**	0	491	0	**661**
	Through-Right		0							0				0				0	
	Right	24	0	0	-2	22	0	45	72	0	0	-2	70	0	0	0	70	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	45	1	45	-1	44	44	27	77	1	77	-1	76	1	76	0	76	1	76
	Left-Through		0							0				0				0	
	Through	1094	1	**610**	4	1098	**612**	249	1457	1	**808**	4	1461	1	**810**	0	1461	1	**810**
	Through-Right		1							1				1				1	
	Right	125	0	125	0	125	125	20	158	0	158	0	158	0	158	0	158	0	158
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	88	1	**88**	0	88	**88**	1	98	1	**98**	0	98	1	**98**	0	98	1	**98**
	Left-Through		0							0				0				0	
	Through	700	1	379	9	709	384	291	1064	1	566	9	1073	1	571	0	1073	1	571
	Through-Right		1							1				1				1	
	Right	58	0	58	0	58	58	4	68	0	68	0	68	0	68	0	68	0	68
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		602	*North-South:*		599	*North-South:*			790	*North-South:*			787	*North-South:*			787
		East-West:		698	*East-West:*		700	*East-West:*			906	*East-West:*			908	*East-West:*			908
		SUM:		1300	*SUM:*		1299	*SUM:*			1696	*SUM:*			1695	*SUM:*			1695
	VOLUME/CAPACITY (V/C) RATIO:			0.867			0.866				1.131				1.130				1.130
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.767**			**0.766**				**1.031**				**1.030**				**1.030**
	LEVEL OF SERVICE (LOS):			**C**			**C**				**F**				**F**				**F**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: -0.001 **$\Delta v/c$ after mitigation:** -0.001

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
7	East-West Street:	Franklin Avenue	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
	Override Capacity			0			0				0				0				0
NORTHBOUND	Left	33	0	**33**	3	36	**36**	12	48	0	**48**	3	51	0	**51**	0	51	0	**51**
	Left-Through		0							0				0				0	
	Through	72	0	150	3	75	156	8	88	0	191	3	91	0	197	0	91	0	197
	Through-Right		0							0				0				0	
	Right	45	0	0	0	45	0	5	55	0	0	0	55	0	0	0	55	0	0
	Left-Through-Right		1							1				1				1	
	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		0							0				0				0	
	Through	143	0	**218**	10	153	**228**	2	160	0	**242**	10	170	0	**252**	0	170	0	**252**
	Through-Right		0							0				0				0	
	Right	71	0	0	0	71	0	0	78	0	0	0	78	0	0	0	78	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	10	0	10	0	10	10	0	11	0	11	0	11	0	11	0	11	0	11
	Left-Through		0							0				0				0	
	Through	637	0	**752**	0	637	**763**	20	724	0	**857**	0	724	0	**868**	0	724	0	**868**
	Through-Right		0							0				0				0	
	Right	105	0	0	11	116	0	6	122	0	0	11	133	0	0	0	133	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	85	0	**85**	-3	82	**82**	2	96	0	**96**	-3	93	0	**93**	0	93	0	**93**
	Left-Through		0							0				0				0	
	Through	669	0	756	0	669	753	12	751	0	849	0	751	0	846	0	751	0	846
	Through-Right		0							0				0				0	
	Right	2	0	0	0	2	0	0	2	0	0	0	2	0	0	0	2	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		251	*North-South:*		264	*North-South:*			290	*North-South:*			303	*North-South:*			303
		East-West:		837	*East-West:*		845	*East-West:*			953	*East-West:*			961	*East-West:*			961
		SUM:		1088	*SUM:*		1109	*SUM:*			1243	*SUM:*			1264	*SUM:*			1264
	VOLUME/CAPACITY *(V/C)* RATIO:			0.725			0.739				0.829				0.843				0.843
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.625**			**0.639**				**0.729**				**0.743**				**0.743**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**C**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.014	∆*v/c* after mitigation:	0.014
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
7	East-West Street:	Franklin Avenue	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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	83	0	83	8	91	91	13	105	0	105	8	113	0	113	0	113	0	113
	Left-Through		0							0				0				0	
	Through	171	0	**337**	7	178	**350**	8	197	0	**404**	7	204	0	**417**	0	204	0	**417**
	Through-Right		0							0				0				0	
	Right	83	0	0	-2	81	0	10	102	0	0	-2	100	0	0	0	100	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	8	0	**8**	0	8	**8**	0	9	0	**9**	0	9	0	**9**	0	9	0	**9**
	Left-Through		0							0				0				0	
	Through	67	0	102	3	70	105	8	82	0	121	3	85	0	124	0	85	0	124
	Through-Right		0							0				0				0	
	Right	27	0	0	0	27	0	0	30	0	0	0	30	0	0	0	30	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	23	0	23	0	23	23	0	25	0	25	0	25	0	25	0	25	0	25
	Left-Through		0							0				0				0	
	Through	701	0	**779**	0	701	**782**	20	794	0	**896**	0	794	0	**899**	0	794	0	**899**
	Through-Right		0							0				0				0	
	Right	55	0	0	3	58	0	16	77	0	0	3	80	0	0	0	80	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	59	0	**59**	-1	58	**58**	10	75	0	**75**	-1	74	0	**74**	0	74	0	**74**
	Left-Through		0							0				0				0	
	Through	616	0	683	0	616	682	24	704	0	788	0	704	0	787	0	704	0	787
	Through-Right		0							0				0				0	
	Right	8	0	0	0	8	0	0	9	0	0	0	9	0	0	0	9	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		345	*North-South:*		358	*North-South:*			413	*North-South:*			426	*North-South:*			426
		East-West:		838	*East-West:*		840	*East-West:*			971	*East-West:*			973	*East-West:*			973
		SUM:		1183	*SUM:*		1198	*SUM:*			1384	*SUM:*			1399	*SUM:*			1399
	VOLUME/CAPACITY (V/C) RATIO:			0.789			0.799				0.923				0.933				0.933
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.689**			**0.699**				**0.823**				**0.833**				**0.833**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**D**				**D**				**D**

REMARKS: Phase 2 (2028)

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:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
8	East-West Street:	Hollywood Boulevard	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	45	0	**45**	0	45	**45**	18	68	0	**68**	0	68	0	**68**	0	68	0	**68**
	Left-Through		0							0				0				0	
	Through	75	0	177	5	80	182	22	105	0	255	5	110	0	260	0	110	0	260
	Through-Right		0							0				0				0	
	Right	57	0	0	0	57	0	19	82	0	0	0	82	0	0	0	82	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	60	0	60	0	60	60	0	66	0	66	0	66	0	66	0	66	0	66
	Left-Through		0							0				0				0	
	Through	213	0	**351**	19	232	**370**	9	244	0	**396**	19	263	0	**415**	0	263	0	**415**
	Through-Right		0							0				0				0	
	Right	78	0	0	0	78	0	0	86	0	0	0	86	0	0	0	86	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	46	1	46	0	46	46	0	51	1	51	0	51	1	51	0	51	1	51
	Left-Through		0							0				0				0	
	Through	784	1	**443**	24	808	**454**	76	942	1	**533**	24	966	1	**544**	0	966	1	**544**
	Through-Right		1							1				1				1	
	Right	101	0	101	-1	100	100	11	123	0	123	-1	122	0	122	0	122	0	122
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	87	1	**87**	-1	86	**86**	7	103	1	**103**	-1	102	1	**102**	0	102	1	**102**
	Left-Through		0							0				0				0	
	Through	903	1	482	6	909	485	87	1084	1	575	6	1090	1	578	0	1090	1	578
	Through-Right		1							1				1				1	
	Right	60	0	60	0	60	60	0	66	0	66	0	66	0	66	0	66	0	66
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		396	*North-South:*		415	*North-South:*			464	*North-South:*			483	*North-South:*			483
		East-West:		530	*East-West:*		540	*East-West:*			636	*East-West:*			646	*East-West:*			646
		SUM:		926	*SUM:*		955	*SUM:*			1100	*SUM:*			1129	*SUM:*			1129
VOLUME/CAPACITY *(V/C)* RATIO:				0.617			0.637				0.733				0.753				0.753
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.517**			**0.537**				**0.633**				**0.653**				**0.653**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.020	∆*v/c* after mitigation:	0.020
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
8	East-West Street:	Hollywood Boulevard	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

	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	59	0	59	-1	58	58	14	79	0	79	-1	78	0	78	0	78	0	78
Left-Through		0							0				0				0	
Through	126	0	**251**	14	140	**263**	19	158	0	**325**	14	172	0	**337**	0	172	0	**337**
Through-Right		0							0				0				0	
Right	66	0	0	-1	65	0	15	88	0	0	-1	87	0	0	0	87	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	43	0	**43**	0	43	**43**	0	47	0	**47**	0	47	0	**47**	0	47	0	**47**
Left-Through		0							0				0				0	
Through	100	0	167	5	105	172	27	137	0	211	5	142	0	216	0	142	0	216
Through-Right		0							0				0				0	
Right	24	0	0	0	24	0	0	27	0	0	0	27	0	0	0	27	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	88	1	88	0	88	88	0	97	1	97	0	97	1	97	0	97	1	97
Left-Through		0							0				0				0	
Through	1108	1	**584**	7	1115	**587**	115	1339	1	**714**	7	1346	1	**717**	0	1346	1	**717**
Through-Right		1							1				1				1	
Right	60	0	60	-1	59	59	22	88	0	88	-1	87	0	87	0	87	0	87
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	41	1	**41**	-1	40	**40**	23	68	1	**68**	-1	67	1	**67**	0	67	1	**67**
Left-Through		0							0				0				0	
Through	981	1	519	18	999	528	108	1192	1	628	18	1210	1	637	0	1210	1	637
Through-Right		1							1				1				1	
Right	57	0	57	0	57	57	0	63	0	63	0	63	0	63	0	63	0	63
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		294	*North-South:*		306	*North-South:*			372	*North-South:*			384	*North-South:*			384
	East-West:		625	*East-West:*		627	*East-West:*			782	*East-West:*			784	*East-West:*			784
	SUM:		919	*SUM:*		933	*SUM:*			1154	*SUM:*			1168	*SUM:*			1168
VOLUME/CAPACITY (V/C) RATIO:			0.613			0.622				0.769				0.779				0.779
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.513**			**0.522**				**0.669**				**0.679**				**0.679**
LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

	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

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.010 **$\Delta v/c$ after mitigation:** 0.010

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
9	East-West Street:	Sunset Boulevard	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	68	0	**68**	0	68	**68**	0	75	0	**75**	0	75	0	**75**	0	75	0	**75**
	Left-Through		0							0				0				0	
	Through	155	0	249	-1	154	248	12	183	0	287	-1	182	0	286	0	182	0	286
	Through-Right		0							0				0				0	
	Right	26	0	0	0	26	0	0	29	0	0	0	29	0	0	0	29	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	55	0	55	16	71	71	16	77	0	77	16	93	0	93	0	93	0	93
	Left-Through		0							0				0				0	
	Through	125	0	**248**	0	125	**268**	19	157	0	**317**	0	157	0	**337**	0	157	0	**337**
	Through-Right		0							0				0				0	
	Right	68	0	0	4	72	0	8	83	0	0	4	87	0	0	0	87	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	86	1	86	14	100	100	4	99	1	99	14	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	949	2	**475**	32	981	**491**	141	1189	2	**595**	32	1221	2	**611**	0	1221	2	**611**
	Through-Right		0							0				0				0	
	Right	81	1	81	0	81	81	0	89	1	89	0	89	1	89	0	89	1	89
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	21	1	**21**	0	21	**21**	0	23	1	**23**	0	23	1	**23**	0	23	1	**23**
	Left-Through		0							0				0				0	
	Through	657	2	329	0	657	329	173	899	2	450	0	899	2	450	0	899	2	450
	Through-Right		0							0				0				0	
	Right	143	1	143	-17	126	126	7	165	1	165	-17	148	1	148	0	148	1	148
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		316	*North-South:*		336	*North-South:*			392	*North-South:*			412	*North-South:*			412
		East-West:		496	*East-West:*		512	*East-West:*			618	*East-West:*			634	*East-West:*			634
		SUM:		812	*SUM:*		848	*SUM:*			1010	*SUM:*			1046	*SUM:*			1046
VOLUME/CAPACITY *(V/C)* RATIO:				0.541			0.565				0.673				0.697				0.697
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.441**			**0.465**				**0.573**				**0.597**				**0.597**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.024	∆*v/c* after mitigation:	0.024
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
9	East-West Street:	Sunset Boulevard	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	73	0	**73**	0	73	**73**	0	81	0	**81**	0	81	0	**81**	0	81	0	**81**
	Left-Through		0							0				0				0	
	Through	131	0	237	0	131	237	27	172	0	289	0	172	0	289	0	172	0	289
	Through-Right		0							0				0				0	
	Right	33	0	0	0	33	0	0	36	0	0	0	36	0	0	0	36	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	67	0	67	-11	56	56	12	86	0	86	-11	75	0	75	0	75	0	75
	Left-Through		0							0				0				0	
	Through	144	0	**275**	-1	143	**274**	19	178	0	**343**	-1	177	0	**342**	0	177	0	**342**
	Through-Right		0							0				0				0	
	Right	64	0	0	11	75	0	8	79	0	0	11	90	0	0	0	90	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	61	1	61	4	65	65	10	77	1	77	4	81	1	81	0	81	1	81
	Left-Through		0							0				0				0	
	Through	1075	2	**391**	3	1078	**392**	216	1403	2	**504**	3	1406	2	**505**	0	1406	2	**505**
	Through-Right		1							1				1				1	
	Right	98	0	98	0	98	98	0	108	0	108	0	108	0	108	0	108	0	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	33	1	**33**	0	33	**33**	0	36	1	**36**	0	36	1	**36**	0	36	1	**36**
	Left-Through		0							0				0				0	
	Through	782	2	286	24	806	297	200	1064	2	388	24	1088	2	400	0	1088	2	400
	Through-Right		1							1				1				1	
	Right	75	0	75	10	85	85	18	101	0	101	10	111	0	111	0	111	0	111
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		348	*North-South:*		347	*North-South:*			424	*North-South:*			423	*North-South:*			423
		East-West:		424	*East-West:*		425	*East-West:*			540	*East-West:*			541	*East-West:*			541
		SUM:		772	*SUM:*		772	*SUM:*			964	*SUM:*			964	*SUM:*			964
VOLUME/CAPACITY (V/C) RATIO:				0.515			0.515				0.643				0.643				0.643
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.415**			**0.415**				**0.543**				**0.543**				**0.543**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 **$\Delta v/c$ after mitigation:** 0.000

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
10	East-West Street:	Fountain Avenue	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	71	0	**71**	-5	66	**66**	0	78	0	**78**	-5	73	0	**73**	0	73	0	**73**
	Left-Through		0							0				0				0	
	Through	154	0	264	-1	153	274	9	179	0	300	-1	178	0	310	0	178	0	310
	Through-Right		0							0				0				0	
	Right	39	0	0	16	55	0	0	43	0	0	16	59	0	0	0	59	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	43	0	43	0	43	43	4	51	0	51	0	51	0	51	0	51	0	51
	Left-Through		0							0				0				0	
	Through	200	0	**285**	-1	199	**284**	12	233	0	**334**	-1	232	0	**333**	0	232	0	**333**
	Through-Right		0							0				0				0	
	Right	42	0	0	0	42	0	4	50	0	0	0	50	0	0	0	50	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	46	0	**46**	0	46	**46**	1	52	0	**52**	0	52	0	**52**	0	52	0	**52**
	Left-Through		1							1				1				1	
	Through	342	0	388	1	343	389	72	450	0	502	1	451	0	503	0	451	0	503
	Through-Right		0							0				0				0	
	Right	50	1	50	-1	49	49	0	55	1	55	-1	54	1	54	0	54	1	54
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	17	0	17	4	21	21	0	19	0	19	4	23	0	23	0	23	0	23
	Left-Through		1							1				1				1	
	Through	511	0	**528**	-5	506	**527**	48	612	0	**631**	-5	607	0	**630**	0	607	0	**630**
	Through-Right		0							0				0				0	
	Right	59	1	59	0	59	59	1	66	1	66	0	66	1	66	0	66	1	66
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		356	*North-South:*		350	*North-South:*			412	*North-South:*			406	*North-South:*			406
		East-West:		574	*East-West:*		573	*East-West:*			683	*East-West:*			682	*East-West:*			682
		SUM:		930	*SUM:*		923	*SUM:*			1095	*SUM:*			1088	*SUM:*			1088
VOLUME/CAPACITY *(V/C)* RATIO:				0.620			0.615				0.730				0.725				0.725
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.520**			**0.515**				**0.630**				**0.625**				**0.625**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	-0.005	∆*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:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
10	East-West Street:	Fountain Avenue	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	52	0	**52**	-2	50	**50**	0	57	0	**57**	-2	55	0	**55**	0	55	0	**55**
	Left-Through		0							0				0				0	
	Through	169	0	245	0	169	248	18	205	0	289	0	205	0	292	0	205	0	292
	Through-Right		0							0				0				0	
	Right	24	0	0	5	29	0	0	27	0	0	5	32	0	0	0	32	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	41	0	41	0	41	41	3	48	0	48	0	48	0	48	0	48	0	48
	Left-Through		0							0				0				0	
	Through	219	0	**303**	-1	218	**302**	14	256	0	**354**	-1	255	0	**353**	0	255	0	**353**
	Through-Right		0							0				0				0	
	Right	43	0	0	0	43	0	3	50	0	0	0	50	0	0	0	50	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	28	0	**28**	0	28	**28**	4	35	0	**35**	0	35	0	**35**	0	35	0	**35**
	Left-Through		1							1				1				1	
	Through	542	0	570	-4	538	566	100	699	0	734	-4	695	0	730	0	695	0	730
	Through-Right		0							0				0				0	
	Right	80	1	80	-4	76	76	0	88	1	88	-4	84	1	84	0	84	1	84
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	37	0	37	12	49	49	0	41	0	41	12	53	0	53	0	53	0	53
	Left-Through		1							1				1				1	
	Through	553	0	**590**	-1	552	**601**	123	734	0	**775**	-1	733	0	**786**	0	733	0	**786**
	Through-Right		0							0				0				0	
	Right	50	1	50	0	50	50	4	59	1	59	0	59	1	59	0	59	1	59
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		355	*North-South:*		352	*North-South:*			411	*North-South:*			408	*North-South:*			408
		East-West:		618	*East-West:*		629	*East-West:*			810	*East-West:*			821	*East-West:*			821
		SUM:		973	*SUM:*		981	*SUM:*			1221	*SUM:*			1229	*SUM:*			1229
VOLUME/CAPACITY (V/C) RATIO:				0.649			0.654				0.814				0.819				0.819
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.549**			**0.554**				**0.714**				**0.719**				**0.719**
LEVEL OF SERVICE (LOS):				**A**			**A**				**C**				**C**				**C**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.005 **$\Delta v/c$ after mitigation:** 0.005

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
11	East-West Street:	Santa Monica Boulevard	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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 EB-- 0	SB-- WB--	0	NB-- 0 EB-- 0	SB-- WB--	0	NB-- EB--	0	SB-- WB--	0	NB-- EB--	0	SB-- WB--	0	NB-- EB--	0	SB-- WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	59	1	**59**	0	59	**59**	14	79	1	**79**	0	79	1	**79**	0	79	1	**79**
	Left-Through		0							0				0				0	
	Through	142	0	189	6	148	195	10	167	0	219	6	173	0	225	0	173	0	225
	Through-Right		1							1				1				1	
	Right	47	0	0	0	47	0	0	52	0	0	0	52	0	0	0	52	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	36	0	36	-1	35	35	0	40	0	40	-1	39	0	39	0	39	0	39
	Left-Through		0							0				0				0	
	Through	117	0	**221**	2	119	**224**	12	141	0	**256**	2	143	0	**259**	0	143	0	**259**
	Through-Right		0							0				0				0	
	Right	68	0	0	2	70	0	0	75	0	0	2	77	0	0	0	77	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	61	1	61	8	69	69	0	67	1	67	8	75	1	75	0	75	1	75
	Left-Through		0							0				0				0	
	Through	728	1	**378**	4	732	**380**	201	1005	1	**519**	4	1009	1	**521**	0	1009	1	**521**
	Through-Right		1							1				1				1	
	Right	28	0	28	0	28	28	1	32	0	32	0	32	0	32	0	32	0	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	34	1	**34**	0	34	**34**	0	38	1	**38**	0	38	1	**38**	0	38	1	**38**
	Left-Through		0							0				0				0	
	Through	625	1	323	1	626	321	170	860	1	441	1	861	1	440	0	861	1	440
	Through-Right		1							1				1				1	
	Right	20	0	20	-4	16	16	0	22	0	22	-4	18	0	18	0	18	0	18
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		280	*North-South:*		283	*North-South:*			335	*North-South:*			338	*North-South:*			338
		East-West:		412	*East-West:*		414	*East-West:*			557	*East-West:*			559	*East-West:*			559
		SUM:		692	*SUM:*		697	*SUM:*			892	*SUM:*			897	*SUM:*			897
	VOLUME/CAPACITY *(V/C)* RATIO:			0.461			0.465				0.595				0.598				0.598
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.361**			**0.365**				**0.495**				**0.498**				**0.498**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	∆*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:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
11	East-West Street:	Santa Monica Boulevard	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
	Override Capacity			0			0				0				0				0
NORTHBOUND	Left	79	1	**79**	0	79	**79**	8	95	1	**95**	0	95	1	**95**	0	95	1	**95**
	Left-Through		0							0				0				0	
	Through	131	0	173	2	133	175	18	163	0	209	2	165	0	211	0	165	0	211
	Through-Right		1							1				1				1	
	Right	42	0	0	0	42	0	0	46	0	0	0	46	0	0	0	46	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	40	0	40	-3	37	37	1	45	0	45	-3	42	0	42	0	42	0	42
	Left-Through		0							0				0				0	
	Through	219	0	**316**	4	223	**324**	13	255	0	**363**	4	259	0	**371**	0	259	0	**371**
	Through-Right		0							0				0				0	
	Right	57	0	0	7	64	0	0	63	0	0	7	70	0	0	0	70	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	73	1	73	2	75	75	0	81	1	81	2	83	1	83	0	83	1	83
	Left-Through		0							0				0				0	
	Through	1119	1	**617**	1	1120	**618**	259	1495	1	**812**	1	1496	1	**812**	0	1496	1	**812**
	Through-Right		1							1				1				1	
	Right	115	0	115	0	115	115	1	128	0	128	0	128	0	128	0	128	0	128
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	51	1	**51**	0	51	**51**	0	56	1	**56**	0	56	1	**56**	0	56	1	**56**
	Left-Through		0							0				0				0	
	Through	716	1	370	3	719	371	284	1075	1	551	3	1078	1	552	0	1078	1	552
	Through-Right		1							1				1				1	
	Right	23	0	23	-1	22	22	2	27	0	27	-1	26	0	26	0	26	0	26
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		395	*North-South:*		403	*North-South:*			458	*North-South:*			466	*North-South:*			466
		East-West:		668	*East-West:*		669	*East-West:*			868	*East-West:*			868	*East-West:*			868
		SUM:		1063	*SUM:*		1072	*SUM:*			1326	*SUM:*			1334	*SUM:*			1334
	VOLUME/CAPACITY (V/C) RATIO:			0.709			0.715				0.884				0.889				0.889
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.609**			**0.615**				**0.784**				**0.789**				**0.789**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**C**

REMARKS: Phase 2 (2028)

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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
12	East-West Street:	Franklin Avenue	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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 EB-- 0 WB-- 0		0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		0	NB-- 0 SB-- 0 EB-- 0 WB-- 0			0	NB-- 0 SB-- 0 EB-- 0 WB-- 0			0	NB-- 0 SB-- 0 EB-- 0 WB-- 0			0
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	65	1	**65**	0	65	**65**	-1	71	1	**71**	0	71	1	**71**	0	71	1	**71**
	Left-Through		0							0				0				0	
	Through	422	1	245	7	429	249	82	548	1	315	7	555	1	319	0	555	1	319
	Through-Right		1							1				1				1	
	Right	67	0	67	1	68	68	7	81	0	81	1	82	0	82	0	82	0	82
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	10	1	10	0	10	10	0	11	1	11	0	11	1	11	0	11	1	11
	Left-Through		0							0				0				0	
	Through	672	1	**404**	27	699	**418**	36	778	1	**464**	27	805	1	**478**	0	805	1	**478**
	Through-Right		1							1				1				1	
	Right	136	0	136	0	136	136	0	150	0	150	0	150	0	150	0	150	0	150
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	124	1	124	0	124	124	1	138	1	138	0	138	1	138	0	138	1	138
	Left-Through		0							0				0				0	
	Through	437	0	**590**	0	437	**590**	23	506	0	**677**	0	506	0	**677**	0	506	0	**677**
	Through-Right		1							1				1				1	
	Right	153	0	0	0	153	0	2	171	0	0	0	171	0	0	0	171	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	85	1	**85**	5	90	**90**	4	98	1	**98**	5	103	1	**103**	0	103	1	**103**
	Left-Through		0							0				0				0	
	Through	525	0	533	-3	522	530	14	594	0	603	-3	591	0	600	0	591	0	600
	Through-Right		1							1				1				1	
	Right	8	0	0	0	8	0	0	9	0	0	0	9	0	0	0	9	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		469	*North-South:*		483	*North-South:*			535	*North-South:*			549	*North-South:*			549
		East-West:		675	*East-West:*		680	*East-West:*			775	*East-West:*			780	*East-West:*			780
		SUM:		1144	*SUM:*		1163	*SUM:*			1310	*SUM:*			1329	*SUM:*			1329
	VOLUME/CAPACITY *(V/C)* RATIO:			0.763			0.775				0.873				0.886				0.886
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.663**			**0.675**				**0.773**				**0.786**				**0.786**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**C**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
12	East-West Street:	Franklin Avenue	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
	Override Capacity			0			0				0				0				0
NORTHBOUND	Left	121	1	**121**	0	121	**121**	2	136	1	**136**	0	136	1	**136**	0	136	1	**136**
	Left-Through		0							0				0				0	
	Through	651	1	381	19	670	392	76	795	1	460	19	814	1	472	0	814	1	472
	Through-Right		1							1				1				1	
	Right	110	0	110	4	114	114	3	125	0	125	4	129	0	129	0	129	0	129
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	20	1	20	0	20	20	0	22	1	22	0	22	1	22	0	22	1	22
	Left-Through		0							0				0				0	
	Through	496	1	**296**	8	504	**300**	109	657	1	**382**	8	665	1	**386**	0	665	1	**386**
	Through-Right		1							1				1				1	
	Right	96	0	96	0	96	96	1	107	0	107	0	107	0	107	0	107	0	107
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	138	1	138	0	138	138	0	152	1	152	0	152	1	152	0	152	1	152
	Left-Through		0							0				0				0	
	Through	527	0	**663**	-2	525	**661**	30	612	0	**763**	-2	610	0	**761**	0	610	0	**761**
	Through-Right		1							1				1				1	
	Right	136	0	0	0	136	0	1	151	0	0	0	151	0	0	0	151	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	89	1	**89**	1	90	**90**	6	104	1	**104**	1	105	1	**105**	0	105	1	**105**
	Left-Through		0							0				0				0	
	Through	443	0	463	-1	442	462	32	521	0	543	-1	520	0	542	0	520	0	542
	Through-Right		1							1				1				1	
	Right	20	0	0	0	20	0	0	22	0	0	0	22	0	0	0	22	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		417	*North-South:*		421	*North-South:*			518	*North-South:*			522	*North-South:*			522
		East-West:		752	*East-West:*		751	*East-West:*			867	*East-West:*			866	*East-West:*			866
		SUM:		1169	*SUM:*		1172	*SUM:*			1385	*SUM:*			1388	*SUM:*			1388
	VOLUME/CAPACITY (V/C) RATIO:			0.779			0.781				0.923				0.925				0.925
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.679**			**0.681**				**0.823**				**0.825**				**0.825**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**D**				**D**				**D**

REMARKS: Phase 2 (2028)

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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
13	East-West Street:	Hollywood Boulevard	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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--	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	137	1	**137**	6	143	**143**	5	156	1	**156**	6	162	1	**162**	0	162	1	**162**
	Left-Through		0							0				0				0	
	Through	521	2	261	8	529	265	53	629	2	315	8	637	2	319	0	637	2	319
	Through-Right		0							0				0				0	
	Right	72	1	29	0	72	29	0	80	1	32	0	80	1	32	0	80	1	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	78	1	78	0	78	78	10	96	1	96	0	96	1	96	0	96	1	96
	Left-Through		0							0				0				0	
	Through	958	1	**481**	34	992	**498**	20	1078	1	**541**	34	1112	1	**558**	0	1112	1	**558**
	Through-Right		1							1				1				1	
	Right	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	19	1	19	0	19	19	20	41	1	41	0	41	1	41	0	41	1	41
	Left-Through		0							0				0				0	
	Through	412	2	**206**	0	412	**206**	93	548	2	**274**	0	548	2	**274**	0	548	2	**274**
	Through-Right		0							0				0				0	
	Right	202	1	134	24	226	155	15	238	1	160	24	262	1	181	0	262	1	181
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	87	1	**87**	0	87	**87**	0	96	1	**96**	0	96	1	**96**	0	96	1	**96**
	Left-Through		0							0				0				0	
	Through	379	2	190	-1	378	189	93	512	2	256	-1	511	2	256	0	511	2	256
	Through-Right		0							0				0				0	
	Right	51	1	0	0	51	0	16	72	1	0	0	72	1	0	0	72	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		618	*North-South:*		641	*North-South:*			697	*North-South:*			720	*North-South:*			720
		East-West:		293	*East-West:*		293	*East-West:*			370	*East-West:*			370	*East-West:*			370
		SUM:		911	*SUM:*		934	*SUM:*			1067	*SUM:*			1090	*SUM:*			1090
VOLUME/CAPACITY *(V/C)* RATIO:				0.639			0.655				0.749				0.765				0.765
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.539**			**0.555**				**0.649**				**0.665**				**0.665**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.016	∆*v/c* after mitigation:	0.016
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
13	East-West Street:	Hollywood Boulevard	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

	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	195	1	**195**	18	213	**213**	29	244	1	**244**	18	262	1	**262**	0	262	1	**262**
Left-Through		0							0				0				0	
Through	945	2	473	24	969	485	50	1094	2	547	24	1118	2	559	0	1118	2	559
Through-Right		0							0				0				0	
Right	85	1	39	0	85	39	0	94	1	43	0	94	1	43	0	94	1	43
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	107	1	107	0	107	107	19	137	1	137	0	137	1	137	0	137	1	137
Left-Through		0							0				0				0	
Through	820	1	**416**	10	830	**421**	73	979	1	**496**	10	989	1	**501**	0	989	1	**501**
Through-Right		1							1				1				1	
Right	12	0	12	0	12	12	0	13	0	13	0	13	0	13	0	13	0	13
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	42	1	42	0	42	42	17	63	1	63	0	63	1	63	0	63	1	63
Left-Through		0							0				0				0	
Through	514	2	**257**	-1	513	**257**	118	686	2	**343**	-1	685	2	**343**	0	685	2	**343**
Through-Right		0							0				0				0	
Right	204	1	107	7	211	105	24	249	1	127	7	256	1	125	0	256	1	125
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	93	1	**93**	0	93	**93**	0	103	1	**103**	0	103	1	**103**	0	103	1	**103**
Left-Through		0							0				0				0	
Through	513	2	257	-1	512	256	119	686	2	343	-1	685	2	343	0	685	2	343
Through-Right		0							0				0				0	
Right	94	1	0	0	94	0	12	116	1	0	0	116	1	0	0	116	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		611	*North-South:*		634	*North-South:*			740	*North-South:*			763	*North-South:*			763
	East-West:		350	*East-West:*		350	*East-West:*			446	*East-West:*			446	*East-West:*			446
	SUM:		961	*SUM:*		984	*SUM:*			1186	*SUM:*			1209	*SUM:*			1209
VOLUME/CAPACITY (V/C) RATIO:			0.674			0.691				0.832				0.848				0.848
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.574**			**0.591**				**0.732**				**0.748**				**0.748**
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	3

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: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.016	Δ*v/c* after mitigation:	0.016
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
14	East-West Street:	Sunset Boulevard	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
			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	247	1	**247**	12	259	**259**	7	280	1	**280**	12	292	1	**292**	-1	291	1	**291**
	Left-Through		0							0				0				0	
	Through	705	2	353	11	716	358	56	835	2	418	11	846	2	423	-1	845	2	423
	Through-Right		0							0				0				0	
	Right	224	1	172	5	229	166	6	253	1	192	5	258	1	186	-1	258	1	187
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	35	1	35	5	40	40	0	39	1	39	5	44	1	44	-1	43	1	43
	Left-Through		0							0				0				0	
	Through	876	2	**373**	58	934	**396**	32	1000	2	**423**	58	1058	2	**446**	-6	1052	2	**443**
	Through-Right		1							1				1				1	
	Right	243	0	243	11	254	254	0	268	0	268	11	279	0	279	-1	278	0	278
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	183	1	**183**	5	188	**188**	0	202	1	**202**	5	207	1	**207**	-1	207	1	**207**
	Left-Through		0							0				0				0	
	Through	488	2	244	-1	487	244	144	683	2	342	-1	682	2	341	0	682	2	341
	Through-Right		0							0				0				0	
	Right	238	1	0	-1	237	0	12	275	1	0	-1	274	1	0	0	274	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	104	1	104	22	126	126	8	123	1	123	22	145	1	145	-2	143	1	143
	Left-Through		0							0				0				0	
	Through	483	2	**242**	12	495	**248**	170	704	2	**352**	12	716	2	**358**	-1	714	2	**357**
	Through-Right		0							0				0				0	
	Right	50	1	33	0	50	30	0	55	1	36	0	55	1	33	0	55	1	34
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	620		*North-South:*	655		*North-South:*	703			*North-South:*	738			*North-South:*	734		
		East-West:	425		*East-West:*	436		*East-West:*	554			*East-West:*	565			*East-West:*	564		
		SUM:	1045		*SUM:*	1091		*SUM:*	1257			*SUM:*	1303			*SUM:*	1298		
VOLUME/CAPACITY *(V/C)* RATIO:			0.760			0.793			0.914				0.948				0.944		
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.660**			**0.693**			**0.814**				**0.848**				**0.844**		
LEVEL OF SERVICE (LOS):			**B**			**B**			**D**				**D**				**D**		

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.034 **Δ*v/c* after mitigation:** 0.030

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
14	East-West Street:	Sunset Boulevard	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

	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	298	1	**298**	4	302	**302**	10	339	1	**339**	4	343	1	**343**	0	343	1	**343**
	Left-Through		0							0				0				0	
	Through	987	2	494	32	1019	510	69	1159	2	580	32	1191	2	596	-3	1188	2	594
	Through-Right		0							0				0				0	
	Right	137	1	75	14	151	85	11	162	1	86	14	176	1	97	-1	175	1	96
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	54	1	54	13	67	67	0	60	1	60	13	73	1	73	-1	71	1	71
	Left-Through		0							0				0				0	
	Through	945	2	**389**	30	975	**401**	87	1131	2	**459**	30	1161	2	**470**	-3	1158	2	**469**
	Through-Right		1							1				1				1	
	Right	223	0	223	4	227	227	0	246	0	246	4	250	0	250	0	250	0	250
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	291	1	291	16	307	307	0	321	1	321	16	337	1	337	-2	336	1	336
	Left-Through		0							0				0				0	
	Through	806	2	**403**	-1	805	**403**	224	1114	2	**557**	-1	1113	2	**557**	0	1113	2	**557**
	Through-Right		0							0				0				0	
	Right	429	1	131	-4	425	123	8	482	1	143	-4	478	1	135	0	478	1	135
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	125	1	**125**	7	132	**132**	14	152	1	**152**	7	159	1	**159**	-1	158	1	**158**
	Left-Through		0							0				0				0	
	Through	435	2	218	4	439	220	207	688	2	344	4	692	2	346	0	691	2	346
	Through-Right		0							0				0				0	
	Right	36	1	9	0	36	3	0	40	1	10	0	40	1	4	0	40	1	5
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	687		*North-South:*	703		*North-South:*			798	*North-South:*			813	*North-South:*			812
		East-West:	528		*East-West:*	535		*East-West:*			709	*East-West:*			716	*East-West:*			715
		SUM:	1215		*SUM:*	1238		*SUM:*			1507	*SUM:*			1529	*SUM:*			1527
VOLUME/CAPACITY (V/C) RATIO:			0.884			0.900					1.096				1.112				1.111
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.784**			**0.800**					**0.996**				**1.012**				**1.011**
LEVEL OF SERVICE (LOS):			**C**			**D**					**E**				**F**				**F**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.016 **Δ*v/c* after mitigation:** 0.015

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
15	East-West Street:	Fountain Avenue	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	156	1	**156**	-5	151	**151**	0	172	1	**172**	-5	167	1	**167**	0	167	1	**167**
	Left-Through		0							0				0				0	
	Through	991	2	496	43	1034	517	75	1170	2	585	43	1213	2	607	0	1213	2	607
	Through-Right		0							0				0				0	
	Right	185	1	130	0	185	130	4	208	1	147	0	208	1	147	0	208	1	147
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	44	1	44	0	44	44	0	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0							0				0				0	
	Through	1013	2	**507**	12	1025	**513**	44	1163	2	**582**	12	1175	2	**588**	0	1175	2	**588**
	Through-Right		0							0				0				0	
	Right	70	1	37	0	70	37	0	77	1	39	0	77	1	39	0	77	1	39
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	67	1	**67**	0	67	**67**	2	76	1	**76**	0	76	1	**76**	0	76	1	**76**
	Left-Through		0							0				0				0	
	Through	309	1	206	1	310	206	74	415	1	265	1	416	1	265	0	416	1	265
	Through-Right		1							1				1				1	
	Right	103	0	103	-1	102	102	0	114	0	114	-1	113	0	113	0	113	0	113
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	110	1	110	0	110	110	1	123	1	123	0	123	1	123	0	123	1	123
	Left-Through		0							0				0				0	
	Through	414	1	**414**	5	419	**419**	49	506	1	**506**	5	511	1	**511**	0	511	1	**511**
	Through-Right		0							0				0				0	
	Right	62	1	40	0	62	40	0	68	1	44	0	68	1	44	0	68	1	44
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		663	*North-South:*		664	*North-South:*			754	*North-South:*			755	*North-South:*			755
		East-West:		481	*East-West:*		486	*East-West:*			582	*East-West:*			587	*East-West:*			587
		SUM:		1144	*SUM:*		1150	*SUM:*			1336	*SUM:*			1342	*SUM:*			1342
	VOLUME/CAPACITY *(V/C)* RATIO:			0.803			0.807				0.938				0.942				0.942
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.703**			**0.707**				**0.838**				**0.842**				**0.842**
	LEVEL OF SERVICE (LOS):			**C**			**C**				**D**				**D**				**D**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	∆*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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
15	East-West Street:	Fountain Avenue	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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?			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	142	1	**142**	-2	140	**140**	0	157	1	**157**	-2	155	1	**155**	0	155	1	**155**
	Left-Through		0							0				0				0	
	Through	1255	2	451	14	1269	456	83	1469	2	526	14	1483	2	531	0	1483	2	531
	Through-Right		1							1				1				1	
	Right	99	0	99	0	99	99	1	110	0	110	0	110	0	110	0	110	0	110
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	139	1	139	0	139	139	0	154	1	154	0	154	1	154	0	154	1	154
	Left-Through		0							0				0				0	
	Through	1372	2	**488**	34	1406	**500**	111	1627	2	**577**	34	1661	2	**589**	0	1661	2	**589**
	Through-Right		1							1				1				1	
	Right	93	0	93	0	93	93	2	105	0	105	0	105	0	105	0	105	0	105
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	43	1	**43**	0	43	**43**	0	47	1	**47**	0	47	1	**47**	0	47	1	**47**
	Left-Through		0							0				0				0	
	Through	516	1	300	4	520	301	103	673	1	383	4	677	1	384	0	677	1	384
	Through-Right		1							1				1				1	
	Right	84	0	84	-3	81	81	0	93	0	93	-3	90	0	90	0	90	0	90
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	66	1	66	0	66	66	3	76	1	76	0	76	1	76	0	76	1	76
	Left-Through		0							0				0				0	
	Through	422	1	**422**	2	424	**424**	125	591	1	**591**	2	593	1	**593**	0	593	1	**593**
	Through-Right		0							0				0				0	
	Right	43	1	0	0	43	0	0	47	1	0	0	47	1	0	0	47	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		630	*North-South:*		640	*North-South:*			734	*North-South:*			744	*North-South:*			744
		East-West:		465	*East-West:*		467	*East-West:*			638	*East-West:*			640	*East-West:*			640
		SUM:		1095	*SUM:*		1107	*SUM:*			1372	*SUM:*			1384	*SUM:*			1384
VOLUME/CAPACITY (V/C) RATIO:				0.768			0.777				0.963				0.971				0.971
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.668**			**0.677**				**0.863**				**0.871**				**0.871**
LEVEL OF SERVICE (LOS):				**B**			**B**				**D**				**D**				**D**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.008 **$\Delta v/c$ after mitigation:** 0.008

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
16	East-West Street:	Santa Monica Boulevard	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	84	1	84	0	84	84	8	101	1	101	0	101	1	101	0	101	1	101
	Left-Through		0							0				0				0	
	Through	1150	2	**575**	20	1170	**585**	34	1304	2	**652**	20	1324	2	**662**	0	1324	2	**662**
	Through-Right		0							0				0				0	
	Right	85	1	36	0	85	36	2	96	1	41	0	96	1	41	0	96	1	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	77	1	**77**	2	79	**79**	0	85	1	**85**	2	87	1	**87**	0	87	1	**87**
	Left-Through		0							0				0				0	
	Through	1124	2	401	5	1129	403	33	1275	2	459	5	1280	2	461	0	1280	2	461
	Through-Right		1							1				1				1	
	Right	80	0	80	1	81	81	14	102	0	102	1	103	0	103	0	103	0	103
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	99	1	**99**	4	103	**103**	47	156	1	**156**	4	160	1	**160**	0	160	1	**160**
	Left-Through		0							0				0				0	
	Through	698	2	349	-1	697	349	155	926	2	463	-1	925	2	463	0	925	2	463
	Through-Right		0							0				0				0	
	Right	51	1	9	0	51	9	27	83	1	33	0	83	1	33	0	83	1	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	98	1	98	0	98	98	3	111	1	111	0	111	1	111	0	111	1	111
	Left-Through		0							0				0				0	
	Through	729	2	**365**	-4	725	**363**	157	962	2	**481**	-4	958	2	**479**	0	958	2	**479**
	Through-Right		0							0				0				0	
	Right	58	1	20	9	67	28	0	64	1	22	9	73	1	30	0	73	1	30
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		652	*North-South:*		664	*North-South:*			737	*North-South:*			749	*North-South:*			749
		East-West:		464	*East-West:*		466	*East-West:*			637	*East-West:*			639	*East-West:*			639
		SUM:		1116	*SUM:*		1130	*SUM:*			1374	*SUM:*			1388	*SUM:*			1388
	VOLUME/CAPACITY *(V/C)* RATIO:			0.783			0.793				0.964				0.974				0.974
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.683**			**0.693**				**0.864**				**0.874**				**0.874**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**D**				**D**				**D**

REMARKS: Phase 2 (2028)

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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
16	East-West Street:	Santa Monica Boulevard	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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?				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	95	1	**95**	0	95	**95**	35	140	1	140	0	140	1	140	0	140	1	140
	Left-Through		0							0				0				0	
	Through	1301	2	473	5	1306	475	43	1480	2	**740**	5	1485	2	**743**	0	1485	2	**743**
	Through-Right		1							0				0				0	
	Right	119	0	119	0	119	119	1	132	1	74	0	132	1	74	0	132	1	74
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	60	1	60	7	67	67	0	66	1	**66**	7	73	1	**73**	0	73	1	**73**
	Left-Through		0							0				0				0	
	Through	1316	2	**471**	15	1331	**477**	63	1517	2	562	15	1532	2	568	0	1532	2	568
	Through-Right		1							1				1				1	
	Right	98	0	98	3	101	101	62	170	0	170	3	173	0	173	0	173	0	173
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	83	1	83	1	84	84	48	140	1	**140**	1	141	1	**141**	0	141	1	**141**
	Left-Through		0							0				0				0	
	Through	677	2	**339**	-3	674	**337**	204	952	2	476	-3	949	2	475	0	949	2	475
	Through-Right		0							0				0				0	
	Right	66	1	19	0	66	19	41	114	1	44	0	114	1	44	0	114	1	44
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	95	1	**95**	0	95	**95**	11	116	1	116	0	116	1	116	0	116	1	116
	Left-Through		0							0				0				0	
	Through	683	2	342	-1	682	341	205	959	2	**480**	-1	958	2	**479**	0	958	2	**479**
	Through-Right		0							0				0				0	
	Right	74	1	44	2	76	43	0	82	1	49	2	84	1	48	0	84	1	48
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		566	*North-South:*		572	*North-South:*			806	*North-South:*			816	*North-South:*			816
		East-West:		434	*East-West:*		432	*East-West:*			620	*East-West:*			620	*East-West:*			620
		SUM:		1000	*SUM:*		1004	*SUM:*			1426	*SUM:*			1436	*SUM:*			1436
VOLUME/CAPACITY (V/C) RATIO:				0.702			0.705				1.001				1.008				1.008
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.602**			**0.605**				**0.901**				**0.908**				**0.908**
LEVEL OF SERVICE (LOS):				**B**			**B**				**E**				**E**				**E**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	∆*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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
17	East-West Street:	Melrose Avenue	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	142	1	**142**	0	142	**142**	4	161	1	**161**	0	161	1	**161**	0	161	1	**161**
	Left-Through		0							0				0				0	
	Through	1182	2	407	17	1199	413	36	1342	2	462	17	1359	2	468	0	1359	2	468
	Through-Right		1							1				1				1	
	Right	40	0	40	0	40	40	0	44	0	44	0	44	0	44	0	44	0	44
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	57	1	57	0	57	57	7	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0							0				0				0	
	Through	1123	2	**416**	4	1127	**417**	28	1268	2	**473**	4	1272	2	**475**	0	1272	2	**475**
	Through-Right		1							1				1				1	
	Right	125	0	125	0	125	125	14	152	0	152	0	152	0	152	0	152	0	152
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	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	420	0	244	0	420	244	31	495	0	287	0	495	0	287	0	495	0	287
	Through-Right		1							1				1				1	
	Right	64	0	244	0	64	244	0	71	0	287	0	71	0	287	0	71	0	287
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	442	0	**248**	-1	441	**249**	63	551	0	**306**	-1	550	0	**307**	0	550	0	**307**
	Through-Right		1							1				1				1	
	Right	49	0	248	3	52	249	2	56	0	306	3	59	0	307	0	59	0	307
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		558	*North-South:*		559	*North-South:*			634	*North-South:*			636	*North-South:*			636
		East-West:		250	*East-West:*		251	*East-West:*			308	*East-West:*			309	*East-West:*			309
		SUM:		808	*SUM:*		810	*SUM:*			942	*SUM:*			945	*SUM:*			945
	VOLUME/CAPACITY *(V/C)* RATIO:			0.539			0.540				0.628				0.630				0.630
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.439**			**0.440**				**0.528**				**0.530**				**0.530**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 **$\Delta v/c$ after mitigation:** 0.002

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
17	East-West Street:	Melrose Avenue	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	129	1	**129**	0	129	**129**	5	147	1	**147**	0	147	1	**147**	0	147	1	**147**
	Left-Through		0							0				0				0	
	Through	1408	2	488	5	1413	490	39	1594	2	552	5	1599	2	554	0	1599	2	554
	Through-Right		1							1				1				1	
	Right	56	0	56	0	56	56	0	62	0	62	0	62	0	62	0	62	0	62
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	68	1	68	2	70	70	7	82	1	82	2	84	1	84	0	84	1	84
	Left-Through		0							0				0				0	
	Through	1287	2	**472**	12	1299	**476**	43	1465	2	**538**	12	1477	2	**542**	0	1477	2	**542**
	Through-Right		1							1				1				1	
	Right	129	0	129	0	129	129	7	149	0	149	0	149	0	149	0	149	0	149
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	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	718	0	**413**	-1	717	**413**	69	862	0	**490**	-1	861	0	**490**	0	861	0	**490**
	Through-Right		1							1				1				1	
	Right	100	0	413	0	100	413	0	110	0	490	0	110	0	490	0	110	0	490
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	413	0	230	0	413	230	44	500	0	279	0	500	0	279	0	500	0	279
	Through-Right		1							1				1				1	
	Right	38	0	230	0	38	230	7	49	0	279	0	49	0	279	0	49	0	279
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		601	*North-South:*		605	*North-South:*			685	*North-South:*			689	*North-South:*			689
		East-West:		415	*East-West:*		415	*East-West:*			492	*East-West:*			492	*East-West:*			492
		SUM:		1016	*SUM:*		1020	*SUM:*			1177	*SUM:*			1181	*SUM:*			1181
	VOLUME/CAPACITY (V/C) RATIO:			0.677			0.680				0.785				0.787				0.787
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.577**			**0.580**				**0.685**				**0.687**				**0.687**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.002 **$\Delta v/c$ after mitigation:** 0.002

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
18	East-West Street:	US-101 Fwy NB On-Ramp	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	543	1	**543**	0	543	**543**	2	602	1	**602**	0	602	1	**602**	0	602	1	**602**
	Left-Through		0							0				0				0	
	Through	1807	3	602	17	1824	608	33	2029	3	676	17	2046	3	682	0	2046	3	682
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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		0							0				0				0	
	Through	1210	2	**504**	5	1215	**506**	33	1370	2	**571**	5	1375	2	**573**	0	1375	2	**573**
	Through-Right		1							1				1				1	
	Right	303	0	303	0	303	303	9	344	0	344	0	344	0	344	0	344	0	344
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	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	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		1047	*North-South:*		1049	*North-South:*			1173	*North-South:*			1175	*North-South:*			1175
		East-West:		0	*East-West:*		0	*East-West:*			0	*East-West:*			0	*East-West:*			0
		SUM:		1047	*SUM:*		1049	*SUM:*			1173	*SUM:*			1175	*SUM:*			1175
VOLUME/CAPACITY *(V/C)* RATIO:				0.698			0.699				0.782				0.783				0.783
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.598**			**0.599**				**0.682**				**0.683**				**0.683**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	∆*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
18	East-West Street:	US-101 Fwy NB On-Ramp	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	400	1	**400**	0	400	**400**	1	443	1	**443**	0	443	1	**443**	0	443	1	**443**
	Left-Through		0							0				0				0	
	Through	1989	3	663	5	1994	665	39	2236	3	745	5	2241	3	747	0	2241	3	747
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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		0							0				0				0	
	Through	1314	2	**461**	12	1326	**466**	44	1495	2	**526**	12	1507	2	**530**	0	1507	2	**530**
	Through-Right		1							1				1				1	
	Right	70	0	70	1	71	71	5	82	0	82	1	83	0	83	0	83	0	83
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	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	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		861	*North-South:*		866	*North-South:*			969	*North-South:*			973	*North-South:*			973
		East-West:		0	*East-West:*		0	*East-West:*			0	*East-West:*			0	*East-West:*			0
		SUM:		861	*SUM:*		866	*SUM:*			969	*SUM:*			973	*SUM:*			973
VOLUME/CAPACITY (V/C) RATIO:				0.574			0.577				0.646				0.649				0.649
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.474**			**0.477**				**0.546**				**0.549**				**0.549**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.003 **$\Delta v/c$ after mitigation:** 0.003

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
19	East-West Street:	US-101 Fwy NB Off-Ramp	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	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	1631	4	408	9	1640	410	25	1827	4	457	9	1836	4	459	0	1836	4	459
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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		0							0				0				0	
	Through	1236	3	**412**	5	1241	**414**	33	1398	3	**466**	5	1403	3	**468**	0	1403	3	**468**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	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	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	606	1	**457**	0	606	**460**	4	673	1	**509**	0	673	1	**512**	0	673	1	**512**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	764	1	457	9	773	460	10	854	1	509	9	863	1	512	0	863	1	512
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
CRITICAL VOLUMES		*North-South:*		412	*North-South:*		414	*North-South:*			466	*North-South:*			468	*North-South:*			468
		East-West:		457	*East-West:*		460	*East-West:*			509	*East-West:*			512	*East-West:*			512
		SUM:		869	*SUM:*		874	*SUM:*			975	*SUM:*			980	*SUM:*			980
VOLUME/CAPACITY *(V/C)* RATIO:				0.579			0.583				0.650				0.653				0.653
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.479**			**0.483**				**0.550**				**0.553**				**0.553**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	∆*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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
19	East-West Street:	US-101 Fwy NB Off-Ramp	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	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	1624	4	406	2	1626	407	31	1825	4	456	2	1827	4	457	0	1827	4	457
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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		0							0				0				0	
	Through	1333	3	**444**	12	1345	**448**	44	1516	3	**505**	12	1528	3	**509**	0	1528	3	**509**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	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	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	548	1	**428**	0	548	**428**	15	620	1	**480**	0	620	1	**481**	0	620	1	**481**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	735	1	428	2	737	428	8	820	1	480	2	822	1	481	0	822	1	481
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
CRITICAL VOLUMES		*North-South:*		444	*North-South:*		448	*North-South:*			505	*North-South:*			509	*North-South:*			509
		East-West:		428	*East-West:*		428	*East-West:*			480	*East-West:*			481	*East-West:*			481
		SUM:		872	*SUM:*		876	*SUM:*			985	*SUM:*			990	*SUM:*			990
VOLUME/CAPACITY (V/C) RATIO:				0.581			0.584				0.657				0.660				0.660
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.481**			**0.484**				**0.557**				**0.560**				**0.560**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.003 **$\Delta v/c$ after mitigation:** 0.003

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 Fwy SB Off-Ramp	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
20	East-West Street:	Rosewood Avenue	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	752	1	430	2	754	431	3	834	1	477	2	836	1	478	0	836	1	478
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	108	0	**430**	0	108	**431**	0	119	0	**477**	0	119	0	**478**	0	119	0	**478**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
EASTBOUND	Left	5	0	**5**	0	5	**5**	0	6	0	**6**	0	6	0	**6**	0	6	0	**6**
	Left-Through		1							1				1				1	
	Through	127	0	132	0	127	132	0	140	0	146	0	140	0	146	0	140	0	146
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	149	0	**150**	0	149	**150**	0	165	0	**166**	0	165	0	**166**	0	165	0	**166**
	Through-Right		1							1				1				1	
	Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		430	*North-South:*		431	*North-South:*			477	*North-South:*			478	*North-South:*			478
		East-West:		155	*East-West:*		155	*East-West:*			172	*East-West:*			172	*East-West:*			172
		SUM:		585	*SUM:*		586	*SUM:*			649	*SUM:*			650	*SUM:*			650
VOLUME/CAPACITY *(V/C)* RATIO:				0.390			0.391				0.433				0.433				0.433
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.290**			**0.291**				**0.333**				**0.333**				**0.333**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 **$\Delta v/c$ after mitigation:** 0.000

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 Fwy SB Off-Ramp	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
20	East-West Street:	Rosewood Avenue	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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	2			2	2			2	2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0	0			0	0			0	0			0	0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--	0	0	NB-- 0 SB-- EB-- 0 WB--	0	0	NB-- 0 SB-- EB-- 0 WB--	0	0	0	NB-- 0 SB-- EB-- 0 WB--	0	0	0	NB-- 0 SB-- EB-- 0 WB--	0	0	0
	ATSAC-1 or ATSAC+ATCS-2?		2	2		2	2			2	2			2	2			2	2
	Override Capacity		0	0		0	0			0	0			0	0			0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	649	1	396	0	649	396	7	724	1	441	0	724	1	441	0	724	1	441
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	143	0	**396**	0	143	**396**	0	158	0	**441**	0	158	0	**441**	0	158	0	**441**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
EASTBOUND	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	210	0	212	0	210	212	0	232	0	234	0	232	0	234	0	232	0	234
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	223	0	**228**	0	223	**228**	0	246	0	**252**	0	246	0	**252**	0	246	0	**252**
	Through-Right		1							1				1				1	
	Right	5	0	0	0	5	0	0	6	0	0	0	6	0	0	0	6	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*	396		*North-South:*	396			*North-South:*		441		*North-South:*		441		*North-South:*		441
		East-West:	230		*East-West:*	230			*East-West:*		254		*East-West:*		254		*East-West:*		254
		SUM:	626		*SUM:*	626			*SUM:*		695		*SUM:*		695		*SUM:*		695
	VOLUME/CAPACITY (V/C) RATIO:		0.417			0.417					0.463				0.463				0.463
	V/C LESS ATSAC/ATCS ADJUSTMENT:		**0.317**			**0.317**					**0.363**				**0.363**				**0.363**
	LEVEL OF SERVICE (LOS):		**A**			**A**					**A**				**A**				**A**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 **$\Delta v/c$ after mitigation:** 0.000

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
21	East-West Street:	Rosewood Avenue	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

	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	33	1	**33**	0	33	**33**	0	36	1	**36**	0	36	1	**36**	0	36	1	**36**
Left-Through		0							0				0				0	
Through	1498	2	499	8	1506	502	23	1678	2	561	8	1686	2	563	0	1686	2	563
Through-Right		1							1				1				1	
Right	0	0	0	0	0	0	4	4	0	4	0	4	0	4	0	4	0	4
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	14	1	14	0	14	14	0	15	1	15	0	15	1	15	0	15	1	15
Left-Through		0							0				0				0	
Through	1697	2	**608**	5	1702	**610**	37	1912	2	**684**	5	1917	2	**686**	0	1917	2	**686**
Through-Right		1							1				1				1	
Right	127	0	127	0	127	127	0	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	165	1	165	0	165	165	2	184	1	184	0	184	1	184	0	184	1	184
Left-Through		0							0				0				0	
Through	2	0	**301**	0	2	**301**	0	2	0	**333**	0	2	0	**333**	0	2	0	**333**
Through-Right		0							0				0				0	
Right	599	1	0	0	599	0	1	663	1	0	0	663	1	0	0	663	1	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	8	1	**8**	0	8	**8**	0	9	1	**9**	0	9	1	**9**	0	9	1	**9**
Left-Through		0							0				0				0	
Through	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
Through-Right		1							1				1				1	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		641	*North-South:*		643	*North-South:*			720	*North-South:*			722	*North-South:*			722
	East-West:		309	*East-West:*		309	*East-West:*			342	*East-West:*			342	*East-West:*			342
	SUM:		950	*SUM:*		952	*SUM:*			1062	*SUM:*			1064	*SUM:*			1064
VOLUME/CAPACITY *(V/C)* RATIO:			0.667			0.668				0.745				0.747				0.747
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.567**			**0.568**				**0.645**				**0.647**				**0.647**
LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

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

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

REMARKS: Phase 2 (2028)

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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
21	East-West Street:	Rosewood Avenue	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

	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?			2			2			2				2				2	
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	45	1	**45**	0	45	**45**	0	50	1	**50**	0	50	1	**50**	0	50	1	**50**
	Left-Through		0							0				0				0	
	Through	1473	2	491	2	1475	492	28	1655	2	553	2	1657	2	553	0	1657	2	553
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	3	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	6	1	6	0	6	6	0	7	1	7	0	7	1	7	0	7	1	7
	Left-Through		0							0				0				0	
	Through	1702	2	**625**	12	1714	**629**	60	1940	2	**710**	12	1952	2	**714**	0	1952	2	**714**
	Through-Right		1							1				1				1	
	Right	173	0	173	0	173	173	0	191	0	191	0	191	0	191	0	191	0	191
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	199	1	199	0	199	199	2	222	1	222	0	222	1	222	0	222	1	222
	Left-Through		0							0				0				0	
	Through	1	0	**336**	0	1	**336**	0	1	0	**373**	0	1	0	**373**	0	1	0	**373**
	Through-Right		0							0				0				0	
	Right	670	1	0	0	670	0	5	745	1	0	0	745	1	0	0	745	1	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	1	1	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1
	Left-Through		0							0				0				0	
	Through	0	0	**3**	0	0	**3**	0	0	0	**3**	0	0	0	**3**	0	0	0	**3**
	Through-Right		1							1				1				1	
	Right	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		670	*North-South:*		674	*North-South:*			760	*North-South:*			764	*North-South:*			764
		East-West:		339	*East-West:*		339	*East-West:*			376	*East-West:*			376	*East-West:*			376
		SUM:		1009	*SUM:*		1013	*SUM:*			1136	*SUM:*			1140	*SUM:*			1140
VOLUME/CAPACITY (V/C) RATIO:				0.708			0.711				0.797				0.800				0.800
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.608**			**0.611**				**0.697**				**0.700**				**0.700**
LEVEL OF SERVICE (LOS):				**B**			**B**				**B**				**C**				**C**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.003	∆*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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
22	East-West Street:	Oakwood Avenue-US-101 Fwy SB Or	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	32	1	32	0	32	32	0	35	1	35	0	35	1	35	0	35	1	35
	Left-Through		0							0				0				0	
	Through	1321	2	**526**	8	1329	**529**	23	1482	2	**590**	8	1490	2	**593**	0	1490	2	**593**
	Through-Right		1							1				1				1	
	Right	257	0	257	0	257	257	4	288	0	288	0	288	0	288	0	288	0	288
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	309	2	**170**	3	312	**172**	11	352	2	**194**	3	355	2	**195**	0	355	2	**195**
	Left-Through		0							0				0				0	
	Through	1758	2	634	2	1760	634	27	1969	2	709	2	1971	2	710	0	1971	2	710
	Through-Right		1							1				1				1	
	Right	143	0	143	0	143	143	0	158	0	158	0	158	0	158	0	158	0	158
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	107	0	107	0	107	107	4	122	0	122	0	122	0	122	0	122	0	122
	Left-Through		1							1				1				1	
	Through	422	1	**265**	0	422	**265**	8	474	1	**298**	0	474	1	**298**	0	474	1	**298**
	Through-Right		0							0				0				0	
	Right	91	1	75	0	91	75	0	101	1	84	0	101	1	84	0	101	1	84
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		696	*North-South:*		701	*North-South:*			784	*North-South:*			788	*North-South:*			788
		East-West:		265	*East-West:*		265	*East-West:*			298	*East-West:*			298	*East-West:*			298
		SUM:		961	*SUM:*		966	*SUM:*			1082	*SUM:*			1086	*SUM:*			1086
	VOLUME/CAPACITY *(V/C)* RATIO:			0.674			0.678				0.759				0.762				0.762
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.574**			**0.578**				**0.659**				**0.662**				**0.662**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.003 **$\Delta v/c$ after mitigation:** 0.003

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
22	East-West Street:	Oakwood Avenue-US-101 Fwy SB Or	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	64	1	64	0	64	64	0	71	1	71	0	71	1	71	0	71	1	71
	Left-Through		0							0				0				0	
	Through	1342	2	**517**	2	1344	**518**	29	1511	2	**583**	2	1513	2	**583**	0	1513	2	**583**
	Through-Right		1							1				1				1	
	Right	210	0	210	0	210	210	5	237	0	237	0	237	0	237	0	237	0	237
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	328	2	**180**	6	334	**184**	13	375	2	**206**	6	381	2	**210**	0	381	2	**210**
	Left-Through		0							0				0				0	
	Through	1684	2	595	5	1689	597	52	1912	2	675	5	1917	2	676	0	1917	2	676
	Through-Right		1							1				1				1	
	Right	101	0	101	0	101	101	0	112	0	112	0	112	0	112	0	112	0	112
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	121	0	121	0	121	121	2	136	0	136	0	136	0	136	0	136	0	136
	Left-Through		1							1				1				1	
	Through	339	1	**230**	0	339	**230**	3	377	1	**257**	0	377	1	**257**	0	377	1	**257**
	Through-Right		0							0				0				0	
	Right	129	1	97	0	129	97	0	142	1	107	0	142	1	107	0	142	1	107
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		697	*North-South:*		702	*North-South:*			789	*North-South:*			793	*North-South:*			793
		East-West:		230	*East-West:*		230	*East-West:*			257	*East-West:*			257	*East-West:*			257
		SUM:		927	*SUM:*		932	*SUM:*			1046	*SUM:*			1050	*SUM:*			1050
	VOLUME/CAPACITY (V/C) RATIO:			0.651			0.654				0.734				0.737				0.737
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.551**			**0.554**				**0.634**				**0.637**				**0.637**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.003 **$\Delta v/c$ after mitigation:** 0.003

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

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CRITICAL MOVEMENT ANALYSIS
Hillhurst Avenue-Virgil Avenue @
Sunset Boulevard-Sunset Drive @ Sunset Boulevard-Hollywood Boulevard

N-S St: Hillhurst Avenue-Virgil Avenue
E-W St: Sunset Boulevard-Sunset Drive
NW-SE St: Sunset Boulevard-Hollywood Boulevard
Project: Kaiser Permanente LAMC MP Due Diligence Analysis/1-16-4159-1
File Name: CMA23
Counts by: The Traffic Solution

Peak Hour: AM
Annual Growth: 1.0%

Date: 05/04/2018
Date of Count: 2017
Buildout Year: 2028

PHASE 2

	2017 EXIST. TRAFFIC			2017 EXIST. + PROJECT				2017 EXIST. + PROJ. + MIT				2028 FUTURE BASELINE				2028 FUTURE W/PROJECT				2028 FUTURE W/MITIGATION			
Movement	Volume	No. of Lanes	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	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	119	1	119	1	120	1	120	0	120	1	120	14	133	1	133	1	134	1	134	0	134	1	134
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	222	1	114	0	222	1	114	0	222	1	114	74	296	1	151	0	296	1	151	0	296	1	151
Comb. T-R		1	114			1	114			1	114			1	151			1	151			1	151
NB Right	5	0	-	0	5	0	-	0	5	0	-	1	6	0	-	0	6	0	-	0	6	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	285	1	285	0	285	1	285	0	285	1	285	43	328	1	328	0	328	1	328	0	328	1	328
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	554	1	338	0	554	1	340	0	554	1	340	97	652	1	403	0	652	1	405	0	652	1	405
Comb. T-R		1	338			1	340			1	340			1	403			1	405			1	405
SB Right	122	0	-	4	126	0	-	0	126	0	-	32	154	0	-	4	158	0	-	0	158	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	61	0	-	1	62	0	-	0	62	0	-	17	78	0	-	1	79	0	-	0	79	0	-
Comb. L-T		1	86			1	87			1	87			1	106			1	107			1	107
EB Thru	25	0	-	0	25	0	-	0	25	0	-	3	28	0	-	0	28	0	-	0	28	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
EB Right [1]	396	2	32	7	403	2	22	0	403	2	22	180	576	2	25	7	583	2	15	0	583	2	15
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	5	0	-	0	5	0	-	0	5	0	-	1	6	0	-	0	6	0	-	0	6	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	82	0	120	0	82	0	120	0	82	0	120	9	91	0	134	0	91	0	134	0	91	0	134
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
WB Right	33	0	-	0	33	0	-	0	33	0	-	4	37	0	-	0	37	0	-	0	37	0	-
Comb. L-T-R -		1				1				1				1				1				1	
NWB Left	337	2	186	25	362	2	199	0	362	2	199	193	530	2	292	25	555	2	305	0	555	2	305
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NWB Thru	405	1	286	-1	404	1	286	0	404	1	286	118	523	1	363	-1	522	1	362	0	522	1	362
Comb. T-R		1	286			1	286			1	286			1	363			1	362			1	362
NWB Right	168	0	-	0	168	0	-	0	168	0	-	35	203	0	-	0	203	0	-	0	203	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SEB Left	66	1	66	0	66	1	66	0	66	1	66	8	73	1	73	0	73	1	73	0	73	1	73
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SEB Thru	414	1	243	0	414	1	243	0	414	1	243	127	541	1	311	0	541	1	311	0	541	1	311
Comb. T-R		1	243			1	243			1	243			1	311			1	311			1	311
SEB Right	73	0	-	0	73	0	-	0	73	0	-	8	81	0	-	0	81	0	-	0	81	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	458			N-S:	461			N-S:	461			N-S:	536			N-S:	539			N-S:	539
		E-W:	181			E-W:	182			E-W:	182			E-W:	212			E-W:	213			E-W:	213
		NW-SE	429			NW-SE	443			NW-SE	443			NW-SE	603			NW-SE	617			NW-SE	617
		SUM:	1067			SUM:	1085			SUM:	1085			SUM:	1350			SUM:	1368			SUM:	1368
No. of Phases:			4				4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.676				0.689				0.689				0.882				0.895				0.895
Level of Service:			B				B				B				D				D				D

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] Overlaps with northwest bound Sunset Blvd. left-turn phase.

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CRITICAL MOVEMENT ANALYSIS
Hillhurst Avenue-Virgil Avenue @
Sunset Boulevard-Sunset Drive @ Sunset Boulevard-Hollywood Boulevard

N-S St: Hillhurst Avenue-Virgil Avenue
E-W St: Sunset Boulevard-Sunset Drive
NW-SE St: Sunset Boulevard-Hollywood Boulevard
Project: Kaiser Permanente LAMC MP Due Diligence Analysis/1-16-4159-1
File Name: CMA23
Counts by: The Traffic Solution

Peak Hour: PM
Annual Growth: 1.0%

PHASE 2

Date: 05/04/2018
Date of Count: 2017
Buildout Year: 2028

	2017 EXIST. TRAFFIC			2017 EXIST. + PROJECT				2017 EXIST. + PROJ. + MIT				2028 FUTURE BASELINE				2028 FUTURE W/PROJECT				2028 FUTURE W/MITIGATION			
Movement	Volume	No. of Lanes	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	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	154	1	154	0	154	1	154	0	154	1	154	18	171	1	171	0	171	1	171	0	171	1	171
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	423	1	228	0	423	1	228	0	423	1	228	106	529	1	283	0	529	1	283	0	529	1	283
Comb. T-R		1	228			1	228			1	228			1	283			1	283			1	283
NB Right	32	0	-	0	32	0	-	0	32	0	-	4	36	0	-	0	36	0	-	0	36	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	210	1	210	0	210	1	210	0	210	1	210	43	253	1	253	0	253	1	253	0	253	1	253
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	508	1	298	0	508	1	298	0	508	1	298	127	635	1	374	0	635	1	375	0	635	1	375
Comb. T-R		1	298			1	298			1	298			1	374			1	375			1	375
SB Right	88	0	-	1	89	0	-	0	89	0	-	26	114	0	-	1	115	0	-	0	115	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	116	0	-	3	119	0	-	0	119	0	-	36	153	0	-	3	156	0	-	0	156	0	-
Comb. L-T		1	191			1	194			1	194			1	236			1	239			1	239
EB Thru	75	0	-	0	75	0	-	0	75	0	-	9	83	0	-	0	83	0	-	0	83	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
EB Right [1]	580	2	161	20	600	2	168	0	600	2	168	276	856	2	184	20	876	2	191	0	876	2	191
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	6	0	-	0	6	0	-	0	6	0	-	1	7	0	-	0	7	0	-	0	7	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	43	0	86	0	43	0	86	0	43	0	86	5	48	0	96	0	48	0	96	0	48	0	96
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
WB Right	36	0	-	0	36	0	-	0	36	0	-	4	41	0	-	0	41	0	-	0	41	0	-
Comb. L-T-R -		1				1				1				1				1				1	
NWB Left	287	2	158	7	294	2	162	0	294	2	162	234	521	2	287	7	528	2	290	0	528	2	290
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NWB Thru	420	1	315	-1	419	1	315	0	419	1	315	153	573	1	410	-1	572	1	409	0	572	1	409
Comb. T-R		1	315			1	315			1	315			1	410			1	409			1	409
NWB Right	210	0	-	0	210	0	-	0	210	0	-	36	246	0	-	0	246	0	-	0	246	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SEB Left	82	1	82	0	82	1	82	0	82	1	82	9	91	1	91	0	91	1	91	0	91	1	91
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SEB Thru	496	1	310	-1	495	1	309	0	495	1	309	157	653	1	395	-1	652	1	395	0	652	1	395
Comb. T-R		1	310			1	309			1	309			1	395			1	395			1	395
SEB Right	123	0	-	0	123	0	-	0	123	0	-	14	137	0	-	0	137	0	-	0	137	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	451			N-S:	452			N-S:	452			N-S:	546			N-S:	546			N-S:	546
		E-W:	202			E-W:	205			E-W:	205			E-W:	248			E-W:	251			E-W:	251
		NW-SE	467			NW-SE	471			NW-SE	471			NW-SE	682			NW-SE	685			NW-SE	685
		SUM:	1121			SUM:	1128			SUM:	1128			SUM:	1476			SUM:	1483			SUM:	1483
No. of Phases:			4				4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.715				0.720				0.720				0.973				0.978				0.978
Level of Service:			C				C				C				E				E				E

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] Overlaps with northwest bound Sunset Blvd. left-turn phase.

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Virgil Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
24	East-West Street:	Santa Monica Boulevard	Projection Year:	2028	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	89	1	**89**	0	89	**89**	0	98	1	**98**	0	98	1	**98**	0	98	1	**98**
	Left-Through		0							0				0				0	
	Through	544	1	544	4	548	548	36	637	1	637	4	641	1	641	0	641	1	641
	Through-Right		0							0				0				0	
	Right	111	1	51	0	111	51	0	123	1	56	0	123	1	56	0	123	1	56
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	56	1	56	0	56	56	0	62	1	62	0	62	1	62	0	62	1	62
	Left-Through		0							0				0				0	
	Through	587	1	**587**	1	588	**588**	20	668	1	**668**	1	669	1	**669**	0	669	1	**669**
	Through-Right		0							0				0				0	
	Right	85	1	49	0	85	49	3	97	1	50	0	97	1	50	0	97	1	50
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	72	1	72	0	72	72	15	95	1	95	0	95	1	95	0	95	1	95
	Left-Through		0							0				0				0	
	Through	518	1	**518**	1	519	**519**	51	623	1	**623**	1	624	1	**624**	0	624	1	**624**
	Through-Right		0							0				0				0	
	Right	117	1	73	0	117	73	0	129	1	80	0	129	1	80	0	129	1	80
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	121	1	**121**	0	121	**121**	0	134	1	**134**	0	134	1	**134**	0	134	1	**134**
	Left-Through		0							0				0				0	
	Through	622	1	330	5	627	332	45	732	1	387	5	737	1	389	0	737	1	389
	Through-Right		1							1				1				1	
	Right	37	0	37	0	37	37	0	41	0	41	0	41	0	41	0	41	0	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		676	*North-South:*		677	*North-South:*			766	*North-South:*			767	*North-South:*			767
		East-West:		639	*East-West:*		640	*East-West:*			757	*East-West:*			758	*East-West:*			758
		SUM:		1315	*SUM:*		1317	*SUM:*			1523	*SUM:*			1525	*SUM:*			1525
	VOLUME/CAPACITY *(V/C)* RATIO:			0.923			0.924				1.069				1.070				1.070
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.823**			**0.824**				**0.969**				**0.970**				**0.970**
	LEVEL OF SERVICE (LOS):			**D**			**D**				**E**				**E**				**E**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.001 **$\Delta v/c$ after mitigation:** 0.001

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Virgil Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
24	East-West Street:	Santa Monica Boulevard	Projection Year:	2028	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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?			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	126	1	126	0	126	126	0	139	1	139	0	139	1	139	0	139	1	139
	Left-Through		0							0				0				0	
	Through	635	1	**635**	1	636	**636**	34	735	1	**735**	1	736	1	**736**	0	736	1	**736**
	Through-Right		0							0				0				0	
	Right	163	1	118	0	163	118	0	180	1	130	0	180	1	130	0	180	1	130
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	134	1	**134**	0	134	**134**	0	148	1	**148**	0	148	1	**148**	0	148	1	**148**
	Left-Through		0							0				0				0	
	Through	549	1	549	3	552	552	43	649	1	649	3	652	1	652	0	652	1	652
	Through-Right		0							0				0				0	
	Right	122	1	83	0	122	83	22	157	1	107	0	157	1	107	0	157	1	107
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	78	1	78	0	78	78	14	100	1	100	0	100	1	100	0	100	1	100
	Left-Through		0							0				0				0	
	Through	675	1	**675**	4	679	**679**	65	811	1	**811**	4	815	1	**815**	0	815	1	**815**
	Through-Right		0							0				0				0	
	Right	116	1	53	0	116	53	0	128	1	59	0	128	1	59	0	128	1	59
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	91	1	**91**	0	91	**91**	0	101	1	**101**	0	101	1	**101**	0	101	1	**101**
	Left-Through		0							0				0				0	
	Through	547	1	293	1	548	294	71	675	1	359	1	676	1	360	0	676	1	360
	Through-Right		1							1				1				1	
	Right	39	0	39	0	39	39	0	43	0	43	0	43	0	43	0	43	0	43
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		769	*North-South:*		770	*North-South:*			883	*North-South:*			884	*North-South:*			884
		East-West:		766	*East-West:*		770	*East-West:*			912	*East-West:*			916	*East-West:*			916
		SUM:		1535	*SUM:*		1540	*SUM:*			1795	*SUM:*			1800	*SUM:*			1800
VOLUME/CAPACITY (V/C) RATIO:				1.077			1.081				1.260				1.263				1.263
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.977**			**0.981**				**1.160**				**1.163**				**1.163**
LEVEL OF SERVICE (LOS):				**E**			**E**				**F**				**F**				**F**

REMARKS: Phase 2 (2028)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

APPENDIX D-3

PHASE 3 PROJECT (YEAR 2030):
CMA AND LEVELS OF SERVICE EXPLANATION
CMA DATA WORKSHEETS – WEEKDAY AM & PM PEAK HOURS

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 Fwy SB On-Ramp	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
1	East-West Street:	Santa Monica Boulevard	Projection Year:	2030	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	105	0	105	0	105	105	0	118	0	118	0	118	0	118	0	118	0	118
	Left-Through		0							0				0				0	
	Through	21	0	**137**	0	21	**137**	0	24	0	**154**	0	24	0	**154**	0	24	0	**154**
	Through-Right		0							0				0				0	
	Right	11	0	0	0	11	0	0	12	0	0	0	12	0	0	0	12	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	10	0	**10**	0	10	**10**	0	11	0	**11**	0	11	0	**11**	0	11	0	**11**
	Left-Through		1							1				1				1	
	Through	903	1	482	6	909	485	141	1159	1	613	6	1165	1	616	0	1165	1	616
	Through-Right		0							0				0				0	
	Right	358	1	358	0	358	358	88	491	1	491	0	491	1	491	0	491	1	491
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	48	1	48	1	49	49	28	82	1	82	1	83	1	83	0	83	1	83
	Left-Through		0							0				0				0	
	Through	1305	1	**675**	1	1306	**676**	268	1739	1	**895**	1	1740	1	**896**	0	1740	1	**896**
	Through-Right		1							1				1				1	
	Right	45	0	45	0	45	45	0	51	0	51	0	51	0	51	0	51	0	51
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		137	*North-South:*		137	*North-South:*			154	*North-South:*			154	*North-South:*			154
		East-West:		685	*East-West:*		686	*East-West:*			906	*East-West:*			907	*East-West:*			907
		SUM:		822	*SUM:*		823	*SUM:*			1060	*SUM:*			1061	*SUM:*			1061
VOLUME/CAPACITY *(V/C)* RATIO:				0.548			0.549				0.707				0.707				0.707
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.448**			**0.449**				**0.607**				**0.607**				**0.607**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.000	∆*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:	US-101 Fwy SB On-Ramp	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
1	East-West Street:	Santa Monica Boulevard	Projection Year:	2030	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	132	0	132	0	132	132	5	154	0	154	0	154	0	154	0	154	0	154
	Left-Through		0							0				0				0	
	Through	26	0	**181**	0	26	**181**	0	29	0	**209**	0	29	0	**209**	0	29	0	**209**
	Through-Right		0							0				0				0	
	Right	23	0	0	0	23	0	0	26	0	0	0	26	0	0	0	26	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	15	0	**15**	0	15	**15**	0	17	0	**17**	0	17	0	**17**	0	17	0	**17**
	Left-Through		1							1				1				1	
	Through	1054	1	572	2	1056	573	221	1409	1	756	2	1411	1	757	0	1411	1	757
	Through-Right		0							0				0				0	
	Right	369	1	369	0	369	369	107	523	1	523	0	523	1	523	0	523	1	523
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	45	1	45	5	50	50	22	73	1	73	5	78	1	78	0	78	1	78
	Left-Through		0							0				0				0	
	Through	1280	1	**681**	5	1285	**683**	404	1846	1	**969**	5	1851	1	**971**	0	1851	1	**971**
	Through-Right		1							1				1				1	
	Right	81	0	81	0	81	81	0	91	0	91	0	91	0	91	0	91	0	91
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		181	*North-South:*		181	*North-South:*			209	*North-South:*			209	*North-South:*			209
		East-West:		696	*East-West:*		698	*East-West:*			986	*East-West:*			988	*East-West:*			988
		SUM:		877	*SUM:*		879	*SUM:*			1195	*SUM:*			1197	*SUM:*			1197
VOLUME/CAPACITY (V/C) RATIO:				0.585			0.586				0.797				0.798				0.798
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.485**			**0.486**				**0.697**				**0.698**				**0.698**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	∆*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 Fwy NB Off-Ramp	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
2	East-West Street:	Santa Monica Boulevard-Serrano Av	Projection Year:	2030	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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?			1			1			1				1				1	
	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	593	1	**363**	0	593	**366**	71	739	1	**449**	0	739	1	**452**	0	739	1	**452**
	Left-Through		0							0				0				0	
	Through	71	0	363	0	71	366	0	80	0	449	0	80	0	452	0	80	0	452
	Through-Right		0							0				0				0	
	Right	62	0	0	5	67	0	9	79	0	0	5	84	0	0	0	84	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	35	0	35	0	35	35	0	39	0	39	0	39	0	39	0	39	0	39
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	66	0	**101**	0	66	**101**	0	74	0	**113**	0	74	0	**113**	0	74	0	**113**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
EASTBOUND	Left	13	1	13	0	13	13	0	15	1	15	0	15	1	15	0	15	1	15
	Left-Through		0							0				0				0	
	Through	1041	2	**521**	6	1047	**524**	158	1331	2	**666**	6	1337	2	**669**	0	1337	2	**669**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	671	1	350	4	675	352	226	982	1	507	4	986	1	509	0	986	1	509
	Through-Right		1							1				1				1	
	Right	28	0	28	0	28	28	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:*		464	*North-South:*		467	*North-South:*			562	*North-South:*			565	*North-South:*			565
		East-West:		521	*East-West:*		524	*East-West:*			666	*East-West:*			669	*East-West:*			669
		SUM:		985	*SUM:*		991	*SUM:*			1228	*SUM:*			1234	*SUM:*			1234
	VOLUME/CAPACITY *(V/C)* RATIO:			0.691			0.695				0.862				0.866				0.866
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.591**			**0.595**				**0.762**				**0.766**				**0.766**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**C**				**C**				**C**

REMARKS: Phase 3 Full Build-Out (2030)

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:	US-101 Fwy NB Off-Ramp	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
2	East-West Street:	Santa Monica Boulevard-Serrano Av	Projection Year:	2030	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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	3				3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			1			1			1	1			1	1				1
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2	2			2	2				2
	Override Capacity			0			0			0	0			0	0				0
NORTHBOUND	Left	569	1	**376**	0	569	**377**	152	793	1	**515**	0	793	1	**516**	0	793	1	**516**
	Left-Through		0							0				0				0	
	Through	130	0	376	0	130	377	0	146	0	515	0	146	0	516	0	146	0	516
	Through-Right		0							0				0				0	
	Right	53	0	0	1	54	0	31	91	0	0	1	92	0	0	0	92	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	41	0	41	0	41	41	0	46	0	46	0	46	0	46	0	46	0	46
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	88	0	**129**	0	88	**129**	0	99	0	**145**	0	99	0	**145**	0	99	0	**145**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
EASTBOUND	Left	31	1	31	0	31	31	0	35	1	35	0	35	1	35	0	35	1	35
	Left-Through		0							0				0				0	
	Through	1091	2	**546**	2	1093	**547**	252	1481	2	**741**	2	1483	2	**742**	0	1483	2	**742**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	798	1	426	10	808	431	274	1173	1	617	10	1183	1	622	0	1183	1	622
	Through-Right		1							1				1				1	
	Right	54	0	54	0	54	54	0	61	0	61	0	61	0	61	0	61	0	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		505	*North-South:*		506	*North-South:*			660	*North-South:*			661	*North-South:*			661
		East-West:		546	*East-West:*		547	*East-West:*			741	*East-West:*			742	*East-West:*			742
		SUM:		1051	*SUM:*		1053	*SUM:*			1401	*SUM:*			1403	*SUM:*			1403
	VOLUME/CAPACITY (V/C) RATIO:			0.738			0.739				0.983				0.985				0.985
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.638**			**0.639**				**0.883**				**0.885**				**0.885**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**D**				**D**				**D**

REMARKS: Phase 3 Full Build-Out (2030)

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:	Normandie Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
3	East-West Street:	Hollywood Boulevard	Projection Year:	2030	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	62	0	62	0	62	62	0	70	0	70	0	70	0	70	0	70	0	70
	Left-Through		0							0				0				0	
	Through	104	0	**268**	0	104	**268**	34	151	0	**351**	0	151	0	**351**	0	151	0	**351**
	Through-Right		0							0				0				0	
	Right	102	0	0	0	102	0	15	130	0	0	0	130	0	0	0	130	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	96	0	**96**	3	99	**99**	2	110	0	**110**	3	113	0	**113**	0	113	0	**113**
	Left-Through		0							0				0				0	
	Through	156	0	288	0	156	291	19	195	0	346	0	195	0	349	0	195	0	349
	Through-Right		0							0				0				0	
	Right	36	0	0	0	36	0	0	41	0	0	0	41	0	0	0	41	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	24	1	24	0	24	24	0	27	1	27	0	27	1	27	0	27	1	27
	Left-Through		0							0				0				0	
	Through	919	1	**503**	23	942	**514**	78	1114	1	**606**	23	1137	1	**617**	0	1137	1	**617**
	Through-Right		1							1				1				1	
	Right	86	0	86	0	86	86	0	97	0	97	0	97	0	97	0	97	0	97
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	65	1	**65**	0	65	**65**	15	88	1	**88**	0	88	1	**88**	0	88	1	**88**
	Left-Through		0							0				0				0	
	Through	816	1	419	6	822	423	109	1028	1	531	6	1034	1	534	0	1034	1	534
	Through-Right		1							1				1				1	
	Right	22	0	22	1	23	23	8	33	0	33	1	34	0	34	0	34	0	34
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		364	North-South:		367	North-South:			461	North-South:			464	North-South:			464
		East-West:		568	East-West:		579	East-West:			694	East-West:			705	East-West:			705
		SUM:		932	SUM:		946	SUM:			1155	SUM:			1169	SUM:			1169
	VOLUME/CAPACITY (V/C) RATIO:			0.621			0.631				0.770				0.779				0.779
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.521			0.531				0.670				0.679				0.679
	LEVEL OF SERVICE (LOS):			A			A				B				B				B

REMARKS: Phase 3 Full Build-Out (2030)

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:	Normandie Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
3	East-West Street:	Hollywood Boulevard	Projection Year:	2030	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	127	0	127	0	127	127	0	143	0	143	0	143	0	143	0	143	0	143
	Left-Through		0							0				0				0	
	Through	157	0	**390**	0	157	**390**	42	219	0	**503**	0	219	0	**503**	0	219	0	**503**
	Through-Right		0							0				0				0	
	Right	106	0	0	0	106	0	22	141	0	0	0	141	0	0	0	141	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	91	0	**91**	1	92	**92**	9	112	0	**112**	1	113	0	**113**	0	113	0	**113**
	Left-Through		0							0				0				0	
	Through	162	0	293	0	162	294	53	236	0	393	0	236	0	394	0	236	0	394
	Through-Right		0							0				0				0	
	Right	40	0	0	0	40	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	
EASTBOUND	Left	46	1	46	0	46	46	0	52	1	52	0	52	1	52	0	52	1	52
	Left-Through		0							0				0				0	
	Through	919	1	**513**	6	925	**516**	131	1167	1	**644**	6	1173	1	**647**	0	1173	1	**647**
	Through-Right		1							1				1				1	
	Right	107	0	107	0	107	107	0	121	0	121	0	121	0	121	0	121	0	121
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	72	1	**72**	0	72	**72**	22	103	1	**103**	0	103	1	**103**	0	103	1	**103**
	Left-Through		0							0				0				0	
	Through	864	1	453	19	883	464	112	1086	1	570	19	1105	1	581	0	1105	1	581
	Through-Right		1							1				1				1	
	Right	42	0	42	3	45	45	6	53	0	53	3	56	0	56	0	56	0	56
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		481	North-South:		482	North-South:			615	North-South:			616	North-South:			616
		East-West:		585	East-West:		588	East-West:			747	East-West:			750	East-West:			750
		SUM:		1066	SUM:		1070	SUM:			1362	SUM:			1366	SUM:			1366
	VOLUME/CAPACITY (V/C) RATIO:			0.711			0.713				0.908				0.911				0.911
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.611**			**0.613**				**0.808**				**0.811**				**0.811**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**D**				**D**				**D**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.003 **$\Delta v/c$ after mitigation:** 0.003

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Normandie Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
4	East-West Street:	Sunset Boulevard	Projection Year:	2030	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	96	0	**96**	0	96	**96**	12	120	0	**120**	0	120	0	**120**	0	120	0	**120**
	Left-Through		0							0				0				0	
	Through	152	0	304	0	152	308	30	201	0	394	0	201	0	398	0	201	0	398
	Through-Right		0							0				0				0	
	Right	56	0	0	4	60	0	10	73	0	0	4	77	0	0	0	77	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	54	0	54	0	54	54	0	61	0	61	0	61	0	61	0	61	0	61
	Left-Through		0							0				0				0	
	Through	259	0	**371**	0	259	**371**	18	310	0	**452**	0	310	0	**452**	0	310	0	**452**
	Through-Right		0							0				0				0	
	Right	58	0	0	0	58	0	16	81	0	0	0	81	0	0	0	81	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	53	1	53	0	53	53	18	78	1	78	0	78	1	78	0	78	1	78
	Left-Through		0							0				0				0	
	Through	1019	2	**510**	36	1055	**528**	135	1283	2	**642**	36	1319	2	**660**	0	1319	2	**660**
	Through-Right		0							0				0				0	
	Right	104	1	104	0	104	104	17	134	1	134	0	134	1	134	0	134	1	134
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	57	1	**57**	1	58	**58**	3	67	1	**67**	1	68	1	**68**	0	68	1	**68**
	Left-Through		0							0				0				0	
	Through	653	2	327	8	661	331	178	914	2	457	8	922	2	461	0	922	2	461
	Through-Right		0							0				0				0	
	Right	37	1	37	0	37	37	0	42	1	42	0	42	1	42	0	42	1	42
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		467	*North-South:*		467	*North-South:*			572	*North-South:*			572	*North-South:*			572
		East-West:		567	*East-West:*		586	*East-West:*			709	*East-West:*			728	*East-West:*			728
		SUM:		1034	*SUM:*		1053	*SUM:*			1281	*SUM:*			1300	*SUM:*			1300
VOLUME/CAPACITY *(V/C)* RATIO:				0.689			0.702				0.854				0.867				0.867
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.589**			**0.602**				**0.754**				**0.767**				**0.767**
LEVEL OF SERVICE (LOS):				**A**			**B**				**C**				**C**				**C**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Normandie Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
4	East-West Street:	Sunset Boulevard	Projection Year:	2030	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
	Override Capacity			0			0				0				0				0
NORTHBOUND	Left	104	0	104	0	104	104	31	148	0	**148**	0	148	0	**148**	0	148	0	**148**
	Left-Through		0							0				0				0	
	Through	252	0	**430**	0	252	**431**	32	316	0	554	0	316	0	555	0	316	0	555
	Through-Right		0							0				0				0	
	Right	74	0	0	1	75	0	7	90	0	0	1	91	0	0	0	91	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	55	0	**55**	0	55	**55**	0	62	0	62	0	62	0	62	0	62	0	62
	Left-Through		0							0				0				0	
	Through	248	0	362	0	248	362	42	321	0	**483**	0	321	0	**483**	0	321	0	**483**
	Through-Right		0							0				0				0	
	Right	59	0	0	0	59	0	34	100	0	0	0	100	0	0	0	100	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	84	1	84	0	84	84	30	125	1	125	0	125	1	125	0	125	1	125
	Left-Through		0							0				0				0	
	Through	1117	2	**422**	11	1128	**426**	224	1483	2	**559**	11	1494	2	**563**	0	1494	2	**563**
	Through-Right		1							1				1				1	
	Right	150	0	150	0	150	150	26	195	0	195	0	195	0	195	0	195	0	195
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	73	1	**73**	3	76	**76**	11	93	1	**93**	3	96	1	**96**	0	96	1	**96**
	Left-Through		0							0				0				0	
	Through	905	2	315	22	927	322	201	1221	2	422	22	1243	2	429	0	1243	2	429
	Through-Right		1							1				1				1	
	Right	39	0	39	0	39	39	0	44	0	44	0	44	0	44	0	44	0	44
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		485	*North-South:*		486	*North-South:*			631	*North-South:*			631	*North-South:*			631
		East-West:		495	*East-West:*		502	*East-West:*			652	*East-West:*			659	*East-West:*			659
		SUM:		980	*SUM:*		988	*SUM:*			1283	*SUM:*			1290	*SUM:*			1290
	VOLUME/CAPACITY (V/C) RATIO:			0.653			0.659				0.855				0.860				0.860
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.553**			**0.559**				**0.755**				**0.760**				**0.760**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**C**				**C**				**C**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	∆*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:	Normandie Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
5	East-West Street:	Fountain Avenue	Projection Year:	2030	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
	Override Capacity			0			0				0				0				0
NORTHBOUND	Left	79	0	**79**	0	79	**79**	0	89	0	**89**	0	89	0	**89**	0	89	0	**89**
	Left-Through		0							0				0				0	
	Through	247	0	412	4	251	412	52	330	0	526	4	334	0	526	0	334	0	526
	Through-Right		0							0				0				0	
	Right	86	0	0	-4	82	0	10	107	0	0	-4	103	0	0	0	103	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	85	0	85	0	85	85	0	96	0	96	0	96	0	96	0	96	0	96
	Left-Through		0							0				0				0	
	Through	348	0	**475**	1	349	**476**	37	429	0	**572**	1	430	0	**573**	0	430	0	**573**
	Through-Right		0							0				0				0	
	Right	42	0	0	0	42	0	0	47	0	0	0	47	0	0	0	47	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	51	0	**51**	0	51	**51**	0	57	0	**57**	0	57	0	**57**	0	57	0	**57**
	Left-Through		1							1				1				1	
	Through	393	0	444	2	395	446	62	505	0	562	2	507	0	564	0	507	0	564
	Through-Right		0							0				0				0	
	Right	66	1	66	0	66	66	0	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	77	0	77	-1	76	76	3	90	0	90	-1	89	0	89	0	89	0	89
	Left-Through		1							1				1				1	
	Through	439	0	**516**	0	439	**515**	45	540	0	**630**	0	540	0	**629**	0	540	0	**629**
	Through-Right		0							0				0				0	
	Right	40	1	40	0	40	40	0	45	1	45	0	45	1	45	0	45	1	45
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		554	*North-South:*		555	*North-South:*			661	*North-South:*			662	*North-South:*			662
		East-West:		567	*East-West:*		566	*East-West:*			687	*East-West:*			686	*East-West:*			686
		SUM:		1121	*SUM:*		1121	*SUM:*			1348	*SUM:*			1348	*SUM:*			1348
	VOLUME/CAPACITY *(V/C)* RATIO:			0.747			0.747				0.899				0.899				0.899
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.647**			**0.647**				**0.799**				**0.799**				**0.799**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**C**				**C**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 **$\Delta v/c$ after mitigation:** 0.000

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Normandie Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
5	East-West Street:	Fountain Avenue	Projection Year:	2030	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
	Override Capacity			0			0				0				0				0
NORTHBOUND	Left	60	0	60	0	60	60	0	68	0	68	0	68	0	68	0	68	0	68
	Left-Through		0							0				0				0	
	Through	423	0	**550**	1	424	**550**	70	547	0	**697**	1	548	0	**697**	0	548	0	**697**
	Through-Right		0							0				0				0	
	Right	67	0	0	-1	66	0	7	82	0	0	-1	81	0	0	0	81	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	67	0	**67**	0	67	**67**	0	75	0	**75**	0	75	0	**75**	0	75	0	**75**
	Left-Through		0							0				0				0	
	Through	420	0	547	3	423	550	79	552	0	695	3	555	0	698	0	555	0	698
	Through-Right		0							0				0				0	
	Right	60	0	0	0	60	0	0	68	0	0	0	68	0	0	0	68	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	72	0	72	0	72	72	0	81	0	81	0	81	0	81	0	81	0	81
	Left-Through		1							1				1				1	
	Through	599	0	**671**	1	600	**672**	93	768	0	**849**	1	769	0	**850**	0	769	0	**850**
	Through-Right		0							0				0				0	
	Right	99	1	99	0	99	99	0	112	1	112	0	112	1	112	0	112	1	112
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	100	0	**100**	-3	97	**97**	11	124	0	**124**	-3	121	0	**121**	0	121	0	**121**
	Left-Through		1							1				1				1	
	Through	504	0	604	1	505	602	112	680	0	804	1	681	0	802	0	681	0	802
	Through-Right		0							0				0				0	
	Right	68	1	68	0	68	68	0	77	1	77	0	77	1	77	0	77	1	77
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		617	*North-South:*		617	*North-South:*			772	*North-South:*			772	*North-South:*			772
		East-West:		771	*East-West:*		769	*East-West:*			973	*East-West:*			971	*East-West:*			971
		SUM:		1388	*SUM:*		1386	*SUM:*			1745	*SUM:*			1743	*SUM:*			1743
	VOLUME/CAPACITY (V/C) RATIO:			0.925			0.924				1.163				1.162				1.162
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.825**			**0.824**				**1.063**				**1.062**				**1.062**
	LEVEL OF SERVICE (LOS):			**D**			**D**				**F**				**F**				**F**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	-0.001	Δ*v/c* after mitigation:	-0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Normandie Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
6	East-West Street:	Santa Monica Boulevard	Projection Year:	2030	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	56	0	**56**	0	56	**56**	8	71	0	**71**	0	71	0	**71**	0	71	0	**71**
	Left-Through		1							1				1				1	
	Through	223	0	198	2	225	199	20	271	0	242	2	273	0	243	0	273	0	243
	Through-Right		1							1				1				1	
	Right	61	0	198	0	61	199	2	71	0	242	0	71	0	243	0	71	0	243
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	57	0	57	0	57	57	1	65	0	65	0	65	0	65	0	65	0	65
	Left-Through		0							0				0				0	
	Through	415	0	**508**	0	415	**508**	28	496	0	**613**	0	496	0	**613**	0	496	0	**613**
	Through-Right		0							0				0				0	
	Right	36	0	0	0	36	0	11	52	0	0	0	52	0	0	0	52	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	73	1	73	-1	72	72	38	120	1	120	-1	119	1	119	0	119	1	119
	Left-Through		0							0				0				0	
	Through	825	1	**474**	12	837	**480**	199	1129	1	**649**	12	1141	1	**655**	0	1141	1	**655**
	Through-Right		1							1				1				1	
	Right	123	0	123	0	123	123	29	168	0	168	0	168	0	168	0	168	0	168
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	140	1	**140**	0	140	**140**	1	159	1	**159**	0	159	1	**159**	0	159	1	**159**
	Left-Through		0							0				0				0	
	Through	661	1	367	4	665	369	183	928	1	506	4	932	1	508	0	932	1	508
	Through-Right		1							1				1				1	
	Right	72	0	72	0	72	72	3	84	0	84	0	84	0	84	0	84	0	84
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		564	*North-South:*		564	*North-South:*			684	*North-South:*			684	*North-South:*			684
		East-West:		614	*East-West:*		620	*East-West:*			808	*East-West:*			814	*East-West:*			814
		SUM:		1178	*SUM:*		1184	*SUM:*			1492	*SUM:*			1498	*SUM:*			1498
	VOLUME/CAPACITY *(V/C)* RATIO:			0.785			0.789				0.995				0.999				0.999
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.685**			**0.689**				**0.895**				**0.899**				**0.899**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**D**				**D**				**D**

REMARKS: Phase 3 Full Build-Out (2030)

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:	Normandie Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
6	East-West Street:	Santa Monica Boulevard	Projection Year:	2030	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
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 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?	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	83	0	**83**	0	83	**83**	34	128	0	**128**	0	128	0	**128**	0	128	0	**128**
Left-Through		1							1				1				1	
Through	316	0	307	0	316	307	46	402	0	408	0	402	0	408	0	402	0	408
Through-Right		1							1				1				1	
Right	131	0	307	0	131	307	9	157	0	408	0	157	0	408	0	157	0	408
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND Left	86	0	86	0	86	86	5	102	0	102	0	102	0	102	0	102	0	102
Left-Through		0							0				0				0	
Through	409	0	**519**	1	410	**519**	40	501	0	**675**	1	502	0	**675**	0	502	0	**675**
Through-Right		0							0				0				0	
Right	24	0	0	-1	23	0	45	72	0	0	-1	71	0	0	0	71	0	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
EASTBOUND Left	45	1	45	0	45	45	27	78	1	78	0	78	1	78	0	78	1	78
Left-Through		0							0				0				0	
Through	1094	1	**610**	5	1099	**612**	249	1482	1	**822**	5	1487	1	**824**	0	1487	1	**824**
Through-Right		1							1				1				1	
Right	125	0	125	0	125	125	20	161	0	161	0	161	0	161	0	161	0	161
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND Left	88	1	**88**	0	88	**88**	1	100	1	**100**	0	100	1	**100**	0	100	1	**100**
Left-Through		0							0				0				0	
Through	700	1	379	11	711	385	291	1080	1	575	11	1091	1	580	0	1091	1	580
Through-Right		1							1				1				1	
Right	58	0	58	0	58	58	4	69	0	69	0	69	0	69	0	69	0	69
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:	602	602	803	803	803
East-West:	698	700	922	924	924
SUM:	1300	1302	1725	1727	1727
VOLUME/CAPACITY (V/C) RATIO:	0.867	0.868	1.150	1.151	1.151
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.767	0.768	1.050	1.051	1.051
LEVEL OF SERVICE (LOS):	C	C	F	F	F

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
7	East-West Street:	Franklin Avenue	Projection Year:	2030	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	33	0	**33**	3	36	**36**	12	49	0	**49**	3	52	0	**52**	0	52	0	**52**
	Left-Through		0							0				0				0	
	Through	72	0	150	3	75	156	8	89	0	194	3	92	0	200	0	92	0	200
	Through-Right		0							0				0				0	
	Right	45	0	0	0	45	0	5	56	0	0	0	56	0	0	0	56	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	4	0	4	0	4	4	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		0							0				0				0	
	Through	143	0	**218**	10	153	**228**	2	163	0	**248**	10	173	0	**258**	0	173	0	**258**
	Through-Right		0							0				0				0	
	Right	71	0	0	0	71	0	0	80	0	0	0	80	0	0	0	80	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	10	0	10	0	10	10	0	11	0	11	0	11	0	11	0	11	0	11
	Left-Through		0							0				0				0	
	Through	637	0	**752**	0	637	**763**	20	738	0	**873**	0	738	0	**884**	0	738	0	**884**
	Through-Right		0							0				0				0	
	Right	105	0	0	11	116	0	6	124	0	0	11	135	0	0	0	135	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	85	0	**85**	0	85	**85**	2	98	0	**98**	0	98	0	**98**	0	98	0	**98**
	Left-Through		0							0				0				0	
	Through	669	0	756	0	669	756	12	766	0	866	0	766	0	866	0	766	0	866
	Through-Right		0							0				0				0	
	Right	2	0	0	0	2	0	0	2	0	0	0	2	0	0	0	2	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		251	*North-South:*		264	*North-South:*			297	*North-South:*			310	*North-South:*			310
		East-West:		837	*East-West:*		848	*East-West:*			971	*East-West:*			982	*East-West:*			982
		SUM:		1088	*SUM:*		1112	*SUM:*			1268	*SUM:*			1292	*SUM:*			1292
VOLUME/CAPACITY *(V/C)* RATIO:				0.725			0.741				0.845				0.861				0.861
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.625**			**0.641**				**0.745**				**0.761**				**0.761**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.016	$\Delta v/c$ after mitigation:	0.016
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
7	East-West Street:	Franklin Avenue	Projection Year:	2030	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	83	0	83	10	93	93	13	107	0	107	10	117	0	117	0	117	0	117
	Left-Through		0							0				0				0	
	Through	171	0	**337**	9	180	**356**	8	201	0	**412**	9	210	0	**431**	0	210	0	**431**
	Through-Right		0							0				0				0	
	Right	83	0	0	0	83	0	10	104	0	0	0	104	0	0	0	104	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	8	0	**8**	0	8	**8**	0	9	0	**9**	0	9	0	**9**	0	9	0	**9**
	Left-Through		0							0				0				0	
	Through	67	0	102	4	71	106	8	83	0	122	4	87	0	126	0	87	0	126
	Through-Right		0							0				0				0	
	Right	27	0	0	0	27	0	0	30	0	0	0	30	0	0	0	30	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	23	0	23	0	23	23	0	26	0	26	0	26	0	26	0	26	0	26
	Left-Through		0							0				0				0	
	Through	701	0	**779**	0	701	**783**	20	810	0	**914**	0	810	0	**918**	0	810	0	**918**
	Through-Right		0							0				0				0	
	Right	55	0	0	4	59	0	16	78	0	0	4	82	0	0	0	82	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	59	0	**59**	0	59	**59**	10	76	0	**76**	0	76	0	**76**	0	76	0	**76**
	Left-Through		0							0				0				0	
	Through	616	0	683	0	616	683	24	718	0	803	0	718	0	803	0	718	0	803
	Through-Right		0							0				0				0	
	Right	8	0	0	0	8	0	0	9	0	0	0	9	0	0	0	9	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		345	*North-South:*		364	*North-South:*			421	*North-South:*			440	*North-South:*			440
		East-West:		838	*East-West:*		842	*East-West:*			990	*East-West:*			994	*East-West:*			994
		SUM:		1183	*SUM:*		1206	*SUM:*			1411	*SUM:*			1434	*SUM:*			1434
VOLUME/CAPACITY (V/C) RATIO:				0.789			0.804				0.941				0.956				0.956
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.689**			**0.704**				**0.841**				**0.856**				**0.856**
LEVEL OF SERVICE (LOS):				**B**			**C**				**D**				**D**				**D**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.015	∆*v/c* after mitigation:	0.015
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
8	East-West Street:	Hollywood Boulevard	Projection Year:	2030	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	45	0	**45**	0	45	**45**	18	69	0	**69**	0	69	0	**69**	0	69	0	**69**
	Left-Through		0							0				0				0	
	Through	75	0	177	5	80	182	22	107	0	259	5	112	0	264	0	112	0	264
	Through-Right		0							0				0				0	
	Right	57	0	0	0	57	0	19	83	0	0	0	83	0	0	0	83	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	60	0	60	0	60	60	0	68	0	68	0	68	0	68	0	68	0	68
	Left-Through		0							0				0				0	
	Through	213	0	**351**	23	236	**374**	9	249	0	**405**	23	272	0	**428**	0	272	0	**428**
	Through-Right		0							0				0				0	
	Right	78	0	0	0	78	0	0	88	0	0	0	88	0	0	0	88	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	46	1	46	0	46	46	0	52	1	52	0	52	1	52	0	52	1	52
	Left-Through		0							0				0				0	
	Through	784	1	**443**	24	808	**456**	76	959	1	**542**	24	983	1	**555**	0	983	1	**555**
	Through-Right		1							1				1				1	
	Right	101	0	101	2	103	103	11	125	0	125	2	127	0	127	0	127	0	127
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	87	1	**87**	2	89	**89**	7	105	1	**105**	2	107	1	**107**	0	107	1	**107**
	Left-Through		0							0				0				0	
	Through	903	1	482	6	909	485	87	1105	1	587	6	1111	1	590	0	1111	1	590
	Through-Right		1							1				1				1	
	Right	60	0	60	0	60	60	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	
CRITICAL VOLUMES		*North-South:*		396	*North-South:*		419	*North-South:*			474	*North-South:*			497	*North-South:*			497
		East-West:		530	*East-West:*		545	*East-West:*			647	*East-West:*			662	*East-West:*			662
		SUM:		926	*SUM:*		964	*SUM:*			1121	*SUM:*			1159	*SUM:*			1159
VOLUME/CAPACITY *(V/C)* RATIO:				0.617			0.643				0.747				0.773				0.773
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.517**			**0.543**				**0.647**				**0.673**				**0.673**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.026	∆*v/c* after mitigation:	0.026
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
8	East-West Street:	Hollywood Boulevard	Projection Year:	2030	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
	Override Capacity			0			0				0				0				0
NORTHBOUND	Left	59	0	59	1	60	60	14	80	0	80	1	81	0	81	0	81	0	81
	Left-Through		0							0				0				0	
	Through	126	0	**251**	17	143	**270**	19	161	0	**330**	17	178	0	**349**	0	178	0	**349**
	Through-Right		0							0				0				0	
	Right	66	0	0	1	67	0	15	89	0	0	1	90	0	0	0	90	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	43	0	**43**	0	43	**43**	0	48	0	**48**	0	48	0	**48**	0	48	0	**48**
	Left-Through		0							0				0				0	
	Through	100	0	167	6	106	173	27	140	0	215	6	146	0	221	0	146	0	221
	Through-Right		0							0				0				0	
	Right	24	0	0	0	24	0	0	27	0	0	0	27	0	0	0	27	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	88	1	88	0	88	88	0	99	1	99	0	99	1	99	0	99	1	99
	Left-Through		0							0				0				0	
	Through	1108	1	**584**	7	1115	**588**	115	1364	1	**727**	7	1371	1	**731**	0	1371	1	**731**
	Through-Right		1							1				1				1	
	Right	60	0	60	0	60	60	22	90	0	90	0	90	0	90	0	90	0	90
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	41	1	**41**	0	41	**41**	23	69	1	**69**	0	69	1	**69**	0	69	1	**69**
	Left-Through		0							0				0				0	
	Through	981	1	519	19	1000	529	108	1213	1	639	19	1232	1	648	0	1232	1	648
	Through-Right		1							1				1				1	
	Right	57	0	57	0	57	57	0	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:*		294	*North-South:*		313	*North-South:*			378	*North-South:*			397	*North-South:*			397
		East-West:		625	*East-West:*		629	*East-West:*			796	*East-West:*			800	*East-West:*			800
		SUM:		919	*SUM:*		942	*SUM:*			1174	*SUM:*			1197	*SUM:*			1197
	VOLUME/CAPACITY (V/C) RATIO:			0.613			0.628				0.783				0.798				0.798
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.513**			**0.528**				**0.683**				**0.698**				**0.698**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.015 **$\Delta v/c$ after mitigation:** 0.015

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
9	East-West Street:	Sunset Boulevard	Projection Year:	2030	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	68	0	**68**	0	68	**68**	0	77	0	**77**	0	77	0	**77**	0	77	0	**77**
	Left-Through		0							0				0				0	
	Through	155	0	249	5	160	254	12	187	0	293	5	192	0	298	0	192	0	298
	Through-Right		0							0				0				0	
	Right	26	0	0	0	26	0	0	29	0	0	0	29	0	0	0	29	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	55	0	55	21	76	76	16	78	0	78	21	99	0	99	0	99	0	99
	Left-Through		0							0				0				0	
	Through	125	0	**248**	1	126	**274**	19	160	0	**323**	1	161	0	**349**	0	161	0	**349**
	Through-Right		0							0				0				0	
	Right	68	0	0	4	72	0	8	85	0	0	4	89	0	0	0	89	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	86	1	86	14	100	100	4	101	1	101	14	115	1	115	0	115	1	115
	Left-Through		0							0				0				0	
	Through	949	2	**475**	36	985	**493**	141	1210	2	**605**	36	1246	2	**623**	0	1246	2	**623**
	Through-Right		0							0				0				0	
	Right	81	1	81	0	81	81	0	91	1	91	0	91	1	91	0	91	1	91
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	21	1	**21**	0	21	**21**	0	24	1	**24**	0	24	1	**24**	0	24	1	**24**
	Left-Through		0							0				0				0	
	Through	657	2	329	6	663	332	173	913	2	457	6	919	2	460	0	919	2	460
	Through-Right		0							0				0				0	
	Right	143	1	143	-4	139	139	7	168	1	168	-4	164	1	164	0	164	1	164
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		316	*North-South:*		342	*North-South:*			400	*North-South:*			426	*North-South:*			426
		East-West:		496	*East-West:*		514	*East-West:*			629	*East-West:*			647	*East-West:*			647
		SUM:		812	*SUM:*		856	*SUM:*			1029	*SUM:*			1073	*SUM:*			1073
VOLUME/CAPACITY *(V/C)* RATIO:				0.541			0.571				0.686				0.715				0.715
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.441**			**0.471**				**0.586**				**0.615**				**0.615**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**B**				**B**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.029	∆*v/c* after mitigation:	0.029
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
9	East-West Street:	Sunset Boulevard	Projection Year:	2030	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	73	0	**73**	0	73	**73**	0	82	0	**82**	0	82	0	**82**	0	82	0	**82**
	Left-Through		0							0				0				0	
	Through	131	0	237	1	132	238	27	175	0	294	1	176	0	295	0	176	0	295
	Through-Right		0							0				0				0	
	Right	33	0	0	0	33	0	0	37	0	0	0	37	0	0	0	37	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	67	0	67	-1	66	66	12	87	0	87	-1	86	0	86	0	86	0	86
	Left-Through		0							0				0				0	
	Through	144	0	**275**	4	148	**289**	19	181	0	**348**	4	185	0	**362**	0	185	0	**362**
	Through-Right		0							0				0				0	
	Right	64	0	0	11	75	0	8	80	0	0	11	91	0	0	0	91	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	61	1	61	4	65	65	10	79	1	79	4	83	1	83	0	83	1	83
	Left-Through		0							0				0				0	
	Through	1075	2	**391**	8	1083	**394**	216	1427	2	**512**	8	1435	2	**515**	0	1435	2	**515**
	Through-Right		1							1				1				1	
	Right	98	0	98	0	98	98	0	110	0	110	0	110	0	110	0	110	0	110
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	33	1	**33**	0	33	**33**	0	37	1	**37**	0	37	1	**37**	0	37	1	**37**
	Left-Through		0							0				0				0	
	Through	782	2	286	27	809	300	200	1081	2	395	27	1108	2	409	0	1108	2	409
	Through-Right		1							1				1				1	
	Right	75	0	75	15	90	90	18	103	0	103	15	118	0	118	0	118	0	118
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		348	*North-South:*		362	*North-South:*			430	*North-South:*			444	*North-South:*			444
		East-West:		424	*East-West:*		427	*East-West:*			549	*East-West:*			552	*East-West:*			552
		SUM:		772	*SUM:*		789	*SUM:*			979	*SUM:*			996	*SUM:*			996
VOLUME/CAPACITY (V/C) RATIO:				0.515			0.526				0.653				0.664				0.664
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.415**			**0.426**				**0.553**				**0.564**				**0.564**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.011 **$\Delta v/c$ after mitigation:** 0.011

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
10	East-West Street:	Fountain Avenue	Projection Year:	2030	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	71	0	**71**	-2	69	**69**	0	80	0	**80**	-2	78	0	**78**	0	78	0	**78**
	Left-Through		0							0				0				0	
	Through	154	0	264	5	159	284	9	183	0	307	5	188	0	327	0	188	0	327
	Through-Right		0							0				0				0	
	Right	39	0	0	17	56	0	0	44	0	0	17	61	0	0	0	61	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	43	0	43	0	43	43	4	52	0	52	0	52	0	52	0	52	0	52
	Left-Through		0							0				0				0	
	Through	200	0	**285**	1	201	**286**	12	237	0	**340**	1	238	0	**341**	0	238	0	**341**
	Through-Right		0							0				0				0	
	Right	42	0	0	0	42	0	4	51	0	0	0	51	0	0	0	51	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	46	0	**46**	0	46	**46**	1	53	0	**53**	0	53	0	**53**	0	53	0	**53**
	Left-Through		1							1				1				1	
	Through	342	0	388	1	343	389	72	457	0	510	1	458	0	511	0	458	0	511
	Through-Right		0							0				0				0	
	Right	50	1	50	-1	49	49	0	56	1	56	-1	55	1	55	0	55	1	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	17	0	17	5	22	22	0	19	0	19	5	24	0	24	0	24	0	24
	Left-Through		1							1				1				1	
	Through	511	0	**528**	-2	509	**531**	48	624	0	**643**	-2	622	0	**646**	0	622	0	**646**
	Through-Right		0							0				0				0	
	Right	59	1	59	0	59	59	1	67	1	67	0	67	1	67	0	67	1	67
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		356	*North-South:*		355	*North-South:*			420	*North-South:*			419	*North-South:*			419
		East-West:		574	*East-West:*		577	*East-West:*			696	*East-West:*			699	*East-West:*			699
		SUM:		930	*SUM:*		932	*SUM:*			1116	*SUM:*			1118	*SUM:*			1118
VOLUME/CAPACITY *(V/C)* RATIO:				0.620			0.621				0.744				0.745				0.745
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.520**			**0.521**				**0.644**				**0.645**				**0.645**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	∆*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
10	East-West Street:	Fountain Avenue	Projection Year:	2030	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	52	0	**52**	-1	51	**51**	0	59	0	**59**	-1	58	0	**58**	0	58	0	**58**
	Left-Through		0							0				0				0	
	Through	169	0	245	1	170	250	18	208	0	294	1	209	0	299	0	209	0	299
	Through-Right		0							0				0				0	
	Right	24	0	0	5	29	0	0	27	0	0	5	32	0	0	0	32	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	41	0	41	0	41	41	3	49	0	49	0	49	0	49	0	49	0	49
	Left-Through		0							0				0				0	
	Through	219	0	**303**	3	222	**306**	14	261	0	**361**	3	264	0	**364**	0	264	0	**364**
	Through-Right		0							0				0				0	
	Right	43	0	0	0	43	0	3	51	0	0	0	51	0	0	0	51	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	28	0	**28**	0	28	**28**	4	36	0	**36**	0	36	0	**36**	0	36	0	**36**
	Left-Through		1							1				1				1	
	Through	542	0	570	-1	541	569	100	711	0	747	-1	710	0	746	0	710	0	746
	Through-Right		0							0				0				0	
	Right	80	1	80	-2	78	78	0	90	1	90	-2	88	1	88	0	88	1	88
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	37	0	37	12	49	49	0	42	0	42	12	54	0	54	0	54	0	54
	Left-Through		1							1				1				1	
	Through	553	0	**590**	0	553	**602**	123	746	0	**788**	0	746	0	**800**	0	746	0	**800**
	Through-Right		0							0				0				0	
	Right	50	1	50	0	50	50	4	60	1	60	0	60	1	60	0	60	1	60
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		355	*North-South:*		357	*North-South:*			420	*North-South:*			422	*North-South:*			422
		East-West:		618	*East-West:*		630	*East-West:*			824	*East-West:*			836	*East-West:*			836
		SUM:		973	*SUM:*		987	*SUM:*			1244	*SUM:*			1258	*SUM:*			1258
VOLUME/CAPACITY (V/C) RATIO:				0.649			0.658				0.829				0.839				0.839
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.549**			**0.558**				**0.729**				**0.739**				**0.739**
LEVEL OF SERVICE (LOS):				**A**			**A**				**C**				**C**				**C**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	∆*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:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
11	East-West Street:	Santa Monica Boulevard	Projection Year:	2030	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	59	1	**59**	0	59	**59**	14	80	1	**80**	0	80	1	**80**	0	80	1	**80**
	Left-Through		0							0				0				0	
	Through	142	0	189	12	154	201	10	170	0	223	12	182	0	235	0	182	0	235
	Through-Right		1							1				1				1	
	Right	47	0	0	0	47	0	0	53	0	0	0	53	0	0	0	53	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	36	0	36	-1	35	35	0	41	0	41	-1	40	0	40	0	40	0	40
	Left-Through		0							0				0				0	
	Through	117	0	**221**	4	121	**226**	12	144	0	**262**	4	148	0	**267**	0	148	0	**267**
	Through-Right		0							0				0				0	
	Right	68	0	0	2	70	0	0	77	0	0	2	79	0	0	0	79	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	61	1	61	8	69	69	0	69	1	69	8	77	1	77	0	77	1	77
	Left-Through		0							0				0				0	
	Through	728	1	**378**	4	732	**380**	201	1021	1	**527**	4	1025	1	**529**	0	1025	1	**529**
	Through-Right		1							1				1				1	
	Right	28	0	28	0	28	28	1	33	0	33	0	33	0	33	0	33	0	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	34	1	**34**	0	34	**34**	0	38	1	**38**	0	38	1	**38**	0	38	1	**38**
	Left-Through		0							0				0				0	
	Through	625	1	323	1	626	322	170	874	1	449	1	875	1	448	0	875	1	448
	Through-Right		1							1				1				1	
	Right	20	0	20	-2	18	18	0	23	0	23	-2	21	0	21	0	21	0	21
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		280	*North-South:*		285	*North-South:*			342	*North-South:*			347	*North-South:*			347
		East-West:		412	*East-West:*		414	*East-West:*			565	*East-West:*			567	*East-West:*			567
		SUM:		692	*SUM:*		699	*SUM:*			907	*SUM:*			914	*SUM:*			914
VOLUME/CAPACITY *(V/C)* RATIO:				0.461			0.466				0.605				0.609				0.609
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.361**			**0.366**				**0.505**				**0.509**				**0.509**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Edgemont Street	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
11	East-West Street:	Santa Monica Boulevard	Projection Year:	2030	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?			2			2				2				2				2
	Override Capacity			0			0				0				0				0
NORTHBOUND	Left	79	1	**79**	0	79	**79**	8	97	1	**97**	0	97	1	**97**	0	97	1	**97**
	Left-Through		0							0				0				0	
	Through	131	0	173	4	135	177	18	166	0	213	4	170	0	217	0	170	0	217
	Through-Right		1							1				1				1	
	Right	42	0	0	0	42	0	0	47	0	0	0	47	0	0	0	47	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	40	0	40	-2	38	38	1	46	0	46	-2	44	0	44	0	44	0	44
	Left-Through		0							0				0				0	
	Through	219	0	**316**	11	230	**332**	13	260	0	**370**	11	271	0	**386**	0	271	0	**386**
	Through-Right		0							0				0				0	
	Right	57	0	0	7	64	0	0	64	0	0	7	71	0	0	0	71	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	73	1	73	3	76	76	0	82	1	82	3	85	1	85	0	85	1	85
	Left-Through		0							0				0				0	
	Through	1119	1	**617**	1	1120	**618**	259	1520	1	**826**	1	1521	1	**826**	0	1521	1	**826**
	Through-Right		1							1				1				1	
	Right	115	0	115	0	115	115	1	131	0	131	0	131	0	131	0	131	0	131
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	51	1	**51**	0	51	**51**	0	57	1	**57**	0	57	1	**57**	0	57	1	**57**
	Left-Through		0							0				0				0	
	Through	716	1	370	4	720	371	284	1091	1	560	4	1095	1	561	0	1095	1	561
	Through-Right		1							1				1				1	
	Right	23	0	23	-1	22	22	2	28	0	28	-1	27	0	27	0	27	0	27
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		395	*North-South:*		411	*North-South:*			467	*North-South:*			483	*North-South:*			483
		East-West:		668	*East-West:*		669	*East-West:*			883	*East-West:*			883	*East-West:*			883
		SUM:		1063	*SUM:*		1080	*SUM:*			1350	*SUM:*			1366	*SUM:*			1366
	VOLUME/CAPACITY (V/C) RATIO:			0.709			0.720				0.900				0.911				0.911
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.609**			**0.620**				**0.800**				**0.811**				**0.811**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**D**				**D**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.011	$\Delta v/c$ after mitigation:	0.011
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
12	East-West Street:	Franklin Avenue	Projection Year:	2030	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	65	1	**65**	0	65	**65**	-1	72	1	**72**	0	72	1	**72**	0	72	1	**72**
	Left-Through		0							0				0				0	
	Through	422	1	245	10	432	250	82	558	1	320	10	568	1	326	0	568	1	326
	Through-Right		1							1				1				1	
	Right	67	0	67	1	68	68	7	82	0	82	1	83	0	83	0	83	0	83
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	10	1	10	0	10	10	0	11	1	11	0	11	1	11	0	11	1	11
	Left-Through		0							0				0				0	
	Through	672	1	**404**	33	705	**421**	36	793	1	**473**	33	826	1	**490**	0	826	1	**490**
	Through-Right		1							1				1				1	
	Right	136	0	136	0	136	136	0	153	0	153	0	153	0	153	0	153	0	153
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	124	1	124	0	124	124	1	141	1	141	0	141	1	141	0	141	1	141
	Left-Through		0							0				0				0	
	Through	437	0	**590**	0	437	**590**	23	515	0	**689**	0	515	0	**689**	0	515	0	**689**
	Through-Right		1							1				1				1	
	Right	153	0	0	0	153	0	2	174	0	0	0	174	0	0	0	174	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	85	1	**85**	5	90	**90**	4	100	1	**100**	5	105	1	**105**	0	105	1	**105**
	Left-Through		0							0				0				0	
	Through	525	0	533	0	525	533	14	606	0	615	0	606	0	615	0	606	0	615
	Through-Right		1							1				1				1	
	Right	8	0	0	0	8	0	0	9	0	0	0	9	0	0	0	9	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		469	*North-South:*		486	*North-South:*			545	*North-South:*			562	*North-South:*			562
		East-West:		675	*East-West:*		680	*East-West:*			789	*East-West:*			794	*East-West:*			794
		SUM:		1144	*SUM:*		1166	*SUM:*			1334	*SUM:*			1356	*SUM:*			1356
	VOLUME/CAPACITY *(V/C)* RATIO:			0.763			0.777				0.889				0.904				0.904
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.663**			**0.677**				**0.789**				**0.804**				**0.804**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**C**				**D**				**D**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.015	Δ*v/c* after mitigation:	0.015
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
12	East-West Street:	Franklin Avenue	Projection Year:	2030	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

	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	121	1	**121**	0	121	**121**	2	138	1	**138**	0	138	1	**138**	0	138	1	**138**
Left-Through		0							0				0				0	
Through	651	1	381	27	678	397	76	810	1	469	27	837	1	485	0	837	1	485
Through-Right		1							1				1				1	
Right	110	0	110	5	115	115	3	127	0	127	5	132	0	132	0	132	0	132
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	20	1	20	0	20	20	0	23	1	23	0	23	1	23	0	23	1	23
Left-Through		0							0				0				0	
Through	496	1	**296**	10	506	**301**	109	668	1	**389**	10	678	1	**394**	0	678	1	**394**
Through-Right		1							1				1				1	
Right	96	0	96	0	96	96	1	109	0	109	0	109	0	109	0	109	0	109
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	138	1	138	0	138	138	0	156	1	156	0	156	1	156	0	156	1	156
Left-Through		0							0				0				0	
Through	527	0	**663**	0	527	**663**	30	624	0	**778**	0	624	0	**778**	0	624	0	**778**
Through-Right		1							1				1				1	
Right	136	0	0	0	136	0	1	154	0	0	0	154	0	0	0	154	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	89	1	**89**	1	90	**90**	6	106	1	**106**	1	107	1	**107**	0	107	1	**107**
Left-Through		0							0				0				0	
Through	443	0	463	0	443	463	32	531	0	554	0	531	0	554	0	531	0	554
Through-Right		1							1				1				1	
Right	20	0	0	0	20	0	0	23	0	0	0	23	0	0	0	23	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		417	*North-South:*		422	*North-South:*			527	*North-South:*			532	*North-South:*			532
	East-West:		752	*East-West:*		753	*East-West:*			884	*East-West:*			885	*East-West:*			885
	SUM:		1169	*SUM:*		1175	*SUM:*			1411	*SUM:*			1417	*SUM:*			1417
VOLUME/CAPACITY (V/C) RATIO:			0.779			0.783				0.941				0.945				0.945
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.679**			**0.683**				**0.841**				**0.845**				**0.845**
LEVEL OF SERVICE (LOS):			**B**			**B**				**D**				**D**				**D**

	NB--	SB--	EB--	WB--
Right Turns: FREE-1, NRTOR-2 or OLA-3?	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	2	2	2	2	2
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: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	∆*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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
13	East-West Street:	Hollywood Boulevard	Projection Year:	2030	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			3			3			3				3				3	
	Override Capacity			2			2			2				2				2	
				0			0			0				0				0	
NORTHBOUND	Left	137	1	**137**	6	143	**143**	5	159	1	**159**	6	165	1	**165**	0	165	1	**165**
	Left-Through		0							0				0				0	
	Through	521	2	261	10	531	266	53	640	2	320	10	650	2	325	0	650	2	325
	Through-Right		0							0				0				0	
	Right	72	1	29	0	72	29	0	81	1	32	0	81	1	32	0	81	1	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	78	1	78	0	78	78	10	98	1	98	0	98	1	98	0	98	1	98
	Left-Through		0							0				0				0	
	Through	958	1	**481**	40	998	**501**	20	1099	1	**551**	40	1139	1	**571**	0	1139	1	**571**
	Through-Right		1							1				1				1	
	Right	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	19	1	19	0	19	19	20	41	1	41	0	41	1	41	0	41	1	41
	Left-Through		0							0				0				0	
	Through	412	2	**206**	0	412	**206**	93	557	2	**279**	0	557	2	**279**	0	557	2	**279**
	Through-Right		0							0				0				0	
	Right	202	1	134	24	226	155	15	243	1	164	24	267	1	185	0	267	1	185
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	87	1	**87**	0	87	**87**	0	98	1	**98**	0	98	1	**98**	0	98	1	**98**
	Left-Through		0							0				0				0	
	Through	379	2	190	2	381	191	93	520	2	260	2	522	2	261	0	522	2	261
	Through-Right		0							0				0				0	
	Right	51	1	0	0	51	0	16	73	1	0	0	73	1	0	0	73	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		618	*North-South:*		644	*North-South:*			710	*North-South:*			736	*North-South:*			736
		East-West:		293	*East-West:*		293	*East-West:*			377	*East-West:*			377	*East-West:*			377
		SUM:		911	*SUM:*		937	*SUM:*			1087	*SUM:*			1113	*SUM:*			1113
	VOLUME/CAPACITY *(V/C)* RATIO:			0.639			0.658				0.763				0.781				0.781
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.539**			**0.558**				**0.663**				**0.681**				**0.681**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.018	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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
13	East-West Street:	Hollywood Boulevard	Projection Year:	2030	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

	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	195	1	**195**	19	214	**214**	29	249	1	**249**	19	268	1	**268**	0	268	1	**268**
Left-Through		0							0				0				0	
Through	945	2	473	30	975	488	50	1115	2	558	30	1145	2	573	0	1145	2	573
Through-Right		0							0				0				0	
Right	85	1	39	0	85	39	0	96	1	44	0	96	1	44	0	96	1	44
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	107	1	107	0	107	107	19	140	1	140	0	140	1	140	0	140	1	140
Left-Through		0							0				0				0	
Through	820	1	**416**	12	832	**422**	73	997	1	**506**	12	1009	1	**512**	0	1009	1	**512**
Through-Right		1							1				1				1	
Right	12	0	12	0	12	12	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	
EASTBOUND																		
Left	42	1	42	0	42	42	17	64	1	64	0	64	1	64	0	64	1	64
Left-Through		0							0				0				0	
Through	514	2	**257**	1	515	**258**	118	697	2	**349**	1	698	2	**349**	0	698	2	**349**
Through-Right		0							0				0				0	
Right	204	1	107	7	211	104	24	254	1	130	7	261	1	127	0	261	1	127
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	93	1	**93**	0	93	**93**	0	105	1	**105**	0	105	1	**105**	0	105	1	**105**
Left-Through		0							0				0				0	
Through	513	2	257	0	513	257	119	697	2	349	0	697	2	349	0	697	2	349
Through-Right		0							0				0				0	
Right	94	1	0	0	94	0	12	118	1	0	0	118	1	0	0	118	1	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		611	*North-South:*		636	*North-South:*			755	*North-South:*			780	*North-South:*			780
	East-West:		350	*East-West:*		351	*East-West:*			454	*East-West:*			454	*East-West:*			454
	SUM:		961	*SUM:*		987	*SUM:*			1209	*SUM:*			1234	*SUM:*			1234
VOLUME/CAPACITY (V/C) RATIO:			0.674			0.693				0.848				0.866				0.866
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.574**			**0.593**				**0.748**				**0.766**				**0.766**
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	3

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: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.018	∆*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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
14	East-West Street:	Sunset Boulevard	Projection Year:	2030	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

	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	247	1	**247**	15	262	**262**	7	285	1	**285**	15	300	1	**300**	-2	299	1	**299**
	Left-Through		0							0				0				0	
	Through	705	2	353	12	717	359	56	850	2	425	12	862	2	431	-1	861	2	431
	Through-Right		0							0				0				0	
	Right	224	1	172	5	229	166	6	258	1	196	5	263	1	189	-1	263	1	190
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	35	1	35	5	40	40	0	39	1	39	5	44	1	44	-1	44	1	44
	Left-Through		0							0				0				0	
	Through	876	2	**373**	60	936	**398**	32	1019	2	**431**	60	1079	2	**456**	-6	1073	2	**454**
	Through-Right		1							1				1				1	
	Right	243	0	243	16	259	259	0	274	0	274	16	290	0	290	-2	288	0	288
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	183	1	**183**	6	189	**189**	0	206	1	**206**	6	212	1	**212**	-1	212	1	**212**
	Left-Through		0							0				0				0	
	Through	488	2	244	2	490	245	144	694	2	347	2	696	2	348	0	696	2	348
	Through-Right		0							0				0				0	
	Right	238	1	0	-1	237	0	12	280	1	0	-1	279	1	0	0	279	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	104	1	104	23	127	127	8	125	1	125	23	148	1	148	-2	146	1	146
	Left-Through		0							0				0				0	
	Through	483	2	**242**	23	506	**253**	170	714	2	**357**	23	737	2	**369**	-2	735	2	**368**
	Through-Right		0							0				0				0	
	Right	50	1	33	0	50	30	0	56	1	37	0	56	1	34	0	56	1	34
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*	620		*North-South:*	660		*North-South:*	716			*North-South:*	756			*North-South:*	753		
		East-West:	425		*East-West:*	442		*East-West:*	563			*East-West:*	581			*East-West:*	580		
		SUM:	1045		*SUM:*	1102		*SUM:*	1279			*SUM:*	1337			*SUM:*	1333		
VOLUME/CAPACITY *(V/C)* RATIO:			0.760			0.801			0.930				0.972					0.969	
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.660**			**0.701**			**0.830**				**0.872**					**0.869**	
LEVEL OF SERVICE (LOS):			**B**			**C**			**D**				**D**					**D**	

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.042 **Significant impacted?** YES

Δ*v/c* after mitigation: 0.039 **Fully mitigated?** NO

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
14	East-West Street:	Sunset Boulevard	Projection Year:	2030	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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-- 3	WB--	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			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	298	1	**298**	5	303	**303**	10	346	1	**346**	5	351	1	**351**	-1	350	1	**350**
	Left-Through		0							0				0				0	
	Through	987	2	494	34	1021	511	69	1181	2	591	34	1215	2	608	-3	1212	2	606
	Through-Right		0							0				0				0	
	Right	137	1	75	15	152	86	11	165	1	88	15	180	1	99	-2	179	1	99
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	54	1	54	13	67	67	0	61	1	61	13	74	1	74	-1	73	1	73
	Left-Through		0							0				0				0	
	Through	945	2	**389**	32	977	**402**	87	1152	2	**468**	32	1184	2	**480**	-3	1181	2	**479**
	Through-Right		1							1				1				1	
	Right	223	0	223	5	228	228	0	251	0	251	5	256	0	256	-1	256	0	256
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	291	1	291	16	307	307	0	328	1	328	16	344	1	344	-2	342	1	342
	Left-Through		0							0				0				0	
	Through	806	2	**403**	6	812	**406**	224	1132	2	**566**	6	1138	2	**569**	-1	1138	2	**569**
	Through-Right		0							0				0				0	
	Right	429	1	131	-2	427	124	8	491	1	145	-2	489	1	138	0	490	1	140
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	125	1	**125**	7	132	**132**	14	155	1	**155**	7	162	1	**162**	-1	161	1	**161**
	Left-Through		0							0				0				0	
	Through	435	2	218	6	441	221	207	697	2	349	6	703	2	352	-1	703	2	352
	Through-Right		0							0				0				0	
	Right	36	1	9	0	36	3	0	41	1	11	0	41	1	4	0	41	1	5
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		687	*North-South:*		705	*North-South:*			814	*North-South:*			831	*North-South:*			829
		East-West:		528	*East-West:*		538	*East-West:*			721	*East-West:*			731	*East-West:*			730
		SUM:		1215	*SUM:*		1243	*SUM:*			1535	*SUM:*			1562	*SUM:*			1559
VOLUME/CAPACITY (V/C) RATIO:				0.884			0.904				1.116				1.136				1.134
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.784**			**0.804**				**1.016**				**1.036**				**1.034**
LEVEL OF SERVICE (LOS):				**C**			**D**				**F**				**F**				**F**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.020 **Δ*v/c* after mitigation:** 0.018

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
15	East-West Street:	Fountain Avenue	Projection Year:	2030	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	156	1	**156**	-2	154	**154**	0	176	1	**176**	-2	174	1	**174**	0	174	1	**174**
	Left-Through		0							0				0				0	
	Through	991	2	496	47	1038	519	75	1192	2	596	47	1239	2	620	0	1239	2	620
	Through-Right		0							0				0				0	
	Right	185	1	130	0	185	130	4	212	1	150	0	212	1	150	0	212	1	150
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	44	1	44	0	44	44	0	50	1	50	0	50	1	50	0	50	1	50
	Left-Through		0							0				0				0	
	Through	1013	2	**507**	13	1026	**513**	44	1185	2	**593**	13	1198	2	**599**	0	1198	2	**599**
	Through-Right		0							0				0				0	
	Right	70	1	37	0	70	37	0	79	1	41	0	79	1	41	0	79	1	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	67	1	**67**	0	67	**67**	2	77	1	**77**	0	77	1	**77**	0	77	1	**77**
	Left-Through		0							0				0				0	
	Through	309	1	206	2	311	207	74	422	1	269	2	424	1	270	0	424	1	270
	Through-Right		1							1				1				1	
	Right	103	0	103	-1	102	102	0	116	0	116	-1	115	0	115	0	115	0	115
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	110	1	110	0	110	110	1	125	1	125	0	125	1	125	0	125	1	125
	Left-Through		0							0				0				0	
	Through	414	1	**414**	6	420	**420**	49	516	1	**516**	6	522	1	**522**	0	522	1	**522**
	Through-Right		0							0				0				0	
	Right	62	1	40	0	62	40	0	70	1	45	0	70	1	45	0	70	1	45
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		663	*North-South:*		667	*North-South:*			769	*North-South:*			773	*North-South:*			773
		East-West:		481	*East-West:*		487	*East-West:*			593	*East-West:*			599	*East-West:*			599
		SUM:		1144	*SUM:*		1154	*SUM:*			1362	*SUM:*			1372	*SUM:*			1372
	VOLUME/CAPACITY *(V/C)* RATIO:			0.803			0.810				0.956				0.963				0.963
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.703**			**0.710**				**0.856**				**0.863**				**0.863**
	LEVEL OF SERVICE (LOS):			**C**			**C**				**D**				**D**				**D**

REMARKS: Phase 3 Full Build-Out (2030)

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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
15	East-West Street:	Fountain Avenue	Projection Year:	2030	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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?			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	142	1	**142**	-1	141	**141**	0	160	1	**160**	-1	159	1	**159**	0	159	1	**159**
	Left-Through		0							0				0				0	
	Through	1255	2	451	15	1270	456	83	1497	2	537	15	1512	2	542	0	1512	2	542
	Through-Right		1							1				1				1	
	Right	99	0	99	0	99	99	1	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	139	1	139	0	139	139	0	157	1	157	0	157	1	157	0	157	1	157
	Left-Through		0							0				0				0	
	Through	1372	2	**488**	38	1410	**501**	111	1657	2	**588**	38	1695	2	**601**	0	1695	2	**601**
	Through-Right		1							1				1				1	
	Right	93	0	93	0	93	93	2	107	0	107	0	107	0	107	0	107	0	107
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	43	1	**43**	0	43	**43**	0	48	1	**48**	0	48	1	**48**	0	48	1	**48**
	Left-Through		0							0				0				0	
	Through	516	1	300	4	520	302	103	684	1	390	4	688	1	391	0	688	1	391
	Through-Right		1							1				1				1	
	Right	84	0	84	-1	83	83	0	95	0	95	-1	94	0	94	0	94	0	94
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	66	1	66	0	66	66	3	77	1	77	0	77	1	77	0	77	1	77
	Left-Through		0							0				0				0	
	Through	422	1	**422**	2	424	**424**	125	601	1	**601**	2	603	1	**603**	0	603	1	**603**
	Through-Right		0							0				0				0	
	Right	43	1	0	0	43	0	0	48	1	0	0	48	1	0	0	48	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		630	*North-South:*		642	*North-South:*			748	*North-South:*			760	*North-South:*			760
		East-West:		465	*East-West:*		467	*East-West:*			649	*East-West:*			651	*East-West:*			651
		SUM:		1095	*SUM:*		1109	*SUM:*			1397	*SUM:*			1411	*SUM:*			1411
VOLUME/CAPACITY (V/C) RATIO:				0.768			0.778				0.980				0.990				0.990
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.668**			**0.678**				**0.880**				**0.890**				**0.890**
LEVEL OF SERVICE (LOS):				**B**			**B**				**D**				**D**				**D**

REMARKS: Phase 3 Full Build-Out (2030)

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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
16	East-West Street:	Santa Monica Boulevard	Projection Year:	2030	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	84	1	84	0	84	84	8	103	1	103	0	103	1	103	0	103	1	103
	Left-Through		0							0				0				0	
	Through	1150	2	**575**	26	1176	**588**	34	1330	2	**665**	26	1356	2	**678**	0	1356	2	**678**
	Through-Right		0							0				0				0	
	Right	85	1	36	0	85	36	2	98	1	42	0	98	1	42	0	98	1	42
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	77	1	**77**	2	79	**79**	0	87	1	**87**	2	89	1	**89**	0	89	1	**89**
	Left-Through		0							0				0				0	
	Through	1124	2	401	7	1131	404	33	1300	2	468	7	1307	2	471	0	1307	2	471
	Through-Right		1							1				1				1	
	Right	80	0	80	1	81	81	14	104	0	104	1	105	0	105	0	105	0	105
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	99	1	**99**	4	103	**103**	47	159	1	**159**	4	163	1	**163**	0	163	1	**163**
	Left-Through		0							0				0				0	
	Through	698	2	349	-1	697	349	155	942	2	471	-1	941	2	471	0	941	2	471
	Through-Right		0							0				0				0	
	Right	51	1	9	0	51	9	27	84	1	33	0	84	1	33	0	84	1	33
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	98	1	98	0	98	98	3	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	729	2	**365**	-2	727	**364**	157	978	2	**489**	-2	976	2	**488**	0	976	2	**488**
	Through-Right		0							0				0				0	
	Right	58	1	20	9	67	28	0	65	1	22	9	74	1	30	0	74	1	30
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		652	*North-South:*		667	*North-South:*			752	*North-South:*			767	*North-South:*			767
		East-West:		464	*East-West:*		467	*East-West:*			648	*East-West:*			651	*East-West:*			651
		SUM:		1116	*SUM:*		1134	*SUM:*			1400	*SUM:*			1418	*SUM:*			1418
	VOLUME/CAPACITY *(V/C)* RATIO:			0.783			0.796				0.982				0.995				0.995
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.683**			**0.696**				**0.882**				**0.895**				**0.895**
	LEVEL OF SERVICE (LOS):			**B**			**B**				**D**				**D**				**D**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
16	East-West Street:	Santa Monica Boulevard	Projection Year:	2030	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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?			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	95	1	**95**	0	95	**95**	35	142	1	142	0	142	1	142	0	142	1	142
	Left-Through		0							0				0				0	
	Through	1301	2	473	7	1308	476	43	1509	2	**755**	7	1516	2	**758**	0	1516	2	**758**
	Through-Right		1							0				0				0	
	Right	119	0	119	0	119	119	1	135	1	76	0	135	1	76	0	135	1	76
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	60	1	60	7	67	67	0	68	1	**68**	7	75	1	**75**	0	75	1	**75**
	Left-Through		0							0				0				0	
	Through	1316	2	**471**	19	1335	**479**	63	1546	2	573	19	1565	2	580	0	1565	2	580
	Through-Right		1							1				1				1	
	Right	98	0	98	4	102	102	62	172	0	172	4	176	0	176	0	176	0	176
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	83	1	83	1	84	84	48	142	1	**142**	1	143	1	**143**	0	143	1	**143**
	Left-Through		0							0				0				0	
	Through	677	2	**339**	-2	675	**338**	204	967	2	484	-2	965	2	483	0	965	2	483
	Through-Right		0							0				0				0	
	Right	66	1	19	0	66	19	41	115	1	44	0	115	1	44	0	115	1	44
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	95	1	**95**	0	95	**95**	11	118	1	118	0	118	1	118	0	118	1	118
	Left-Through		0							0				0				0	
	Through	683	2	342	-1	682	341	205	975	2	**488**	-1	974	2	**487**	0	974	2	**487**
	Through-Right		0							0				0				0	
	Right	74	1	44	3	77	44	0	83	1	49	3	86	1	49	0	86	1	49
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		566	*North-South:*		574	*North-South:*			823	*North-South:*			833	*North-South:*			833
		East-West:		434	*East-West:*		433	*East-West:*			630	*East-West:*			630	*East-West:*			630
		SUM:		1000	*SUM:*		1007	*SUM:*			1453	*SUM:*			1463	*SUM:*			1463
VOLUME/CAPACITY (V/C) RATIO:				0.702			0.707				1.020				1.027				1.027
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.602**			**0.607**				**0.920**				**0.927**				**0.927**
LEVEL OF SERVICE (LOS):				**B**			**B**				**E**				**E**				**E**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
17	East-West Street:	Melrose Avenue	Projection Year:	2030	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	142	1	**142**	0	142	**142**	4	164	1	**164**	0	164	1	**164**	0	164	1	**164**
	Left-Through		0							0				0				0	
	Through	1182	2	407	23	1205	415	36	1368	2	471	23	1391	2	479	0	1391	2	479
	Through-Right		1							1				1				1	
	Right	40	0	40	0	40	40	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	57	1	57	0	57	57	7	71	1	71	0	71	1	71	0	71	1	71
	Left-Through		0							0				0				0	
	Through	1123	2	**416**	6	1129	**418**	28	1293	2	**483**	6	1299	2	**485**	0	1299	2	**485**
	Through-Right		1							1				1				1	
	Right	125	0	125	0	125	125	14	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	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	420	0	244	0	420	244	31	504	0	292	0	504	0	292	0	504	0	292
	Through-Right		1							1				1				1	
	Right	64	0	244	0	64	244	0	72	0	292	0	72	0	292	0	72	0	292
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	442	0	**248**	0	442	**249**	63	561	0	**311**	0	561	0	**313**	0	561	0	**313**
	Through-Right		1							1				1				1	
	Right	49	0	248	3	52	249	2	57	0	311	3	60	0	313	0	60	0	313
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		558	*North-South:*		560	*North-South:*			647	*North-South:*			649	*North-South:*			649
		East-West:		250	*East-West:*		251	*East-West:*			313	*East-West:*			315	*East-West:*			315
		SUM:		808	*SUM:*		811	*SUM:*			960	*SUM:*			964	*SUM:*			964
	VOLUME/CAPACITY *(V/C)* RATIO:			0.539			0.541				0.640				0.643				0.643
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.439**			**0.441**				**0.540**				**0.543**				**0.543**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: Phase 3 Full Build-Out (2030)

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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
17	East-West Street:	Melrose Avenue	Projection Year:	2030	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	129	1	**129**	0	129	**129**	5	150	1	**150**	0	150	1	**150**	0	150	1	**150**
	Left-Through		0							0				0				0	
	Through	1408	2	488	6	1414	490	39	1626	2	563	6	1632	2	565	0	1632	2	565
	Through-Right		1							1				1				1	
	Right	56	0	56	0	56	56	0	63	0	63	0	63	0	63	0	63	0	63
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	68	1	68	2	70	70	7	84	1	84	2	86	1	86	0	86	1	86
	Left-Through		0							0				0				0	
	Through	1287	2	**472**	18	1305	**478**	43	1493	2	**548**	18	1511	2	**554**	0	1511	2	**554**
	Through-Right		1							1				1				1	
	Right	129	0	129	0	129	129	7	152	0	152	0	152	0	152	0	152	0	152
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	4	0	4	0	4	4	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		1							1				1				1	
	Through	718	0	**413**	0	718	**413**	69	878	0	**501**	0	878	0	**501**	0	878	0	**501**
	Through-Right		1							1				1				1	
	Right	100	0	413	0	100	413	0	113	0	501	0	113	0	501	0	113	0	501
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	413	0	230	0	413	230	44	509	0	284	0	509	0	284	0	509	0	284
	Through-Right		1							1				1				1	
	Right	38	0	230	1	39	230	7	50	0	284	1	51	0	284	0	51	0	284
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		601	*North-South:*		607	*North-South:*			698	*North-South:*			704	*North-South:*			704
		East-West:		415	*East-West:*		415	*East-West:*			503	*East-West:*			503	*East-West:*			503
		SUM:		1016	*SUM:*		1022	*SUM:*			1201	*SUM:*			1207	*SUM:*			1207
	VOLUME/CAPACITY (V/C) RATIO:			0.677			0.681				0.801				0.805				0.805
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.577**			**0.581**				**0.701**				**0.705**				**0.705**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**C**				**C**				**C**

REMARKS: Phase 3 Full Build-Out (2030)

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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
18	East-West Street:	US-101 Fwy NB On-Ramp	Projection Year:	2030	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	543	1	**543**	0	543	**543**	2	614	1	**614**	0	614	1	**614**	0	614	1	**614**
	Left-Through		0							0				0				0	
	Through	1807	3	602	23	1830	610	33	2069	3	690	23	2092	3	697	0	2092	3	697
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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		0							0				0				0	
	Through	1210	2	**504**	6	1216	**506**	33	1396	2	**582**	6	1402	2	**584**	0	1402	2	**584**
	Through-Right		1							1				1				1	
	Right	303	0	303	0	303	303	9	350	0	350	0	350	0	350	0	350	0	350
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	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	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		1047	*North-South:*		1049	*North-South:*			1196	*North-South:*			1198	*North-South:*			1198
		East-West:		0	*East-West:*		0	*East-West:*			0	*East-West:*			0	*East-West:*			0
		SUM:		1047	*SUM:*		1049	*SUM:*			1196	*SUM:*			1198	*SUM:*			1198
VOLUME/CAPACITY *(V/C)* RATIO:				0.698			0.699				0.797				0.799				0.799
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.598**			**0.599**				**0.697**				**0.699**				**0.699**
LEVEL OF SERVICE (LOS):				**A**			**A**				**B**				**B**				**B**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	∆*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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
18	East-West Street:	US-101 Fwy NB On-Ramp	Projection Year:	2030	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	400	1	**400**	0	400	**400**	1	452	1	**452**	0	452	1	**452**	0	452	1	**452**
	Left-Through		0							0				0				0	
	Through	1989	3	663	6	1995	665	39	2280	3	760	6	2286	3	762	0	2286	3	762
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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		0							0				0				0	
	Through	1314	2	**461**	17	1331	**468**	44	1525	2	**536**	17	1542	2	**543**	0	1542	2	**543**
	Through-Right		1							1				1				1	
	Right	70	0	70	2	72	72	5	84	0	84	2	86	0	86	0	86	0	86
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	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	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		861	*North-South:*		868	*North-South:*			988	*North-South:*			995	*North-South:*			995
		East-West:		0	*East-West:*		0	*East-West:*			0	*East-West:*			0	*East-West:*			0
		SUM:		861	*SUM:*		868	*SUM:*			988	*SUM:*			995	*SUM:*			995
VOLUME/CAPACITY (V/C) RATIO:				0.574			0.579				0.659				0.663				0.663
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.474**			**0.479**				**0.559**				**0.563**				**0.563**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Phase 3 Full Build-Out (2030)

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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
19	East-West Street:	US-101 Fwy NB Off-Ramp	Projection Year:	2030	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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			2	2				2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0			0			0	0			0	0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0	NB-- 0 SB-- EB-- 0 WB--			0
	ATSAC-1 or ATSAC+ATCS-2?		2	2			2			2	2			2	2				2
	Override Capacity		0	0			0			0	0			0	0				0
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	1631	4	408	12	1643	411	25	1863	4	466	12	1875	4	469	0	1875	4	469
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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		0							0				0				0	
	Through	1236	3	**412**	6	1242	**414**	33	1426	3	**475**	6	1432	3	**477**	0	1432	3	**477**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	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	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	606	1	**457**	0	606	**461**	4	687	1	**519**	0	687	1	**523**	0	687	1	**523**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	764	1	457	12	776	461	10	871	1	519	12	883	1	523	0	883	1	523
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
	CRITICAL VOLUMES	*North-South:*	412		*North-South:*		414	*North-South:*			475	*North-South:*			477	*North-South:*			477
		East-West:	457		*East-West:*		461	*East-West:*			519	*East-West:*			523	*East-West:*			523
		SUM:	869		*SUM:*		875	*SUM:*			994	*SUM:*			1000	*SUM:*			1000
	VOLUME/CAPACITY *(V/C)* RATIO:			0.579			0.583				0.663				0.667				0.667
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.479**			**0.483**				**0.563**				**0.567**				**0.567**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**A**				**A**				**A**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	∆*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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
19	East-West Street:	US-101 Fwy NB Off-Ramp	Projection Year:	2030	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	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	1624	4	406	4	1628	407	31	1861	4	465	4	1865	4	466	0	1865	4	466
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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		0							0				0				0	
	Through	1333	3	**444**	17	1350	**450**	44	1546	3	**515**	17	1563	3	**521**	0	1563	3	**521**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	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	0	0	**0**	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	548	1	**428**	0	548	**429**	15	633	1	**490**	0	633	1	**491**	0	633	1	**491**
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	735	1	428	4	739	429	8	836	1	490	4	840	1	491	0	840	1	491
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
CRITICAL VOLUMES		*North-South:*		444	*North-South:*		450	*North-South:*			515	*North-South:*			521	*North-South:*			521
		East-West:		428	*East-West:*		429	*East-West:*			490	*East-West:*			491	*East-West:*			491
		SUM:		872	*SUM:*		879	*SUM:*			1005	*SUM:*			1012	*SUM:*			1012
VOLUME/CAPACITY (V/C) RATIO:				0.581			0.586				0.670				0.675				0.675
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.481**			**0.486**				**0.570**				**0.575**				**0.575**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	∆*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:	US-101 Fwy SB Off-Ramp	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
20	East-West Street:	Rosewood Avenue	Projection Year:	2030	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	752	1	430	3	755	432	3	850	1	486	3	853	1	488	0	853	1	488
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	108	0	**430**	0	108	**432**	0	122	0	**486**	0	122	0	**488**	0	122	0	**488**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
EASTBOUND	Left	5	0	**5**	0	5	**5**	0	6	0	**6**	0	6	0	**6**	0	6	0	**6**
	Left-Through		1							1				1				1	
	Through	127	0	132	0	127	132	0	143	0	149	0	143	0	149	0	143	0	149
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	149	0	**150**	0	149	**150**	0	168	0	**169**	0	168	0	**169**	0	168	0	**169**
	Through-Right		1							1				1				1	
	Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		430	*North-South:*		432	*North-South:*			486	*North-South:*			488	*North-South:*			488
		East-West:		155	*East-West:*		155	*East-West:*			175	*East-West:*			175	*East-West:*			175
		SUM:		585	*SUM:*		587	*SUM:*			661	*SUM:*			663	*SUM:*			663
VOLUME/CAPACITY *(V/C)* RATIO:				0.390			0.391				0.441				0.442				0.442
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.290**			**0.291**				**0.341**				**0.342**				**0.342**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.001	∆*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	US-101 Fwy SB Off-Ramp	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
20	East-West Street:	Rosewood Avenue	Projection Year:	2030	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	649	1	396	1	650	397	7	738	1	450	1	739	1	450	0	739	1	450
	Left-Through		0							0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	143	0	**396**	0	143	**397**	0	161	0	**450**	0	161	0	**450**	0	161	0	**450**
	Left-Through-Right		0							0				0				0	
	Left-Right		1							1				1				1	
EASTBOUND	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	210	0	212	0	210	212	0	237	0	239	0	237	0	239	0	237	0	239
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	223	0	**228**	0	223	**228**	0	251	0	**257**	0	251	0	**257**	0	251	0	**257**
	Through-Right		1							1				1				1	
	Right	5	0	0	0	5	0	0	6	0	0	0	6	0	0	0	6	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		396	*North-South:*		397	*North-South:*			450	*North-South:*			450	*North-South:*			450
		East-West:		230	*East-West:*		230	*East-West:*			259	*East-West:*			259	*East-West:*			259
		SUM:		626	*SUM:*		627	*SUM:*			709	*SUM:*			709	*SUM:*			709
VOLUME/CAPACITY (V/C) RATIO:				0.417			0.418				0.473				0.473				0.473
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.317**			**0.318**				**0.373**				**0.373**				**0.373**
LEVEL OF SERVICE (LOS):				**A**			**A**				**A**				**A**				**A**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 **$\Delta v/c$ after mitigation:** 0.000

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

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
21	East-West Street:	Rosewood Avenue	Projection Year:	2030	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

	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	33	1	**33**	0	33	**33**	0	37	1	**37**	0	37	1	**37**	0	37	1	**37**
Left-Through		0							0				0				0	
Through	1498	2	499	10	1508	503	23	1711	2	572	10	1721	2	575	0	1721	2	575
Through-Right		1							1				1				1	
Right	0	0	0	0	0	0	4	4	0	4	0	4	0	4	0	4	0	4
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
SOUTHBOUND																		
Left	14	1	14	0	14	14	0	16	1	16	0	16	1	16	0	16	1	16
Left-Through		0							0				0				0	
Through	1697	2	**608**	6	1703	**610**	37	1949	2	**697**	6	1955	2	**699**	0	1955	2	**699**
Through-Right		1							1				1				1	
Right	127	0	127	0	127	127	0	143	0	143	0	143	0	143	0	143	0	143
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
EASTBOUND																		
Left	165	1	165	1	166	166	2	188	1	188	1	189	1	189	0	189	1	189
Left-Through		0							0				0				0	
Through	2	0	**301**	0	2	**301**	0	2	0	**339**	0	2	0	**339**	0	2	0	**339**
Through-Right		0							0				0				0	
Right	599	1	0	0	599	0	1	676	1	0	0	676	1	0	0	676	1	0
Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0	
WESTBOUND																		
Left	8	1	**8**	0	8	**8**	0	9	1	**9**	0	9	1	**9**	0	9	1	**9**
Left-Through		0							0				0				0	
Through	1	0	1	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
Through-Right		1							1				1				1	
Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0	
CRITICAL VOLUMES	*North-South:*		641	*North-South:*		643	*North-South:*			734	*North-South:*			736	*North-South:*			736
	East-West:		309	*East-West:*		309	*East-West:*			348	*East-West:*			348	*East-West:*			348
	SUM:		950	*SUM:*		952	*SUM:*			1082	*SUM:*			1084	*SUM:*			1084
VOLUME/CAPACITY *(V/C)* RATIO:			0.667			0.668				0.759				0.761				0.761
V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.567**			**0.568**				**0.659**				**0.661**				**0.661**
LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

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

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	∆*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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
21	East-West Street:	Rosewood Avenue	Projection Year:	2030	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

	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?			2			2			2				2				2	
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	45	1	**45**	0	45	**45**	0	51	1	**51**	0	51	1	**51**	0	51	1	**51**
	Left-Through		0							0				0				0	
	Through	1473	2	491	2	1475	492	28	1688	2	564	2	1690	2	564	0	1690	2	564
	Through-Right		1							1				1				1	
	Right	0	0	0	0	0	0	3	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	6	1	6	0	6	6	0	7	1	7	0	7	1	7	0	7	1	7
	Left-Through		0							0				0				0	
	Through	1702	2	**625**	17	1719	**631**	60	1978	2	**724**	17	1995	2	**730**	0	1995	2	**730**
	Through-Right		1							1				1				1	
	Right	173	0	173	0	173	173	0	195	0	195	0	195	0	195	0	195	0	195
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	199	1	199	0	199	199	2	226	1	226	0	226	1	226	0	226	1	226
	Left-Through		0							0				0				0	
	Through	1	0	**336**	0	1	**336**	0	1	0	**381**	0	1	0	**381**	0	1	0	**381**
	Through-Right		0							0				0				0	
	Right	670	1	0	0	670	0	5	760	1	0	0	760	1	0	0	760	1	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	1	1	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1
	Left-Through		0							0				0				0	
	Through	0	0	**3**	0	0	**3**	0	0	0	**3**	0	0	0	**3**	0	0	0	**3**
	Through-Right		1							1				1				1	
	Right	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		670	*North-South:*		676	*North-South:*			775	*North-South:*			781	*North-South:*			781
		East-West:		339	*East-West:*		339	*East-West:*			384	*East-West:*			384	*East-West:*			384
		SUM:		1009	*SUM:*		1015	*SUM:*			1159	*SUM:*			1165	*SUM:*			1165
VOLUME/CAPACITY (V/C) RATIO:				0.708			0.712				0.813				0.818				0.818
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.608**			**0.612**				**0.713**				**0.718**				**0.718**
LEVEL OF SERVICE (LOS):				**B**			**B**				**C**				**C**				**C**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	∆*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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
22	East-West Street:	Oakwood Avenue-US-101 Fwy SB Or	Projection Year:	2030	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	32	1	32	0	32	32	0	36	1	36	0	36	1	36	0	36	1	36
	Left-Through		0							0				0				0	
	Through	1321	2	**526**	10	1331	**529**	23	1512	2	**602**	10	1522	2	**605**	0	1522	2	**605**
	Through-Right		1							1				1				1	
	Right	257	0	257	0	257	257	4	294	0	294	0	294	0	294	0	294	0	294
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	309	2	**170**	3	312	**172**	11	359	2	**197**	3	362	2	**199**	0	362	2	**199**
	Left-Through		0							0				0				0	
	Through	1758	2	634	2	1760	634	27	2008	2	723	2	2010	2	724	0	2010	2	724
	Through-Right		1							1				1				1	
	Right	143	0	143	0	143	143	0	161	0	161	0	161	0	161	0	161	0	161
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	107	0	107	0	107	107	4	125	0	125	0	125	0	125	0	125	0	125
	Left-Through		1							1				1				1	
	Through	422	1	**265**	0	422	**265**	8	484	1	**305**	0	484	1	**305**	0	484	1	**305**
	Through-Right		0							0				0				0	
	Right	91	1	75	0	91	75	0	103	1	85	0	103	1	85	0	103	1	85
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South:		696	North-South:		701	North-South:			799	North-South:			804	North-South:			804
		East-West:		265	East-West:		265	East-West:			305	East-West:			305	East-West:			305
		SUM:		961	SUM:		966	SUM:			1104	SUM:			1109	SUM:			1109
	VOLUME/CAPACITY (V/C) RATIO:			0.674			0.678				0.775				0.778				0.778
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.574			0.578				0.675				0.678				0.678
	LEVEL OF SERVICE (LOS):			A			A				B				B				B

REMARKS: Phase 3 Full Build-Out (2030)

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:	Vermont Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
22	East-West Street:	Oakwood Avenue-US-101 Fwy SB Or	Projection Year:	2030	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2					2
	Override Capacity			0			0			0				0					0
NORTHBOUND	Left	64	1	64	0	64	64	0	72	1	72	0	72	1	72	0	72	1	72
	Left-Through		0							0				0				0	
	Through	1342	2	**517**	2	1344	**518**	29	1541	2	**594**	2	1543	2	**595**	0	1543	2	**595**
	Through-Right		1							1				1				1	
	Right	210	0	210	0	210	210	5	242	0	242	0	242	0	242	0	242	0	242
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	328	2	**180**	10	338	**186**	13	383	2	**211**	10	393	2	**216**	0	393	2	**216**
	Left-Through		0							0				0				0	
	Through	1684	2	595	6	1690	597	52	1950	2	688	6	1956	2	690	0	1956	2	690
	Through-Right		1							1				1				1	
	Right	101	0	101	0	101	101	0	114	0	114	0	114	0	114	0	114	0	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	121	0	121	0	121	121	2	138	0	138	0	138	0	138	0	138	0	138
	Left-Through		1							1				1				1	
	Through	339	1	**230**	0	339	**230**	3	385	1	**262**	0	385	1	**262**	0	385	1	**262**
	Through-Right		0							0				0				0	
	Right	129	1	97	0	129	97	0	145	1	109	0	145	1	109	0	145	1	109
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	*North-South:*		697	*North-South:*		704	*North-South:*			805	*North-South:*			811	*North-South:*			811
		East-West:		230	*East-West:*		230	*East-West:*			262	*East-West:*			262	*East-West:*			262
		SUM:		927	*SUM:*		934	*SUM:*			1067	*SUM:*			1073	*SUM:*			1073
	VOLUME/CAPACITY (V/C) RATIO:			0.651			0.655				0.749				0.753				0.753
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.551**			**0.555**				**0.649**				**0.653**				**0.653**
	LEVEL OF SERVICE (LOS):			**A**			**A**				**B**				**B**				**B**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

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

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CRITICAL MOVEMENT ANALYSIS
Hillhurst Avenue-Virgil Avenue @
Sunset Boulevard-Sunset Drive @ Sunset Boulevard-Hollywood Boulevard

N-S St: Hillhurst Avenue-Virgil Avenue
E-W St: Sunset Boulevard-Sunset Drive
NW-SE St: Sunset Boulevard-Hollywood Boulevard
Project: Kaiser Permanente LAMC MP Due Diligence Analysis/1-16-4159-1
File Name: CMA23
Counts by: The Traffic Solution

Peak Hour: AM
Annual Growth: 1.0%

Date: 05/04/2018
Date of Count: 2017
Buildout Year: 2028

FULL BUILD-OUT

	2017 EXIST. TRAFFIC			2017 EXIST. + PROJECT				2017 EXIST. + PROJ. + MIT				2028 FUTURE BASELINE				2028 FUTURE W/PROJECT				2028 FUTURE W/MITIGATION			
Movement	Volume	No. of Lanes	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	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	119	1	119	0	119	1	119	0	119	1	119	14	133	1	133	0	133	1	133	0	133	1	133
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	222	1	114	0	222	1	114	0	222	1	114	74	296	1	151	0	296	1	151	0	296	1	151
Comb. T-R		1	114			1	114			1	114			1	151			1	151			1	151
NB Right	5	0	-	0	5	0	-	0	5	0	-	1	6	0	-	0	6	0	-	0	6	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	285	1	285	0	285	1	285	0	285	1	285	43	328	1	328	0	328	1	328	0	328	1	328
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	554	1	338	0	554	1	340	0	554	1	340	97	652	1	403	0	652	1	404	0	652	1	404
Comb. T-R		1	338			1	340			1	340			1	403			1	404			1	404
SB Right	122	0	-	3	125	0	-	0	125	0	-	32	154	0	-	3	157	0	-	0	157	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	61	0	-	1	62	0	-	0	62	0	-	17	78	0	-	1	79	0	-	0	79	0	-
Comb. L-T		1	86			1	87			1	87			1	106			1	107			1	107
EB Thru	25	0	-	0	25	0	-	0	25	0	-	3	28	0	-	0	28	0	-	0	28	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
EB Right [1]	396	2	32	10	406	2	18	0	406	2	18	180	576	2	25	10	586	2	11	0	586	2	11
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	5	0	-	0	5	0	-	0	5	0	-	1	6	0	-	0	6	0	-	0	6	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	82	0	120	0	82	0	120	0	82	0	120	9	91	0	134	0	91	0	134	0	91	0	134
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
WB Right	33	0	-	0	33	0	-	0	33	0	-	4	37	0	-	0	37	0	-	0	37	0	-
Comb. L-T-R -		1				1				1				1				1				1	
NWB Left	337	2	186	35	372	2	205	0	372	2	205	193	530	2	292	35	565	2	311	0	565	2	311
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NWB Thru	405	1	286	2	407	1	287	0	407	1	287	118	523	1	363	2	525	1	364	0	525	1	364
Comb. T-R		1	286			1	287			1	287			1	363			1	364			1	364
NWB Right	168	0	-	0	168	0	-	0	168	0	-	35	203	0	-	0	203	0	-	0	203	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SEB Left	66	1	66	0	66	1	66	0	66	1	66	8	73	1	73	0	73	1	73	0	73	1	73
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SEB Thru	414	1	243	0	414	1	243	0	414	1	243	127	541	1	311	0	541	1	311	0	541	1	311
Comb. T-R		1	243			1	243			1	243			1	311			1	311			1	311
SEB Right	73	0	-	0	73	0	-	0	73	0	-	8	81	0	-	0	81	0	-	0	81	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:	N-S:		458		N-S:		459		N-S:		459		N-S:		536		N-S:		537		N-S:		537
	E-W:		181		E-W:		182		E-W:		182		E-W:		212		E-W:		213		E-W:		213
	NW-SE		429		NW-SE		448		NW-SE		448		NW-SE		603		NW-SE		622		NW-SE		622
	SUM:		1067		SUM:		1089		SUM:		1089		SUM:		1350		SUM:		1372		SUM:		1372
No. of Phases:			4				4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.676				0.692				0.692				0.882				0.898				0.898
Level of Service:			B				B				B				D				D				D

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] Overlaps with northwest bound Sunset Blvd. left-turn phase.

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CRITICAL MOVEMENT ANALYSIS
Hillhurst Avenue-Virgil Avenue @
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N-S St: Hillhurst Avenue-Virgil Avenue
E-W St: Sunset Boulevard-Sunset Drive
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Project: Kaiser Permanente LAMC MP Due Diligence Analysis/1-16-4159-1
File Name: CMA23
Counts by: The Traffic Solution

Peak Hour: PM
Annual Growth: 1.0%

Date: 05/04/2018
Date of Count: 2017
Buildout Year: 2028

FULL BUILD-OUT

	2017 EXIST. TRAFFIC			2017 EXIST. + PROJECT				2017 EXIST. + PROJ. + MIT				2028 FUTURE BASELINE				2028 FUTURE W/PROJECT				2028 FUTURE W/MITIGATION			
Movement	Volume	No. of Lanes	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	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	154	1	154	0	154	1	154	0	154	1	154	18	171	1	171	0	171	1	171	0	171	1	171
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NB Thru	423	1	228	0	423	1	228	0	423	1	228	106	529	1	283	0	529	1	283	0	529	1	283
Comb. T-R		1	228			1	228			1	228			1	283			1	283			1	283
NB Right	32	0	-	0	32	0	-	0	32	0	-	4	36	0	-	0	36	0	-	0	36	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SB Left	210	1	210	0	210	1	210	0	210	1	210	43	253	1	253	0	253	1	253	0	253	1	253
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SB Thru	508	1	298	0	508	1	298	0	508	1	298	127	635	1	374	0	635	1	375	0	635	1	375
Comb. T-R		1	298			1	298			1	298			1	374			1	375			1	375
SB Right	88	0	-	1	89	0	-	0	89	0	-	26	114	0	-	1	115	0	-	0	115	0	-
Comb. L-T-R -		0				0				0				0				0				0	
EB Left	116	0	-	4	120	0	-	0	120	0	-	36	153	0	-	4	157	0	-	0	157	0	-
Comb. L-T		1	191			1	195			1	195			1	236			1	240			1	240
EB Thru	75	0	-	0	75	0	-	0	75	0	-	9	83	0	-	0	83	0	-	0	83	0	-
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
EB Right [1]	580	2	161	29	609	2	171	0	609	2	171	276	856	2	184	29	885	2	194	0	885	2	194
Comb. L-T-R -		0				0				0				0				0				0	
WB Left	6	0	-	0	6	0	-	0	6	0	-	1	7	0	-	0	7	0	-	0	7	0	-
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
WB Thru	43	0	86	0	43	0	86	0	43	0	86	5	48	0	96	0	48	0	96	0	48	0	96
Comb. T-R		0	-			0	-			0	-			0	-			0	-			0	-
WB Right	36	0	-	0	36	0	-	0	36	0	-	4	41	0	-	0	41	0	-	0	41	0	-
Comb. L-T-R -		1				1				1				1				1				1	
NWB Left	287	2	158	11	298	2	164	0	298	2	164	234	521	2	287	11	532	2	293	0	532	2	293
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
NWB Thru	420	1	315	0	420	1	315	0	420	1	315	153	573	1	410	0	573	1	410	0	573	1	410
Comb. T-R		1	315			1	315			1	315			1	410			1	410			1	410
NWB Right	210	0	-	0	210	0	-	0	210	0	-	36	246	0	-	0	246	0	-	0	246	0	-
Comb. L-T-R -		0				0				0				0				0				0	
SEB Left	82	1	82	0	82	1	82	0	82	1	82	9	91	1	91	0	91	1	91	0	91	1	91
Comb. L-T		0	-			0	-			0	-			0	-			0	-			0	-
SEB Thru	496	1	310	1	497	1	310	0	497	1	310	157	653	1	395	1	654	1	396	0	654	1	396
Comb. T-R		1	310			1	310			1	310			1	395			1	396			1	396
SEB Right	123	0	-	0	123	0	-	0	123	0	-	14	137	0	-	0	137	0	-	0	137	0	-
Comb. L-T-R -		0				0				0				0				0				0	
Crit. Volumes:		N-S:	451			N-S:	452			N-S:	452			N-S:	546			N-S:	546			N-S:	546
		E-W:	202			E-W:	206			E-W:	206			E-W:	248			E-W:	252			E-W:	252
		NW-SE	467			NW-SE	474			NW-SE	474			NW-SE	682			NW-SE	688			NW-SE	688
		SUM:	1121			SUM:	1132			SUM:	1132			SUM:	1476			SUM:	1487			SUM:	1487
No. of Phases:			4				4				4				4				4				4
(N/A=0, ATSAC=1, ATCS=2)			*2*				*2*				*2*				*2*				*2*				*2*
Volume / Capacity:			0.715				0.723				0.723				0.973				0.981				0.981
Level of Service:			C				C				C				E				E				E

Assumptions:
Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
For dual turn lanes, 55% of volume is assigned to heavier lane.
For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
Right turns on red from excl. lanes = 50% of overlapping left turn.
[1] Overlaps with northwest bound Sunset Blvd. left-turn phase.

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Virgil Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
24	East-West Street:	Santa Monica Boulevard	Projection Year:	2030	Peak Hour:	AM	Reviewed by:		Project:	KP Los Angeles Medical Center P

		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-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0	NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0		NB-- 0 SB-- EB-- 0 WB--		0	
	ATSAC-1 or ATSAC+ATCS-2?			2			2			2				2				2	
	Override Capacity			0			0			0				0				0	
NORTHBOUND	Left	89	1	**89**	0	89	**89**	0	100	1	**100**	0	100	1	**100**	0	100	1	**100**
	Left-Through		0							0				0				0	
	Through	544	1	544	4	548	548	36	649	1	649	4	653	1	653	0	653	1	653
	Through-Right		0							0				0				0	
	Right	111	1	51	0	111	51	0	125	1	57	0	125	1	57	0	125	1	57
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	56	1	56	0	56	56	0	63	1	63	0	63	1	63	0	63	1	63
	Left-Through		0							0				0				0	
	Through	587	1	**587**	1	588	**588**	20	681	1	**681**	1	682	1	**682**	0	682	1	**682**
	Through-Right		0							0				0				0	
	Right	85	1	49	0	85	49	3	99	1	51	0	99	1	51	0	99	1	51
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	72	1	72	0	72	72	15	96	1	96	0	96	1	96	0	96	1	96
	Left-Through		0							0				0				0	
	Through	518	1	**518**	1	519	**519**	51	635	1	**635**	1	636	1	**636**	0	636	1	**636**
	Through-Right		0							0				0				0	
	Right	117	1	73	0	117	73	0	132	1	82	0	132	1	82	0	132	1	82
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	121	1	**121**	0	121	**121**	0	136	1	**136**	0	136	1	**136**	0	136	1	**136**
	Left-Through		0							0				0				0	
	Through	622	1	330	7	629	333	45	746	1	394	7	753	1	398	0	753	1	398
	Through-Right		1							1				1				1	
	Right	37	0	37	0	37	37	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	
	CRITICAL VOLUMES	*North-South:*		676	*North-South:*		677	*North-South:*			781	*North-South:*			782	*North-South:*			782
		East-West:		639	*East-West:*		640	*East-West:*			771	*East-West:*			772	*East-West:*			772
		SUM:		1315	*SUM:*		1317	*SUM:*			1552	*SUM:*			1554	*SUM:*			1554
	VOLUME/CAPACITY *(V/C)* RATIO:			0.923			0.924				1.089				1.091				1.091
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.823**			**0.824**				**0.989**				**0.991**				**0.991**
	LEVEL OF SERVICE (LOS):			**D**			**D**				**E**				**E**				**E**

REMARKS: Phase 3 Full Build-Out (2030)

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	∆*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:	Virgil Avenue	Year of Count:	2018	Ambient Growth (%):	1.0	Conducted by:	LLG Engineers	Date:	5/2/2018
24	East-West Street:	Santa Monica Boulevard	Projection Year:	2030	Peak Hour:	PM	Reviewed by:		Project:	KP Los Angeles Medical Center P

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?			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	126	1	126	0	126	126	0	142	1	142	0	142	1	142	0	142	1	142
	Left-Through		0							0				0				0	
	Through	635	1	**635**	1	636	**636**	34	750	1	**750**	1	751	1	**751**	0	751	1	**751**
	Through-Right		0							0				0				0	
	Right	163	1	118	0	163	118	0	184	1	133	0	184	1	133	0	184	1	133
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	134	1	**134**	0	134	**134**	0	151	1	**151**	0	151	1	**151**	0	151	1	**151**
	Left-Through		0							0				0				0	
	Through	549	1	549	4	553	553	43	662	1	662	4	666	1	666	0	666	1	666
	Through-Right		0							0				0				0	
	Right	122	1	83	0	122	83	22	159	1	108	0	159	1	108	0	159	1	108
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	78	1	78	0	78	78	14	102	1	102	0	102	1	102	0	102	1	102
	Left-Through		0							0				0				0	
	Through	675	1	**675**	5	680	**680**	65	826	1	**826**	5	831	1	**831**	0	831	1	**831**
	Through-Right		0							0				0				0	
	Right	116	1	53	0	116	53	0	131	1	60	0	131	1	60	0	131	1	60
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	91	1	**91**	0	91	**91**	0	103	1	**103**	0	103	1	**103**	0	103	1	**103**
	Left-Through		0							0				0				0	
	Through	547	1	293	2	549	294	71	687	1	366	2	689	1	367	0	689	1	367
	Through-Right		1							1				1				1	
	Right	39	0	39	0	39	39	0	44	0	44	0	44	0	44	0	44	0	44
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		769	*North-South:*		770	*North-South:*			901	*North-South:*			902	*North-South:*			902
		East-West:		766	*East-West:*		771	*East-West:*			929	*East-West:*			934	*East-West:*			934
		SUM:		1535	*SUM:*		1541	*SUM:*			1830	*SUM:*			1836	*SUM:*			1836
VOLUME/CAPACITY (V/C) RATIO:				1.077			1.081				1.284				1.288				1.288
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.977**			**0.981**				**1.184**				**1.188**				**1.188**
LEVEL OF SERVICE (LOS):				**E**			**E**				**F**				**F**				**F**

REMARKS: Phase 3 Full Build-Out (2030)

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

L-2 LADOT Approval Letter for Transportation Impact Study

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

4760 W Sunset Blvd
DOT Case No. CEN 17-45917

Date: December 19, 2018

To: Heather Bleemers, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED KAISER PERMANENTE LOS ANGELES MEDICAL CENTER LOCATED AT 4760 WEST SUNSET BOULEVARD**

The Department of Transportation (DOT) has reviewed the transportation impact analysis dated August 8, 2018, prepared by Linscott, Law & Greenspan, Engineers, for the proposed Kaiser Permanente Los Angeles Medical Center located at 4760 West Sunset Boulevard. In order to evaluate the effects of the project's 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. The transportation impact analysis included the detailed analysis of 24 signalized intersections. Based on DOT's current traffic impact criteria[1], one of these signalized intersections would be significantly impacted by project-related traffic prior to mitigation. The results of the transportation impact analysis, which accounted for other known development projects in evaluating potential cumulative impacts, adequately evaluated the project's traffic impacts on the surrounding community and is summarized in **Attachment 1**. The transportation analysis identifies the transportation mitigation measures designed to reduce the project's potential traffic impacts to a less than significant level, although the impacts at the intersection remain significant and unavoidable.

DISCUSSION AND FINDINGS

A. Project Description

The proposed Kaiser Permanente Project of 460-bed hospital, 814,888 square feet of medical office building, and 2,300 square feet of retail will replace the current Los Angeles Medical Center campus of 460-bed hospital and 635,200 square feet of medical office. The project will be constructed in three phases as follows (see details in **Attachment 2**):

[1] Per the DOT Transportation Impact Analysis Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 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.

Land Use	Phase 1 (2020 to 2024)	Phase 2 (2024 to 2028)	Phase 3 (2028 to 2030)	Total Buildout
Hospital	460 beds	N/A	N/A	460 beds
Medical Office	615,287 square feet	158,101 square feet	41,500 square feet	814,888 square feet
Retail	N/A	2,300 square feet	N/A	2,300 square feet

The traffic study did not disclose the number of vehicular and bicycle parking spots that the project will be providing. No major changes to the Los Angeles Medical Center campus existing access driveways are planned as part of the project; access to the sites will remain relatively the same as existing. Vehicular access to the project will be provided via driveways on Alexandria Avenue, Edgemont Street, L. Ron Hubbard Way, New Hampshire Avenue, Vermont Avenue, Barnsdall Avenue, and Sunset Boulevard. The project is expected to be completed by 2030.

B. Trip Generation

The trip generations of the project's different buildout phases are as follows:

Trip Generation	Phase 1	Phase 1 + 2	Phase 1 + 2 + 3
Daily	-1,110 daily trips	3,360 daily trips	4,506 daily trips
A.M. Peak Hour	-72 daily trips	218 daily trips	294 daily trips
P.M. Peak Hour	-88 daily trips	183 daily trips	250 daily trips

The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. A copy of the trip generation table can be found in **Attachment 3**.

C. Freeway Analysis

The traffic study included a freeway impact analysis that was prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to this analysis, the project would not result in significant traffic impacts on any of the evaluated freeway mainline segments in either buildout options. To comply with the Freeway Analysis Agreement executed between Caltrans and DOT in December 2015, the study also included a screening analysis to determine if additional evaluation of freeway mainline and ramp segments was necessary beyond the CMP requirements. The project did not meet or exceed any of the four thresholds defined in the latest agreement, updated in December 2015. Exceeding one of the four screening criteria would require the applicant to work directly with Caltrans to prepare more detailed freeway analyses. No additional freeway analysis was required.

D. Traffic Impacts

The study determined that the project would result in significant traffic impacts (pre-mitigation) at the following intersection during buildout Phases 2 and 3:

1. Vermont Avenue & Sunset Boulevard (A.M. and P.M. Peak Hour)

In consideration of the City's goals to reduce greenhouse gas emissions, the transportation study proposed a transportation mitigation program designed to reduce project-related trips and promote other travel modes. The transportation mitigation program (described below) would partially but not fully mitigate the project's significant traffic impacts during the peak commute hours at the above intersections (see **Attachment 1**). 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 and recent adoption of Vision Zero, Mobility Plan 2035 and Complete Streets Design Guide. Due to these new standards and geometric design constraints, there were no feasible and effective physical improvements proposed that would fully mitigate the project-related traffic impact to a level below significance at the following intersection:

1. Vermont Avenue & Sunset Boulevard (A.M. Peak Hour)

PROJECT REQUIREMENTS

A. Traffic Mitigation Program

Consistent with City policies on sustainability and smart growth and with DOT's trip reduction and multi-modal transportation goals, the project's mitigation first focuses on developing a 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)**

The purpose of a TDM plan is to reduce the use of single occupant vehicles (SOV) by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. A TDM plan should include design features, transportation services, education, and incentives intended to reduce the amount of SOV during commute hours. 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 a trip-reduction program.

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:

- An on-site Transportation Information Center;
- Preferential rideshare loading/unloading or parking location;
- Convenient parking and facilities for bicycle riders;
- Guaranteed ride home programs for employees;
- Allowance for flexible and alternative work schedules;
- Administrative support for the formation of carpools/vanpools;
- Promotion of transit, walk, or bike to work events;
- Project design elements to ensure a bicycle, transit, and pedestrian

friendly environment;
- A Covenant and Agreement to ensure that the TDM program will be maintained;
- Make a one-time financial contribution of **$50,000** to the City of Los Angeles Department of Transportation to be used in the implementation of the Mobility Hub in the general area of the Project;
- Make a one-time fixed-fee financial contribution of **$50,000** to the City's Bicycle Plan Trust Fund to implement bicycle improvements in the general Downtown Los Angeles area of the Project.

2. **Transportation Systems Management (TSM) Improvements**
The project would contribute up to **$101,000** toward TSM improvements within the Hollywood-Wilshire District that may be considered to better accommodate intersection operations and increase intersection capacity throughout the study area. LADOT's ATSAC Section has identified the need of system upgrades at the following intersections: Fountain Avenue and Normandie Avenue, Edgemont Street and Sunset Boulevard, Alexandria Avenue and Fountain Avenue, and Fountain Avenue and Edgemont Street. The system upgrades may include the necessary mounting poles, fiber optics, electrical connections, hardware, advance loops, and conduit installations. These upgrades would provide the network capacity for additional (CCTV) cameras to real-time video monitoring of intersection, corridor, transit, and pedestrian operations in the Hollywood area. Collectively, these TSM improvements provide a system wide benefit by reducing delays experienced by motorists at study intersections.

Should the project be approved, then a final determination on how to implement these CCTV installations will be made by DOT prior to the issuance of the first building permit. These installations will be implemented **either** by the applicant through the B-Permit process of the Bureau of Engineering (BOE), **or** through payment of a one-time fixed fee of **$101,000** to DOT to fund the cost of the upgrades. If DOT selects the payment option, then the applicant would be required to pay **$101,000** to DOT, and DOT shall design and construct the upgrades.

If the installations are implemented by the applicant through the B-Permit process, then these improvements must be guaranteed prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Temporary certificates of occupancy may be granted in the events 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.

B. Implementation of Improvements and Mitigation Measures
For all of the proposed intersection improvements, the final determination on the feasibility of street widening shall be made by BOE. The applicant should be responsible for the cost and implementation of any necessary traffic signal equipment modifications, bus stop relocations and lost parking meter revenues associated with the proposed transportation improvements described above. All proposed street improvements and associated traffic signal work within the City of Los Angeles must be guaranteed through BOE's B-Permit process, prior to the issuance of any building

permit and completed prior to the issuance of any certificate of occupancy. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor contact DOT's B-Permit Coordinator, at (213) 972-8687, to arrange a pre-design meeting to finalize the proposed design. Costs related to any relocation of bus zones and shelters, and to modifying or upgrading traffic signal equipment and that are necessary to implement the proposed mitigations shall be incurred by the applicant.

If a proposed traffic mitigation measure does not receive the required approval during plan review, a substitute mitigation measure may be provided subject to the approval of LADOT or other governing agency with jurisdiction over the mitigation location, 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.

D. Highway Dedication and Street Widening Requirements

On January 20, 2016, the City Council adopted the Mobility Plan 2035 which is the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Alexandria Avenue, Kenmore Avenue, New Hampshire Avenue, L Ron Hubbard Way,** and **Barnsdall Avenue** have all been designated as Local Street Standard, which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. **Edgemont Street** has been designated as Collector, which would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. **Vermont Avenue** and **Sunset Boulevard** have both been designated as Avenue I, which would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

E. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the work site traffic control plan. 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 to the extent feasible.

F. Parking Requirements

The traffic study did not disclose the number of vehicular and bicycle parking spots that the project will be providing The applicant should also check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

G. Driveway Access and Circulation

The study indicated only minor changes may occur at some of the existing driveways, but overall the project will mostly maintain the existing access driveways to the Los Angeles Medical Center Kaiser Permanente site. The proposed site plan illustrated in **Attachment 4** is acceptable to DOT; however, review of the study does not constitute approval of the driveway locations, dimensions, access, and circulation scheme, and loading/unloading area for the project. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section at 201 N. Figueroa Street, 5th Floor, Room 550, at (213) 482-7024. The applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design efforts so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. If any project driveway will be signalized, the applicant should contact DOT's Permit Plan Review Section ladot.planprocessing@lacity.org for review of the traffic signal plan. All new driveways should be Case 2 driveways and 30 feet for two-way operations and any security gates should be a minimum 30 feet from the property line. Should the project include a supermarket, DOT recommends that a dock manager and/or flag person be employed to assist delivery truck access to the loading area. DOT may recommend additional requirements once a complete review of the loading operations is conducted.

H. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. This ordinance identifies specific fees for transportation impact analysis review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Johnathan Yu of my staff at (213) 972-4993.

Attachments

J:\Letters\2018\CEN17-45917_4760 Sunset_Kaiser Medical LA Center.docx

c: Amy Ablakat, Council District No. 13
Bhuvan Bajaj, Hollywood-WIlshire, DOT
Taimour Tanavoli, Case Management Office, DOT
Bert Moklebust, Central District, BOE
Francesca Bravo, Linscott, Law & Greenspan, Engineers

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
PHASE 1 PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING WITH PH-1 PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2024 FUTURE W/O PH-1 PROJECT V/C	LOS	YEAR 2024 FUTURE WITH PH-1 PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2024 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
1	US-101 Fwy SB On-Ramp - Oxford Avenue/ Santa Monica Boulevard	AM	0.448	A	0.449	A	0.001	No	0.571	A	0.571	A	0.000	No	0.571	A	0.000	---
		PM	0.485	A	0.486	A	0.001	No	0.659	B	0.660	B	0.001	No	0.660	B	0.001	---
2	US-101 Fwy NB Off-Ramp/ Santa Monica Boulevard- Serrano Avenue	AM	0.591	A	0.595	A	0.004	No	0.717	C	0.720	C	0.003	No	0.720	C	0.003	---
		PM	0.638	B	0.639	B	0.001	No	0.835	D	0.836	D	0.001	No	0.836	D	0.001	---
3	Normandie Avenue/ Hollywood Boulevard	AM	0.521	A	0.524	A	0.003	No	0.629	B	0.632	B	0.003	No	0.632	B	0.003	---
		PM	0.611	B	0.611	B	0.000	No	0.763	C	0.762	C	-0.001	No	0.762	C	-0.001	---
4	Normandie Avenue/ Sunset Boulevard	AM	0.589	A	0.573	A	-0.016	No	0.710	C	0.693	B	-0.017	No	0.693	B	-0.017	---
		PM	0.553	A	0.531	A	-0.022	No	0.714	C	0.697	B	-0.017	No	0.697	B	-0.017	---
5	Normandie Avenue/ Fountain Avenue	AM	0.647	B	0.641	B	-0.006	No	0.750	C	0.744	C	-0.006	No	0.744	C	-0.006	---
		PM	0.825	D	0.803	D	-0.022	No	1.003	F	0.981	E	-0.022	No	0.981	E	-0.022	---
6	Normandie Avenue/ Santa Monica Boulevard	AM	0.685	B	0.684	B	-0.001	No	0.843	D	0.841	D	-0.002	No	0.841	D	-0.002	---
		PM	0.767	C	0.742	C	-0.025	No	0.992	E	0.967	E	-0.025	No	0.967	E	-0.025	---
7	Edgemont Street/ Franklin Avenue	AM	0.625	B	0.643	B	0.018	No	0.697	B	0.715	C	0.018	No	0.715	C	0.018	---
		PM	0.689	B	0.705	C	0.016	No	0.788	C	0.804	D	0.016	No	0.804	D	0.016	---
8	Edgemont Street/ Hollywood Boulevard	AM	0.517	A	0.531	A	0.014	No	0.607	B	0.617	B	0.010	No	0.617	B	0.010	---
		PM	0.513	A	0.497	A	-0.016	No	0.645	B	0.614	B	-0.031	No	0.614	B	-0.031	---
9	Edgemont Street/ Sunset Boulevard	AM	0.441	A	0.467	A	0.026	No	0.549	A	0.575	A	0.026	No	0.575	A	0.026	---
		PM	0.415	A	0.341	A	-0.074	No	0.520	A	0.445	A	-0.075	No	0.445	A	-0.075	---
10	Edgemont Street/ Fountain Avenue	AM	0.520	A	0.501	A	-0.019	No	0.604	B	0.585	A	-0.019	No	0.585	A	-0.019	---
		PM	0.549	A	0.527	A	-0.022	No	0.687	B	0.665	B	-0.022	No	0.665	B	-0.022	---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 9-1 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
PHASE 1 PROJECT - WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2017 EXISTING V/C	LOS	[2] YEAR 2017 EXISTING WITH PH-1 PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2024 FUTURE W/O PH-1 PROJECT V/C	LOS	[4] YEAR 2024 FUTURE WITH PH-1 PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	[5] YEAR 2024 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
11	Edgemont Street/	AM	0.361	A	0.357	A	-0.004	No	0.475	A	0.470	A	-0.005	No	0.470	A	-0.005	---
	Santa Monica Boulevard	PM	0.609	B	0.583	A	-0.026	No	0.753	C	0.727	C	-0.026	No	0.727	C	-0.026	---
12	Vermont Avenue/	AM	0.663	B	0.667	B	0.004	No	0.740	C	0.745	C	0.005	No	0.745	C	0.005	---
	Franklin Avenue	PM	0.679	B	0.667	B	-0.012	No	0.789	C	0.777	C	-0.012	No	0.777	C	-0.012	---
13	Vermont Avenue/	AM	0.539	A	0.555	A	0.016	No	0.621	B	0.638	B	0.017	No	0.638	B	0.017	---
	Hollywood Boulevard	PM	0.574	A	0.613	B	0.039	No	0.704	C	0.742	C	0.038	No	0.742	C	0.038	---
14	Vermont Avenue/	AM	0.660	B	0.639	B	-0.021	No	0.781	C	0.760	C	-0.021	No	0.760	C	-0.021	---
	Sunset Boulevard	PM	0.784	C	0.783	C	-0.001	No	0.958	E	0.955	E	-0.003	No	0.955	E	-0.003	---
15	Vermont Avenue/	AM	0.703	C	0.708	C	0.005	No	0.803	D	0.809	D	0.006	No	0.809	D	0.006	---
	Fountain Avenue	PM	0.668	B	0.676	B	0.008	No	0.831	D	0.838	D	0.007	No	0.838	D	0.007	---
16	Vermont Avenue/	AM	0.683	B	0.686	B	0.003	No	0.832	D	0.834	D	0.002	No	0.834	D	0.002	---
	Santa Monica Boulevard	PM	0.602	B	0.600	A	-0.002	No	0.866	D	0.868	D	0.002	No	0.868	D	0.002	---
17	Vermont Avenue/	AM	0.439	A	0.438	A	-0.001	No	0.505	A	0.505	A	0.000	No	0.505	A	0.000	---
	Melrose Avenue	PM	0.577	A	0.575	A	-0.002	No	0.657	B	0.654	B	-0.003	No	0.654	B	-0.003	---
18	Vermont Avenue/	AM	0.598	A	0.597	A	-0.001	No	0.651	B	0.651	B	0.000	No	0.651	B	0.000	---
	US-101 Fwy NB On-Ramp/	PM	0.474	A	0.473	A	-0.001	No	0.521	A	0.520	A	-0.001	No	0.520	A	-0.001	---
19	Vermont Avenue/	AM	0.479	A	0.478	A	-0.001	No	0.525	A	0.524	A	-0.001	No	0.524	A	-0.001	---
	US-101 Fwy NB Off-Ramp	PM	0.481	A	0.479	A	-0.002	No	0.532	A	0.530	A	-0.002	No	0.530	A	-0.002	---
20	US-101 Fwy SB Off-Ramp/	AM	0.290	A	0.290	A	0.000	No	0.315	A	0.315	A	0.000	No	0.315	A	0.000	---
	Rosewood Avenue	PM	0.317	A	0.317	A	0.000	No	0.345	A	0.345	A	0.000	No	0.345	A	0.000	---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 9-1 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
PHASE 1 PROJECT - WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2017 EXISTING V/C	LOS	[2] YEAR 2017 EXISTING WITH PH-1 PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2024 FUTURE W/O PH-1 PROJECT V/C	LOS	[4] YEAR 2024 FUTURE WITH PH-1 PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	[5] YEAR 2024 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
21	Vermont Avenue/	AM	0.567	A	0.566	A	-0.001	No	0.616	B	0.616	B	0.000	No	0.616	B	0.000	---
	Rosewood Avenue	PM	0.608	B	0.607	B	-0.001	No	0.668	B	0.666	B	-0.002	No	0.666	B	-0.002	---
22	Vermont Avenue/	AM	0.574	A	0.573	A	-0.001	No	0.630	B	0.630	B	0.000	No	0.630	B	0.000	---
	Oakwood Avenue - US-101 Fwy SB On-Ramp	PM	0.551	A	0.550	A	-0.001	No	0.607	B	0.605	B	-0.002	No	0.605	B	-0.002	---
23	Hillhurst Avenue-Virgil Avenue/	AM	0.676	B	0.678	B	0.002	No	0.848	D	0.850	D	0.002	No	0.850	D	0.002	---
	Sunset Boulevard - Sunset Drive - Hollywood Boulevard	PM	0.715	C	0.712	C	-0.003	No	0.938	E	0.935	E	-0.003	No	0.935	E	-0.003	---
24	Virgil Avenue/	AM	0.823	D	0.823	D	0.000	No	0.929	E	0.929	E	0.000	No	0.929	E	0.000	---
	Santa Monica Boulevard	PM	0.977	E	0.974	E	-0.003	No	1.113	F	1.111	F	-0.002	No	1.111	F	-0.002	---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 9-2
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
PHASE 2 (PHASES 1 AND 2) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING WITH PH-2 PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2028 FUTURE W/O PH-2 PROJECT V/C	LOS	YEAR 2028 FUTURE WITH PH-2 PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2028 W/PH-2 PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
1	US-101 Fwy SB On-Ramp - Oxford Avenue/ Santa Monica Boulevard	AM	0.448	A	0.448	A	0.000	No	0.595	A	0.595	A	0.000	No	0.595	A	0.000	---
		PM	0.485	A	0.486	A	0.001	No	0.684	B	0.685	B	0.001	No	0.685	B	0.001	---
2	US-101 Fwy NB Off-Ramp/ Santa Monica Boulevard- Serrano Avenue	AM	0.591	A	0.594	A	0.003	No	0.747	C	0.751	C	0.004	No	0.751	C	0.004	---
		PM	0.638	B	0.638	B	0.000	No	0.868	D	0.868	D	0.000	No	0.868	D	0.000	---
3	Normandie Avenue/ Hollywood Boulevard	AM	0.521	A	0.528	A	0.007	No	0.656	B	0.663	B	0.007	No	0.663	B	0.007	---
		PM	0.611	B	0.613	B	0.002	No	0.792	C	0.794	C	0.002	No	0.794	C	0.002	---
4	Normandie Avenue/ Sunset Boulevard	AM	0.589	A	0.597	A	0.008	No	0.739	C	0.747	C	0.008	No	0.747	C	0.008	---
		PM	0.553	A	0.557	A	0.004	No	0.743	C	0.745	C	0.002	No	0.745	C	0.002	---
5	Normandie Avenue/ Fountain Avenue	AM	0.647	B	0.647	B	0.000	No	0.781	C	0.781	C	0.000	No	0.781	C	0.000	---
		PM	0.825	D	0.821	D	-0.004	No	1.043	F	1.038	F	-0.005	No	1.038	F	-0.005	---
6	Normandie Avenue/ Santa Monica Boulevard	AM	0.685	B	0.689	B	0.004	No	0.877	D	0.880	D	0.003	No	0.880	D	0.003	---
		PM	0.767	C	0.766	C	-0.001	No	1.031	F	1.030	F	-0.001	No	1.030	F	-0.001	---
7	Edgemont Street/ Franklin Avenue	AM	0.625	B	0.639	B	0.014	No	0.729	C	0.743	C	0.014	No	0.743	C	0.014	---
		PM	0.689	B	0.699	B	0.010	No	0.823	D	0.833	D	0.010	No	0.833	D	0.010	---
8	Edgemont Street/ Hollywood Boulevard	AM	0.517	A	0.537	A	0.020	No	0.633	B	0.653	B	0.020	No	0.653	B	0.020	---
		PM	0.513	A	0.522	A	0.009	No	0.669	B	0.679	B	0.010	No	0.679	B	0.010	---
9	Edgemont Street/ Sunset Boulevard	AM	0.441	A	0.465	A	0.024	No	0.573	A	0.597	A	0.024	No	0.597	A	0.024	---
		PM	0.415	A	0.415	A	0.000	No	0.543	A	0.543	A	0.000	No	0.543	A	0.000	---
10	Edgemont Street/ Fountain Avenue	AM	0.520	A	0.515	A	-0.005	No	0.630	B	0.625	B	-0.005	No	0.625	B	-0.005	---
		PM	0.549	A	0.554	A	0.005	No	0.714	C	0.719	C	0.005	No	0.719	C	0.005	---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 9-2 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
PHASE 2 (PHASES 1 AND 2) PROJECT - WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2017 EXISTING V/C	LOS	[2] YEAR 2017 EXISTING WITH PH-2 PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2028 FUTURE W/O PH-2 PROJECT V/C	LOS	[4] YEAR 2028 FUTURE WITH PH-2 PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	[5] YEAR 2028 W/PH-2 PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
11	Edgemont Street/	AM	0.361	A	0.365	A	0.004	No	0.495	A	0.498	A	0.003	No	0.498	A	0.003	---
	Santa Monica Boulevard	PM	0.609	B	0.615	B	0.006	No	0.784	C	0.789	C	0.005	No	0.789	C	0.005	---
12	Vermont Avenue/	AM	0.663	B	0.675	B	0.012	No	0.773	C	0.786	C	0.013	No	0.786	C	0.013	---
	Franklin Avenue	PM	0.679	B	0.681	B	0.002	No	0.823	D	0.825	D	0.002	No	0.825	D	0.002	---
13	Vermont Avenue/	AM	0.539	A	0.555	A	0.016	No	0.649	B	0.665	B	0.016	No	0.665	B	0.016	---
	Hollywood Boulevard	PM	0.574	A	0.591	A	0.017	No	0.732	C	0.748	C	0.016	No	0.748	C	0.016	---
14	Vermont Avenue/	AM	0.660	B	0.693	B	0.033	No	0.814	D	0.848	D	0.034	Yes	0.834	D	0.020	No
	Sunset Boulevard	PM	0.784	C	0.800	C	0.016	No	0.996	E	1.012	F	0.016	Yes	1.001	F	0.005	Yes
15	Vermont Avenue/	AM	0.703	C	0.707	C	0.004	No	0.838	D	0.842	D	0.004	No	0.842	D	0.004	---
	Fountain Avenue	PM	0.668	B	0.677	B	0.009	No	0.863	D	0.871	D	0.008	No	0.871	D	0.008	---
16	Vermont Avenue/	AM	0.683	B	0.693	B	0.010	No	0.864	D	0.874	D	0.010	No	0.874	D	0.010	---
	Santa Monica Boulevard	PM	0.602	B	0.605	B	0.003	No	0.901	E	0.908	E	0.007	No	0.908	E	0.007	---
17	Vermont Avenue/	AM	0.439	A	0.440	A	0.001	No	0.528	A	0.530	A	0.002	No	0.530	A	0.002	---
	Melrose Avenue	PM	0.577	A	0.580	A	0.003	No	0.685	B	0.687	B	0.002	No	0.687	B	0.002	---
18	Vermont Avenue/	AM	0.598	A	0.599	A	0.001	No	0.682	B	0.683	B	0.001	No	0.683	B	0.001	---
	US-101 Fwy NB On-Ramp/	PM	0.474	A	0.477	A	0.003	No	0.546	A	0.549	A	0.003	No	0.549	A	0.003	---
19	Vermont Avenue/	AM	0.479	A	0.483	A	0.004	No	0.550	A	0.553	A	0.003	No	0.553	A	0.003	---
	US-101 Fwy NB Off-Ramp	PM	0.481	A	0.484	A	0.003	No	0.557	A	0.560	A	0.003	No	0.560	A	0.003	---
20	US-101 Fwy SB Off-Ramp/	AM	0.290	A	0.291	A	0.001	No	0.333	A	0.333	A	0.000	No	0.333	A	0.000	---
	Rosewood Avenue	PM	0.317	A	0.317	A	0.000	No	0.363	A	0.363	A	0.000	No	0.363	A	0.000	---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

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Table 9-2 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
PHASE 2 (PHASES 1 AND 2) PROJECT - WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2017 EXISTING V/C	LOS	[2] YEAR 2017 EXISTING WITH PH-2 PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2028 FUTURE W/O PH-2 PROJECT V/C	LOS	[4] YEAR 2028 FUTURE WITH PH-2 PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	[5] YEAR 2028 W/PH-2 PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
21	Vermont Avenue/	AM	0.567	A	0.568	A	0.001	No	0.645	B	0.647	B	0.002	No	0.647	B	0.002	---
	Rosewood Avenue	PM	0.608	B	0.611	B	0.003	No	0.697	B	0.700	B	0.003	No	0.700	B	0.003	---
22	Vermont Avenue/	AM	0.574	A	0.578	A	0.004	No	0.659	B	0.662	B	0.003	No	0.662	B	0.003	---
	Oakwood Avenue - US-101 Fwy SB On-Ramp	PM	0.551	A	0.554	A	0.003	No	0.634	B	0.637	B	0.003	No	0.637	B	0.003	---
23	Hillhurst Avenue-Virgil Avenue/	AM	0.676	B	0.689	B	0.013	No	0.882	D	0.895	D	0.013	No	0.895	D	0.013	---
	Sunset Boulevard - Sunset Drive - Hollywood Boulevard	PM	0.715	C	0.720	C	0.005	No	0.973	E	0.978	E	0.005	No	0.978	E	0.005	---
24	Virgil Avenue/	AM	0.823	D	0.824	D	0.001	No	0.969	E	0.970	E	0.001	No	0.970	E	0.001	---
	Santa Monica Boulevard	PM	0.977	E	0.981	E	0.004	No	1.160	F	1.163	F	0.003	No	1.163	F	0.003	---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 9-3
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
FULL BUILD-OUT (PHASES 1-3) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING WITH PROJECT B-O V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2030 FUTURE W/O PROJECT B-O V/C	LOS	YEAR 2030 FUTURE WITH PROJECT B-O V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2030 W/PROJECT B-O MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
1	US-101 Fwy SB On-Ramp - Oxford Avenue/ Santa Monica Boulevard	AM	0.448	A	0.449	A	0.001	No	0.607	B	0.607	B	0.000	No	0.607	B	0.000	---
		PM	0.485	A	0.486	A	0.001	No	0.697	B	0.698	B	0.001	No	0.698	B	0.001	---
2	US-101 Fwy NB Off-Ramp/ Santa Monica Boulevard- Serrano Avenue	AM	0.591	A	0.595	A	0.004	No	0.762	C	0.766	C	0.004	No	0.766	C	0.004	---
		PM	0.638	B	0.639	B	0.001	No	0.883	D	0.885	D	0.002	No	0.885	D	0.002	---
3	Normandie Avenue/ Hollywood Boulevard	AM	0.521	A	0.531	A	0.010	No	0.670	B	0.679	B	0.009	No	0.679	B	0.009	---
		PM	0.611	B	0.613	B	0.002	No	0.808	D	0.811	D	0.003	No	0.811	D	0.003	---
4	Normandie Avenue/ Sunset Boulevard	AM	0.589	A	0.602	B	0.013	No	0.754	C	0.767	C	0.013	No	0.767	C	0.013	---
		PM	0.553	A	0.559	A	0.006	No	0.755	C	0.760	C	0.005	No	0.760	C	0.005	---
5	Normandie Avenue/ Fountain Avenue	AM	0.647	B	0.647	B	0.000	No	0.799	C	0.799	C	0.000	No	0.799	C	0.000	---
		PM	0.825	D	0.824	D	-0.001	No	1.063	F	1.062	F	-0.001	No	1.062	F	-0.001	---
6	Normandie Avenue/ Santa Monica Boulevard	AM	0.685	B	0.689	B	0.004	No	0.895	D	0.899	D	0.004	No	0.899	D	0.004	---
		PM	0.767	C	0.768	C	0.001	No	1.050	F	1.051	F	0.001	No	1.051	F	0.001	---
7	Edgemont Street/ Franklin Avenue	AM	0.625	B	0.641	B	0.016	No	0.745	C	0.761	C	0.016	No	0.761	C	0.016	---
		PM	0.689	B	0.704	C	0.015	No	0.841	D	0.856	D	0.015	No	0.856	D	0.015	---
8	Edgemont Street/ Hollywood Boulevard	AM	0.517	A	0.543	A	0.026	No	0.647	B	0.673	B	0.026	No	0.673	B	0.026	---
		PM	0.513	A	0.528	A	0.015	No	0.683	B	0.698	B	0.015	No	0.698	B	0.015	---
9	Edgemont Street/ Sunset Boulevard	AM	0.441	A	0.471	A	0.030	No	0.586	A	0.615	B	0.029	No	0.615	B	0.029	---
		PM	0.415	A	0.426	A	0.011	No	0.553	A	0.564	A	0.011	No	0.564	A	0.011	---
10	Edgemont Street/ Fountain Avenue	AM	0.520	A	0.521	A	0.001	No	0.644	B	0.645	B	0.001	No	0.645	B	0.001	---
		PM	0.549	A	0.558	A	0.009	No	0.729	C	0.739	C	0.010	No	0.739	C	0.010	---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 9-3 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
FULL BUILD-OUT (PHASES 1-3) PROJECT - WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2017 EXISTING V/C	LOS	[2] YEAR 2017 EXISTING WITH PROJECT B-O V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2030 FUTURE W/O PROJECT B-O V/C	LOS	[4] YEAR 2030 FUTURE WITH PROJECT B-O V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	[5] YEAR 2030 W/PROJECT B-O MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
11	Edgemont Street/	AM	0.361	A	0.366	A	0.005	No	0.505	A	0.509	A	0.004	No	0.509	A	0.004	---
	Santa Monica Boulevard	PM	0.609	B	0.620	B	0.011	No	0.800	C	0.811	D	0.011	No	0.811	D	0.011	---
12	Vermont Avenue/	AM	0.663	B	0.677	B	0.014	No	0.789	C	0.804	D	0.015	No	0.804	D	0.015	---
	Franklin Avenue	PM	0.679	B	0.683	B	0.004	No	0.841	D	0.845	D	0.004	No	0.845	D	0.004	---
13	Vermont Avenue/	AM	0.539	A	0.558	A	0.019	No	0.663	B	0.681	B	0.018	No	0.681	B	0.018	---
	Hollywood Boulevard	PM	0.574	A	0.593	A	0.019	No	0.748	C	0.766	C	0.018	No	0.766	C	0.018	---
14	Vermont Avenue/	AM	0.660	B	0.701	C	0.041	Yes	0.830	D	0.872	D	0.042	Yes	0.859	D	0.029	No
	Sunset Boulevard	PM	0.784	C	0.804	D	0.020	Yes	1.016	F	1.036	F	0.020	Yes	1.024	F	0.008	Yes
15	Vermont Avenue/	AM	0.703	C	0.710	C	0.007	No	0.856	D	0.863	D	0.007	No	0.863	D	0.007	---
	Fountain Avenue	PM	0.668	B	0.678	B	0.010	No	0.880	D	0.890	D	0.010	No	0.890	D	0.010	---
16	Vermont Avenue/	AM	0.683	B	0.696	B	0.013	No	0.882	D	0.895	D	0.013	No	0.895	D	0.013	---
	Santa Monica Boulevard	PM	0.602	B	0.607	B	0.005	No	0.920	E	0.927	E	0.007	No	0.927	E	0.007	---
17	Vermont Avenue/	AM	0.439	A	0.441	A	0.002	No	0.540	A	0.543	A	0.003	No	0.543	A	0.003	---
	Melrose Avenue	PM	0.577	A	0.581	A	0.004	No	0.701	C	0.705	C	0.004	No	0.705	C	0.004	---
18	Vermont Avenue/	AM	0.598	A	0.599	A	0.001	No	0.697	B	0.699	B	0.002	No	0.699	B	0.002	---
	US-101 Fwy NB On-Ramp/	PM	0.474	A	0.479	A	0.005	No	0.559	A	0.563	A	0.004	No	0.563	A	0.004	---
19	Vermont Avenue/	AM	0.479	A	0.483	A	0.004	No	0.563	A	0.567	A	0.004	No	0.567	A	0.004	---
	US-101 Fwy NB Off-Ramp	PM	0.481	A	0.486	A	0.005	No	0.570	A	0.575	A	0.005	No	0.575	A	0.005	---
20	US-101 Fwy SB Off-Ramp/	AM	0.290	A	0.291	A	0.001	No	0.341	A	0.342	A	0.001	No	0.342	A	0.001	---
	Rosewood Avenue	PM	0.317	A	0.318	A	0.001	No	0.373	A	0.373	A	0.000	No	0.373	A	0.000	---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 9-3 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
FULL BUILD-OUT (PHASES 1-3) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	YEAR 2017 EXISTING V/C	LOS	YEAR 2017 EXISTING WITH PROJECT B-O V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	YEAR 2030 FUTURE W/O PROJECT B-O V/C	LOS	YEAR 2030 FUTURE WITH PROJECT B-O V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	YEAR 2030 W/PROJECT B-O MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
21	Vermont Avenue/	AM	0.567	A	0.568	A	0.001	No	0.659	B	0.661	B	0.002	No	0.661	B	0.002	---
	Rosewood Avenue	PM	0.608	B	0.612	B	0.004	No	0.713	C	0.718	C	0.005	No	0.718	C	0.005	---
22	Vermont Avenue/	AM	0.574	A	0.578	A	0.004	No	0.675	B	0.678	B	0.003	No	0.678	B	0.003	---
	Oakwood Avenue - US-101 Fwy SB On-Ramp	PM	0.551	A	0.555	A	0.004	No	0.649	B	0.653	B	0.004	No	0.653	B	0.004	---
23	Hillhurst Avenue-Virgil Avenue/	AM	0.676	B	0.692	B	0.016	No	0.882	D	0.898	D	0.016	No	0.898	D	0.016	---
	Sunset Boulevard - Sunset Drive - Hollywood Boulevard	PM	0.715	C	0.723	C	0.008	No	0.973	E	0.981	E	0.008	No	0.981	E	0.008	---
24	Virgil Avenue/	AM	0.823	D	0.824	D	0.001	No	0.989	E	0.991	E	0.002	No	0.991	E	0.002	---
	Santa Monica Boulevard	PM	0.977	E	0.981	E	0.004	No	1.184	F	1.188	F	0.004	No	1.188	F	0.004	---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 2-1
SUMMARY OF PROJECT LAND USE COMPONENTS BY PHASE [1]

CAMPUS SITE	LOCATION	EXISTING USE(S) TO BE REMOVED		PROPOSED USE(S)	
		SIZE	LAND USE	SIZE	LAND USE
PHASE 1 (YEARS 2020-2024)					
SITE 1	1345 North Vermont Avenue	15,113 SF 2 DU	Six (6) Commercial & Residential Structures, and Surface Parking Lots	130,000 SF 562 Spaces	Medical Office Building Parking Structure
SITE 2	4760 Sunset Boulevard	39 Spaces	Surface Parking Lot	50,000 SF 6 Spaces	Medical Office Building Surface Parking Lot
SITE 3	1505 Edgemont Street	79,356 SF	Medical Office Building	----	New Construction at this site to occur during Phase 3
SITE 4	1526 North Edgemont Street	120,557 SF	Medical Office Building	----	New Construction at this site to occur during Phase 2
PHASE 2 (YEARS 2024-2028)					
SITE 4	1526 North Edgemont Street	----	Demolition at this site to occur during Phase 1	177,300 SF 177,300 SF	Medical Office Building OR 105-Bed Hospital Addition & Bridge Connection to Existing Hospital
SITE 5	1517 North Vermont Avenue	19,199 SF 186 Spaces	Medical Office Building Parking Structure	578 Spaces 2,300 SF	Parking Structure Ground Floor Commercial/Retail
PHASE 3 (YEARS 2028-2030)					
SITE 3	1505 North Edgemont Street	----	Demolition at this site to occur during Phase 1	41,500 SF 73,500 SF	Medical Office Building OR Medical Office Building
SITE 6	1424 & 1430 North Alexandria Ave.	----	Existing Surface Parking Area & Temporary, Single-Story Structure	286 Spaces	Parking Structure Addition

[1] Source: Notice of Preparation for the Kaiser Permanente Los Angeles Medical Center Project, Los Angeles Department of City Planning.

Attachment 3
4760 W. Sunset Bl

Table 7-1
PHASE 1 PROJECT TRIP GENERATION (YEAR 2024)

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed LAMC Campus [3]								
Hospital [4]	460 Beds	5,952	437	170	607	215	438	653
- Less Transit Adjustment (15%) [5]		(893)	(66)	(26)	(92)	(32)	(66)	(98)
Medical Office Building [6]	615,287 GSF	22,230	1,162	309	1,471	419	1,076	1,495
- Less Transit Adjustment (15%) [5]		(3,335)	(174)	(46)	(220)	(63)	(161)	(224)
- Less Pass-by (10%) [7]		(1,890)	(99)	(26)	(125)	(36)	(92)	(128)
Subtotal Proposed		**22,064**	**1,260**	**381**	**1,641**	**503**	**1,195**	**1,698**
Existing LAMC Campus								
Hospital [4]	460 Beds	5,952	437	170	607	215	438	653
- Less Transit Adjustment (15%) [5]		(893)	(66)	(26)	(92)	(32)	(66)	(98)
Medical Office Building [6]	635,200 GSF	22,950	1,199	319	1,518	431	1,107	1,538
- Less Transit Adjustment (15%) [5]		(3,443)	(180)	(48)	(228)	(65)	(166)	(231)
- Less Pass-by (10%) [7]		(1,951)	(102)	(27)	(129)	(37)	(94)	(131)
Existing Vermont Site								
Apartment [8]	2 DU	13	0	1	1	1	0	1
Medical Office Building [9]	15,113 GSF	546	28	8	36	15	39	54
Subtotal Existing		**23,174**	**1,316**	**397**	**1,713**	**528**	**1,258**	**1,786**
NET INCREASE		**(1,110)**	**(56)**	**(16)**	**(72)**	**(25)**	**(63)**	**(88)**

[1] Source: ITE "Trip Generation Manual", 9th Edition, 2012.
[2] Trips are one-way traffic movements, entering or leaving.
[3] The proposed LAMC Campus consists of the following MOB program elements:

Building Location	Proposed Campus			Existing Campus Uses to be Removed		
4760B Sunset Boulevard	50,000	GSF	MOB	33	Spaces	Surface Parking Lot
1526 Edgemont Street	0	GSF	MOB	120,557	GSF	MOB
1505 Edgemont Street	0	GSF	MOB	79,356	GSF	MOB
1345 Vermont Avenue	130,000	GSF	MOB	Various site uses - see above		
1517 Vermont Avenue	0	GSF	MOB	0	GSF	MOB
Subtotals	180,000	GSF	MOB	199,913	GSF	MOB
Total Net New	(19,913)	GSF	MOB			

[4] ITE Land Use Code 610 (Hospital) trip generation average rates.
- Daily Trip Rate: 12.94 trips/Bed; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.32 trips/Bed; 72% inbound/28% outbound
- PM Peak Hour Trip Rate: 1.42 trips/Bed; 33% inbound/67% outbound

[5] A transit trip reduction of 15 percent (15%) is assumed based on the site's proximity to the Metro Red Line Vermont Station, and Vermont Avenue and Sunset Boulevard public bus transit lines.
[6] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation rates.
- Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
- PM Peak Hour Trip Rate: Ln(T) = 0.90 Ln(X)+1.53 trips/1,000 SF of floor area; 28% inbound/72% outbound

[7] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.
[8] ITE Land Use Code 220 (Apartment) trip generation average rates.
- Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound
- PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound

[9] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates.
- Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
- PM Peak Hour Trip Rate: 3.57 trips/1,000 SF of floor area; 28% inbound/72% outbound

Table 7-2
PHASE 2 (PHASES 1 AND 2) PROJECT TRIP GENERATION (YEAR 2028)

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed LAMC Campus [3]								
Hospital [4]	460 Beds	5,952	437	170	607	215	438	653
- Less Transit Adjustment (15%) [5]		(893)	(66)	(26)	(92)	(32)	(66)	(98)
Medical Office Building [6]	773,388 GSF	27,943	1,460	388	1,848	514	1,323	1,837
- Less Transit Adjustment (15%) [5]		(4,191)	(219)	(58)	(277)	(77)	(198)	(275)
- Less Pass-by (10%) [7]		(2,375)	(124)	(33)	(157)	(44)	(113)	(157)
Retail [8]	2,300 GLSF	98	1	1	2	4	5	9
Subtotal Proposed		**26,534**	**1,489**	**442**	**1,931**	**580**	**1,389**	**1,969**
Existing LAMC Campus								
Hospital [4]	460 Beds	5,952	437	170	607	215	438	653
- Less Transit Adjustment (15%) [5]		(893)	(66)	(26)	(92)	(32)	(66)	(98)
Medical Office Building [6]	635,200 GSF	22,950	1,199	319	1,518	431	1,107	1,538
- Less Transit Adjustment (15%) [5]		(3,443)	(180)	(48)	(228)	(65)	(166)	(231)
- Less Pass-by (10%) [7]		(1,951)	(102)	(27)	(129)	(37)	(94)	(131)
Existing Vermont Site								
Apartment [9]	2 DU	13	0	1	1	1	0	1
Medical Office Building [10]	15,113 GSF	546	28	8	36	15	39	54
Subtotal Existing		**23,174**	**1,316**	**397**	**1,713**	**528**	**1,258**	**1,786**
NET INCREASE		**3,360**	**173**	**45**	**218**	**52**	**131**	**183**

[1] Source: ITE "Trip Generation Manual", 9th Edition, 2012.
[2] Trips are one-way traffic movements, entering or leaving.
[3] The proposed LAMC Campus consists of the following MOB program elements:

Building Location	Proposed Campus			Existing Campus Uses to be Removed		
4760B Sunset Boulevard	50,000	GSF	MOB	33	Spaces	Surface Parking Lot
1526 Edgemont Street	177,300	GSF	MOB	120,557	GSF	MOB
1505 Edgemont Street	0	GSF	MOB	79,356	GSF	MOB
1345 Vermont Avenue	130,000	GSF	MOB	Various site uses - see above		
1517 Vermont Avenue	0	GSF	MOB	19,199	GSF	MOB
Subtotals	357,300	GSF	MOB	219,112	GSF	MOB
Total Net New	138,188	GSF	MOB			

[4] ITE Land Use Code 610 (Hospital) trip generation average rates.
- Daily Trip Rate: 12.94 trips/Bed; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.32 trips/Bed; 72% inbound/28% outbound
- PM Peak Hour Trip Rate: 1.42 trips/Bed; 33% inbound/67% outbound

[5] A transit trip reduction of 15 percent (15%) is assumed based on the site's proximity to the Metro Red Line Vermont Station, and Vermont Avenue and Sunset Boulevard public bus transit lines.
[6] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation rates.
- Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
- PM Peak Hour Trip Rate: Ln(T) = 0.90 Ln(X)+1.53 trips/1,000 SF of floor area; 28% inbound/72% outbound

[7] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.
[8] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 42.7 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.96 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.71 trips/1,000 SF of floor area; 48% inbound/52% outbound

[9] ITE Land Use Code 220 (Apartment) trip generation average rates.
- Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound
- PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound

[10] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates.
- Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
- PM Peak Hour Trip Rate: 3.57 trips/1,000 SF of floor area; 28% inbound/72% outbound

Table 7-3
PROJECT BUILD-OUT (PHASES 1-3) PROJECT TRIP GENERATION (YEAR 2030)

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
Proposed LAMC Campus [3]								
Hospital [4]	460 Beds	5,952	437	170	607	215	438	653
- Less Transit Adjustment (15%) [5]		(893)	(66)	(26)	(92)	(32)	(66)	(98)
Medical Office Building [6]	814,888 GSF	29,442	1,539	409	1,948	539	1,386	1,925
- Less Transit Adjustment (15%) [5]		(4,416)	(231)	(61)	(292)	(81)	(208)	(289)
- Less Pass-by (10%) [7]		(2,503)	(131)	(35)	(166)	(46)	(118)	(164)
Retail [8]	2,300 GLSF	98	1	1	2	4	5	9
Subtotal Proposed		**27,680**	**1,549**	**458**	**2,007**	**599**	**1,437**	**2,036**
Existing LAMC Campus								
Hospital [4]	460 Beds	5,952	437	170	607	215	438	653
- Less Transit Adjustment (15%) [5]		(893)	(66)	(26)	(92)	(32)	(66)	(98)
Medical Office Building [6]	635,200 GSF	22,950	1,199	319	1,518	431	1,107	1,538
- Less Transit Adjustment (15%) [5]		(3,443)	(180)	(48)	(228)	(65)	(166)	(231)
- Less Pass-by (10%) [7]		(1,951)	(102)	(27)	(129)	(37)	(94)	(131)
Existing Vermont Site								
Apartment [9]	2 DU	13	0	1	1	1	0	1
Medical Office Building [10]	15,113 GSF	546	28	8	36	15	39	54
Subtotal Existing		**23,174**	**1,316**	**397**	**1,713**	**528**	**1,258**	**1,786**
NET INCREASE		**4,506**	**233**	**61**	**294**	**71**	**179**	**250**

[1] Source: ITE "Trip Generation Manual", 9th Edition, 2012.
[2] Trips are one-way traffic movements, entering or leaving.
[3] The proposed LAMC Campus consists of the following MOB program elements:

Building Location	Proposed Campus			Existing Campus Uses to be Removed		
4760B Sunset Boulevard	50,000	GSF	MOB	33	Spaces	Surface Parking Lot
1526 Edgemont Street	177,300	GSF	MOB	120,557	GSF	MOB
1505 Edgemont Street	41,500	GSF	MOB	79,356	GSF	MOB
1345 Vermont Avenue	130,000	GSF	MOB	Various site uses - see above		
1517 Vermont Avenue	0	GSF	MOB	19,199	GSF	MOB
Subtotals	398,800	GSF	MOB	219,112	GSF	MOB
Total Net New	179,688	GSF	MOB			

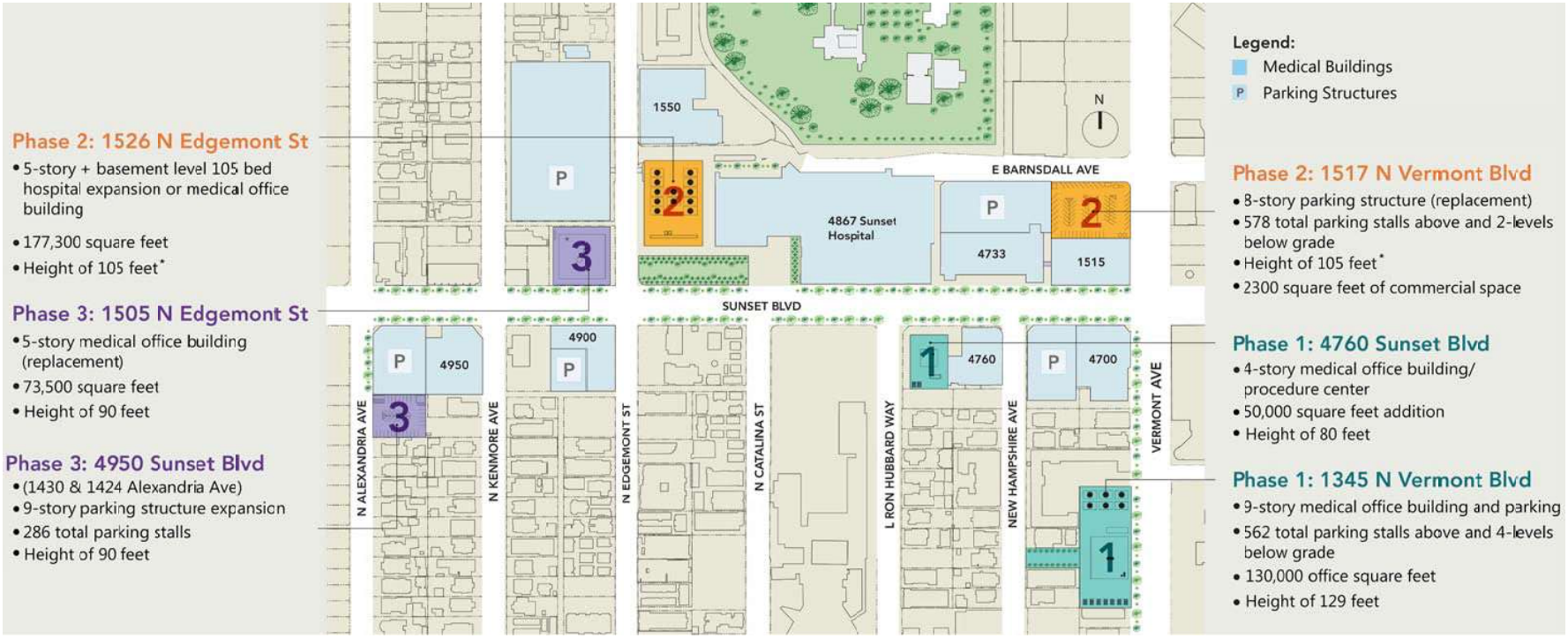
[4] ITE Land Use Code 610 (Hospital) trip generation average rates.
- Daily Trip Rate: 12.94 trips/Bed; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.32 trips/Bed; 72% inbound/28% outbound
- PM Peak Hour Trip Rate: 1.42 trips/Bed; 33% inbound/67% outbound

[5] A transit trip reduction of 15 percent (15%) is assumed based on the site's proximity to the Metro Red Line Vermont Station, and Vermont Avenue and Sunset Boulevard public bus transit lines.
[6] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation rates.
- Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
- PM Peak Hour Trip Rate: Ln(T) = 0.90 Ln(X)+1.53 trips/1,000 SF of floor area; 28% inbound/72% outbound

[7] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.
[8] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 42.7 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.96 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.71 trips/1,000 SF of floor area; 48% inbound/52% outbound

[9] ITE Land Use Code 220 (Apartment) trip generation average rates.
- Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound
- PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound

[10] ITE Land Use Code 720 (Medical-Dental Office Building) trip generation average rates.
- Daily Trip Rate: 36.13 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 2.39 trips/1,000 SF of floor area; 79% inbound/21% outbound
- PM Peak Hour Trip Rate: 3.57 trips/1,000 SF of floor area; 28% inbound/72% outbound



MAP SOURCE: PERKINS + WILL ARCHITECTS

N

NOT TO SCALE

FIGURE 2-3
KAISER PERMANENTE LAMC CAMPUS SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

L-3 Revised Construction Impact Analysis Memorandum

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MEMORANDUM

To:	Ruta Thomas Dudek	Date:	March 29, 2019
From:	Clare M. Look-Jaeger, P.E. CL-Jaeger Francesca S. Bravo FSB Linscott, Law & Greenspan, Engineers	LLG Ref:	1-14-4081-5
Subject:	**Kaiser Permanente Los Angeles Medical Center (LAMC) Project – Construction Traffic Analysis**		

Linscott, Law & Greenspan, Engineers (LLG) has prepared this memorandum to summarize the supplemental review conducted for the proposed Kaiser Permanente Los Angeles Medical Center (LAMC) project as it relates to the evaluation of traffic associated with project construction. As you are aware, LLG Engineers previously prepared the transportation impact study dated August, 2018 for the proposed project and it is under current review by the City of Los Angeles Department of Transportation.

CONSTRUCTION TRAFFIC ANALYSIS

Based on coordination with and preliminary information provided by the Project Applicant/Dudek team and as analyzed in the transportation study, it has been determined that the construction of the project is planned to be implemented in three overall phases. The first phase is expected to begin in 2020 and be completed by 2024. The second phase is expected to begin in 2024 and be completed by 2028. The third phase is expected to begin in 2028 and be completed by 2030. The construction consists of the following general activities within each phase: I) Demolition, II) Site Preparation, III) Grading, IV) Building Construction, V) Paving, and VI) Architectural Coatings. LLG was provided with the base CalEEMod modeling data which is based on daily figures for each of the three main construction phases, and for each building site construction activity within each phase, in order to derive the forecast of peak weekday AM and PM peak hour construction traffic trip generation. The modeling summary data is attached to this memorandum and is associated with the following site locations/designations:

- Site 1: 1345 North Vermont Avenue, 1328 North New Hampshire Avenue
- Site 2: 4760 Sunset Boulevard
- Site 3: 1505 North Edgemont Street
- Site 4: 1526 North Edgemont Street
- Site 5: 1517 North Vermont Avenue
- Site 6: 1430 & 1424 North Alexandria Avenue

Based on the review of the modeling and import/export cubic yardage data contained in the attachment, it has been determined that the most intensive period of overall construction activity and construction traffic generation during the weekday AM peak

hour is expected to occur during Phase I (i.e., when site preparation and grading/excavation activities associated with the 1345 Vermont Avenue site [Site 1] occur). It has been determined that the most intensive period of overall construction activity and construction traffic generation during the weekday PM peak hour is also expected to occur during Phase I, however, at a different point in construction (i.e., when the overlap of building construction activities associated with the 1345 Vermont Avenue [Site 1] and 4760 Sunset Boulevard [Site 2] are expected to occur). Other activities such as architectural coatings are expected to be less intensive in terms of overall construction traffic generation. At this time, it is not known if any temporary lane closures will be necessary throughout the course of the project construction. Any such lane closures are expected to occur outside of the weekday AM and PM commute peak hours, however, so as to maintain roadway capacity when the street system is typically most heavily constrained.

Construction Assumptions

The peak site preparation and grading/excavation (export) activities associated with Site 1 would extend for a duration of between four and five months. This phase (including excavation activities) would require the removal of approximately 71,260 cubic yards of material from the site. It is assumed that the equipment staging area during the initial phases of construction grading would occur on, within and adjacent to the project site. Construction worker parking also could occur on-site during certain times, however during the building construction activities workers would likely be required to park at adjacent lot/s, or other nearby public parking lots so as to avoid any construction workers parking on adjacent roadways.

The City's Noise Ordinance currently limits construction hours Monday through Friday to no earlier than 7:00 AM and no later than 9:00 PM. On Saturdays, construction hours are limited to no earlier than 8:00 AM and no later than 6:00 PM, while no Saturday construction is assumed in this analysis so as to provide a conservative analysis. It is important to note that although the construction workday would commence at 7:00 AM and typically end at 3:00 PM, it is assumed that workers would generally begin to depart the site by 3:30 PM. Later departures would occur when overtime is necessary to maintain the schedule.

Peak Construction Traffic Trip Generation (AM Peak Hour) – Site Preparation and Grading/Excavation (Site 1)

It is assumed that heavy construction equipment would be located on-site during grading activities and would not travel to and from the project site on a daily basis. However, truck trips would be generated during the grading and corresponding export activities in order to remove material from the project site. Trucks are expected to carry the export material to a receptor site/s. Based on information provided by the Project Applicant team, it is anticipated that the demolition, export of construction debris and the export of excavation material will be transported via arterial roadways

to the regional freeway system. Depending on the freeway utilized and the direction of travel, the following roadways could potentially be included as part of the haul route as the proposed haul route would require review and approval by the City of Los Angeles):

- Loaded Truck Route: North on Vermont Avenue to Los Feliz Boulevard, east on Los Feliz Boulevard to the Northbound I-5 Freeway, north on Northbound I-5 Freeway to yet to be determined receptor site/s (outside of City of Los Angeles limits).
- Empty Truck Route: South on the I-5 Freeway to Los Feliz Boulevard, west on Los Feliz Boulevard to Vermont Avenue, south on Vermont Avenue to the project site.

It is anticipated that construction vehicles related to the export activities will have a capacity of at least 14 cubic yards per truck. It has also been assumed for analysis purposes that all hauling activities would be limited to no earlier than 9:00 AM and end no later than 3:00 PM. The analysis is conservative in that the excavation and hauling activities are assumed to overlap with a portion of the weekday AM peak period (e.g., between 9:00 – 10:00 AM). The export period is assumed to require approximately 100 days, which represents a duration of between four and five months. Based on the maximum export of 71,260 cubic yards of material for any phase of project construction (or 712.60 cubic yards per day), up to 51 trucks per day (i.e., 51 inbound trucks and 51 outbound trucks) are anticipated (i.e., 712.60 cubic yards per day / 14 cubic yards per truck = 51 trucks [loads] per day). Assuming a total of only six (6) hours of hauling activities each day, it is estimated that approximately nine (9) truck loads (i.e., resulting in nine inbound trucks and nine outbound trucks) would occur per hour. When accounting for the application of a passenger car equivalency (PCE) factor of 2.5 to account for the heavier weight and larger size haul trucks, a total of 23 inbound truck PCE trips and 23 outbound truck PCE trips could potentially occur during the weekday AM peak hour. Given that the proposed project upon operation is expected to generate 233 inbound and 61 outbound net new trips during the weekday AM peak hour resulting in one significant traffic impact, it can be concluded that based on a comparative review of trip generation and the forecast traffic impacts associated with the project and the project construction activities that no greater significant traffic impacts are anticipated to occur during Phase I peak construction (i.e., site preparation and grading/excavation) activities.

While the estimate of the number of construction workers has been provided during this phase (i.e., 18 workers for site preparation and grading/excavation activities), and since the construction workday commences at 7:00 AM, workers will arrive at the site prior to 7:00 AM and thus travel outside of the commuter AM peak hour.

While the greatest potential for impact on the adjacent street system during the weekday AM peak hour would occur during the site preparation and grading/excavation construction period, the greatest number of construction workers are expected during other building construction activities. The following section provides a summary of the forecast of the peak weekday PM peak hour construction trip generation.

Peak Construction Traffic Trip Generation (PM Peak Hour) – Building Construction (Sites 1 and 2)

As described above, it has been determined that the most intensive period of overall construction activity and construction traffic generation during the weekday PM peak hour is also expected to occur during Phase I (i.e., when the overlap of building construction activities associated with the 1345 Vermont Avenue site [Site 1] and 4760 Sunset Boulevard site [Site 2] is expected to occur). This peak overlap in construction activity is expected to occur for an approximately 15-month period. Activities related to this phase/period are expected to generate the highest number of construction worker vehicle trips as compared to the other construction activities. Based on information modeled and provided by Dudek, during this phase the maximum number of construction workers is expected to total 93 workers. As noted above, construction workers are expected to arrive to the project site before 7:00 AM. Assuming the typical work day ends at 3:00 PM, twenty-five percent (25%) of the workers are assumed to leave the site between 3:30 PM and 4:00 PM, twenty-five percent (25%) between 4:00 PM and 4:30 PM, twenty-five percent (25%) between 4:30 PM and 5:00 PM and the remaining twenty-five percent (25%) after 5:00 PM (including supervisors). Thus, while the majority of these construction worker trips would generally occur outside of the commute peak hours of adjacent street traffic, fifty percent (50%) of the work force (i.e., roughly 47 workers) have been assumed to overlap with the weekday commute PM peak hour (i.e., between 5:00 PM and 6:00 PM) in order to provide a conservative forecast of construction traffic generation.

It is anticipated that construction workers would primarily remain on-site throughout the day. Therefore, it is estimated that approximately 186 vehicle trips (93 inbound trips and 93 outbound trips) on a daily basis would be generated to/from the site by the construction workers during this peak building construction phase (93 workers x 2 trips [inbound and outbound] = 186 daily construction worker trips). With 50% of the workers conservatively assumed to overlap with the weekday PM peak hour, this would result in a maximum of 47 outbound construction worker vehicle trips (i.e., 93 x 50% = 47 outbound vehicle trips) during the 5:00 – 6:00 PM peak hour.

It is generally anticipated that construction worker-related traffic would be largely freeway oriented. Construction workers would likely arrive and depart via the on- and off-ramps serving the US-101 and I-5 Freeways. The most commonly used freeway ramps would be nearest the project site. The construction work force would likely be generated from all parts of the Los Angeles region and are, thereby are assumed to arrive from all directions. This general distribution (i.e., 80 percent on the freeways and 20 percent on local roadways) could potentially result in approximately 21 vehicles (25% x 47 outbound trips = 12 vehicle trips) at any one study intersection near the project site during the weekday commuter PM peak hour. This increase is not anticipated to result in any significant impacts based on the City's adopted significance criteria and comparisons to the traffic impact analysis associated with the proposed project upon completion and operation.

In addition to construction worker vehicles, additional trips may be generated by miscellaneous trucks traveling to and from the project site. These trucks may consist of trucks delivering equipment and/or construction materials to the project site. In addition, smaller pick-up trucks or four-wheel drive vehicles used by construction supervisors and/or City inspectors are expected to be generated to and from the site. During the peak building construction phase for Sites 1 and 2, it is estimated that up to 40 vendor trucks per day (i.e., 40 inbound truck trips and 40 outbound truck trips) would be generated to and from the sites based on the provided modeling. To conservatively estimate the equivalent number of vehicles associated with the trucks, a PCE factor of 2.0 was utilized based on standard traffic engineering practice. Therefore, assuming 40 daily trucks per day, it is estimated that the trucks would generate approximately 160 daily truck PCE vehicle trips (i.e., 40 trucks x 2.0 PCE = 80 inbound truck PCE trips and 80 outbound truck PCE trips). It is also estimated that no more than 20 PCE vehicle trips (10 inbound PCE trips and 10 outbound PCE trips) would occur during each of the weekday AM and PM peak hours, assuming an eight hour construction workday. It is noted that the AM peak hour vendor trips during this phase are lower than that forecast trips under the Site 1 site preparation and grading/excavation phase, thus these vendor trips are not considered in the analysis.

Taken together, the construction worker vehicles and miscellaneous trucks during the peak phase of building construction overlap of Sites 1 and 2 are forecast to generate up to 67 weekday PM peak hour vehicle trips (i.e., 10 inbound trips and 57 outbound trips). Please also refer to ***Table A*** attached. Given that the proposed project upon operation is expected to generate 71 inbound and 179 outbound net new trips during the weekday PM peak hour, resulting in one significant traffic impact, it can be concluded based on a comparative review of trip generation and traffic impacts associated with the project and construction activities that no greater significant traffic impacts are anticipated to occur during this peak phase.

Cumulative Impacts During Concurrent Construction Activities

As noted in the traffic impact study, there were 85 related projects in the vicinity of the proposed project. It is possible that the construction of some or all of these related projects could overlap with the Project's construction phase, thereby compounding construction traffic levels on the roadways near the project site and common to the related projects. Cumulative construction traffic effects could include decreased roadway and intersection capacity due to lane closures, re-routing of vehicle and bicycle traffic, sidewalk closures and pedestrian re-routing, shorter lines of sight, all of which impede the flow of traffic within the project site area.

Although the particular traffic effects described above are associated with construction activities and would be "temporary" in nature, due to the temporary nature of construction activities, the exact duration of cumulative construction activities is unknown at this time. As stated previously, the project's construction phase is estimated to occur over a total of ten years (i.e., from 2020 through 2030). It is possible that the construction schedules of identified related projects and potentially other related projects in the project site area that could come online within the project's construction phase and could ostensibly extend a cumulative construction traffic condition within the project site area for longer than ten years.

As discussed previously, the project's peak hour construction traffic generation would be much less than the project's peak hour operational traffic generation, and would not be expected to result in any significant intersection LOS impacts. In order to determine the potential cumulative construction traffic impacts at the study intersections, construction details such as the haul route, staging schedule, construction hours, number of construction workers, import and export information, etc., would be needed for every related project. The detailed construction information for all 85 related projects is not available at this time, and therefore, the quantification of the potential cumulative construction impacts at the study intersections cannot be determined. Thus, evaluating whether or not these impacts would be significant would involve speculation which CEQA does not require. The Project is required to prepare a Construction Staging and Traffic Management Plan (CSTMP) for City review and approval. Similar to the proposed Project, the related projects identified in the vicinity of the Project site would be required to prepare and implement a CSTMP to address any anticipated temporary lane closures or re-routing of vehicle and bicycle traffic, sidewalk closures or pedestrian re-routing. Because insufficient data is available to conclude whether the proposed Project would cause cumulative traffic construction impacts, such a determination would require speculation and cannot be made at this time.

Emergency Access During Concurrent Construction Activities

The potential traffic impacts during project construction have been analyzed as summarized above. Having stated this, emergency vehicle access throughout the study area must be maintained during the concurrent construction activities associated with several development projects. It is important to note that as required by the State of California Vehicle Code (i.e., specifically Section 21806, Authorized Emergency Vehicles), "upon the immediate approach of an authorized emergency vehicle which is sounding a siren and which has at least one lighted lamp exhibiting red light that is visible, under normal atmospheric conditions, from a distance of 1,000 feet in front of a vehicle, the surrounding traffic shall, except as otherwise directed by a traffic officer, do the following:

(a) (1) Except as required under paragraph (2), the driver of every other vehicle shall yield the right-of-way and shall immediately drive to the right-hand edge or curb of the highway, clear of any intersection, and thereupon shall stop and remain stopped until the authorized emergency vehicle has passed.

(2) A person driving a vehicle in an exclusive or preferential use lane shall exit that lane immediately upon determining that the exit can be accomplished with reasonable safety.

(b) The operator of every street car shall immediately stop the street car, clear of any intersection, and remain stopped until the authorized emergency vehicle has passed.

(c) All pedestrians upon the highway shall proceed to the nearest curb or place of safety and remain there until the authorized emergency vehicle has passed."[1]

During the concurrent construction of several development projects, including the proposed project, it is expected that emergency vehicles will continue to utilize the surrounding street system (i.e., particularly Vermont Avenue and Sunset Boulevard) even though some travel lanes along certain portions of some roadways may be temporarily used for construction staging and/or material delivery. If required, drivers of emergency vehicles are also trained to utilize center turn lanes, or travel in opposing through lanes to pass through crowded intersections or streets. Thus, the respect entitled to emergency vehicles and driver training allow emergency vehicles to negotiate typical

[1] Source: State of California Department of Motor Vehicles website; https://www.dmv.ca.gov/portal/dmv; Amended Sec. 68, Ch. 1154, Stats 1996 Effective September 30, 1996.

street conditions in urban areas including areas near any temporary travel lane closure(s).

Construction Staging and Traffic Management Plan

As a general contractor has not yet been selected, the exact extent of the construction work site boundary cannot be determined at this time. However, during certain portions of the construction schedule it is possible that the adjacent sidewalks along Vermont Avenue, Sunset Boulevard, and Edgemont Street may need to be temporarily closed. Should that be determined to be necessary, appropriate pedestrian detours will be required to be established along with the appropriate advance warning signage directing pedestrians to other available sidewalks and crosswalks/crossings. Should any such pedestrian detours or temporary travel lane closures be proposed, traffic control/management plans will be prepared for the required review and approval by LADOT.

A detailed CSTMP, including any street closure information, a detour plan, haul routes, and a staging plan, will be prepared and submitted to the City for review and approval. The CSTMP would formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The CSTMP would be based on the nature and timing of the specific construction activities for the project and would consider other projects under construction in the immediate vicinity of the project site. Accordingly, the CSTMP shall include, but not be limited to: the following features, as appropriate:

- Provide advanced notification to adjacent property owners and occupants, as well as nearby schools, of upcoming construction activities, including durations and daily hours of construction. Provide a posted sign on the project site with hotline information for adjacent property owners to call and address specific issues or activities that may potentially cause problems at on-and-off-site locations;
- Coordinate with the City and emergency service providers to ensure adequate access is maintained to the project site and neighboring businesses;
- Coordinate with public transit agencies to provide advanced notifications of any temporary stop relocations and durations and follow all safety required procedures required by the concerned agency;
- Limit any potential roadway lane closure/s to off-peak travel periods, to the extent feasible;
- Provide traffic control for any potential roadway lane closure, detour, or other disruption to traffic circulation;
- To the extent feasible, store any construction equipment within the perimeter fence of the construction site. Should temporary storage of a large piece of

equipment be necessary outside of the perimeter fence (e.g., within a designated lane closure area), that area must comply with City-approved detour/traffic control plans;

- Provide safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers;
- Identify the routes that construction vehicles would utilize for the delivery of construction materials (i.e. lumber, tiles, piping, windows, etc.), to access the project site, traffic controls and detours, and proposed construction phasing plan for the project;
- Require the Applicant to keep all haul routes adjacent to the project site clean and free of debris including, but not limited to, gravel and dirt as a result of its operations;
- Schedule delivery of construction materials and hauling/transport of oversize loads to non-peak travel periods, to the extent possible. No hauling or transport shall be allowed during nighttime hours, Sundays, or federal holidays unless required by Caltrans or LADOT;
- Obtain a Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities, if needed;
- Haul trucks entering or exiting public streets shall at all times yield to public traffic;
- Construction-related parking and staging of vehicles shall occur on-site to the extent possible, but may occur on nearby public parking lots, as approved by the City;
- Coordinate deliveries to reduce the potential of trucks waiting to unload for protracted periods of times;
- Prohibit parking by construction workers on adjacent streets and direct construction workers to available/designated parking areas within and adjacent to the project site; and
- The CSTMP shall meet standards established in the current *California Manual on Uniform Traffic Control Device (MUTCD)* as well as City of Los Angeles requirements.

Ultimately, although the project would result in less than significant traffic impacts during the construction period, implementation of the CSTMP would serve to reduce such impacts.

Haul Route Approval

Approvals required by the City of Los Angeles for implementation of the proposed project include a Truck Haul Route program. Depending on the freeway utilized and the direction of travel, the following roadways could potentially be included as part of the haul route as for the transport of demolition, material export, and construction debris:

- Loaded Truck Route: North on Vermont Avenue to Los Feliz Boulevard, east on Los Feliz Boulevard to the Northbound I-5 Freeway, north on Northbound I-5 Freeway to yet to be determined receptor site/s (outside of City of Los Angeles limits).
- Empty Truck Route: South on the I-5 Freeway to Los Feliz Boulevard, west on Los Feliz Boulevard to Vermont Avenue, south on Vermont Avenue to the project site.

Please also refer to ***Figure A*** attached. The proposed haul routes would require review and approval by the City of Los Angeles.

Please feel free to call us with any questions or comments at 626.796.2322.

c: File

Table A
CONSTRUCTION PEAK HOUR TRIP GENERATION [1]

GENERATOR TYPE	DAILY	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Workers [3]	186	--	--	--	0	47	47
Haul Truck Trips [4]	102	9	9	18	--	--	--
PCE-Adjusted Haul Truck Trips [5]	255	23	23	46	--	--	--
Miscellaneous Truck Trips [6]	40	--	--	--	5	5	10
PCE-Adjusted Misc. Truck Trips [7]	80	--	--	--	10	10	20
TOTAL PCE ADJUSTED TRIPS	**521**	**23**	**23**	**46**	**10**	**57**	**67**

[1] Project construction information provided by Dudek and Kaiser Permanente representatives.

[2] Trips are one-way traffic movements, entering or leaving. The peak construction traffic for the AM peak hour occurs during the Site Preparation and Grading Excavation (Site 1) activities while for the PM peak hour the peak construction traffic occurs during the Building Construction (Sites 1 and 2) activities.

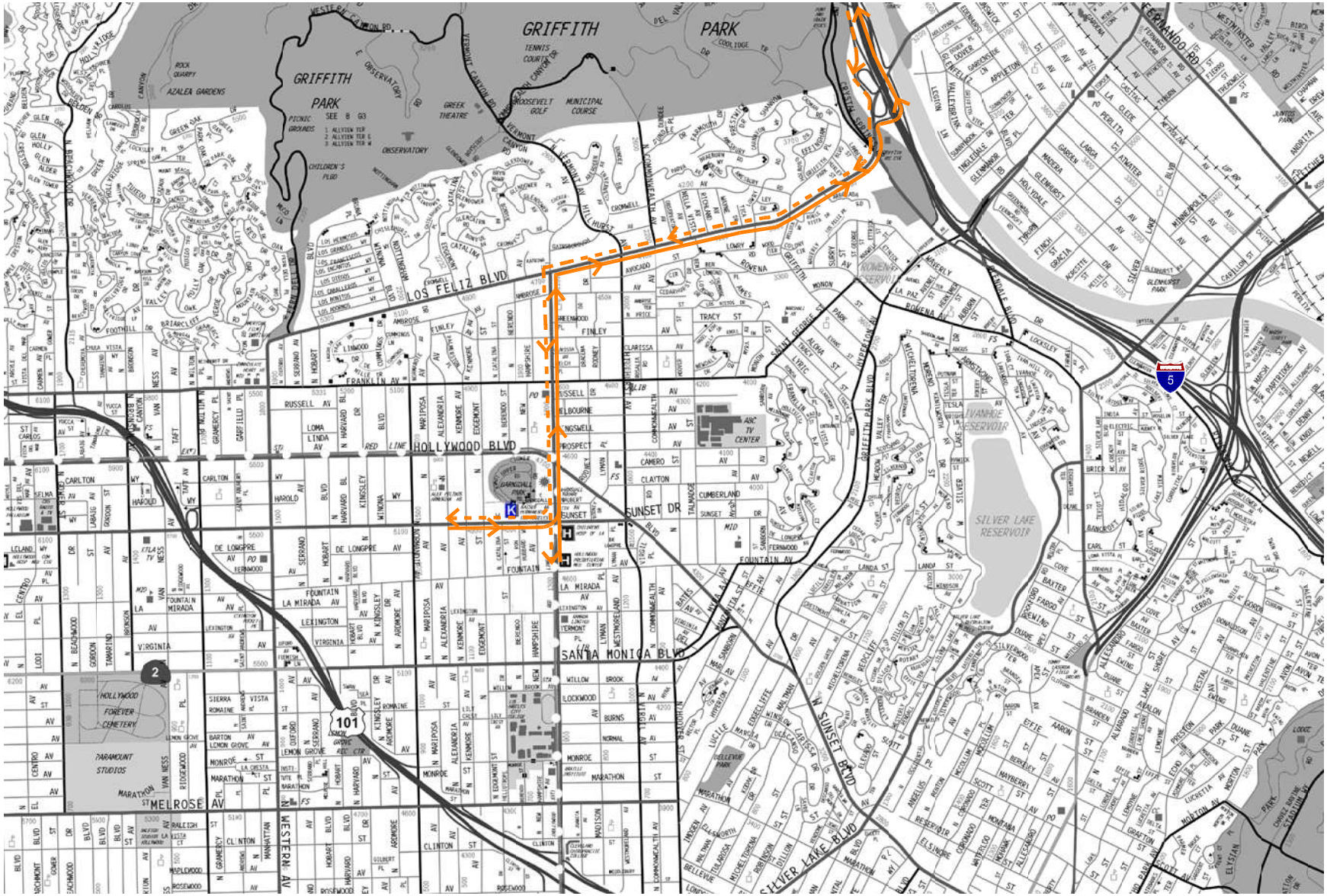
[3] A total of 93 workers is anticipated at the project site during the building construction phase for Phase I. Workers are expected to arrive before the 7:00 AM shift start time (outside of the AM peak hour). During the PM peak hour, it is assumed that fifty percent (50%) of the workers will depart the site, therefore a total of 47 outbound trips are anticipated to occur (93 workers x 50% = 47 outbound trips).

[4] Peak hour and daily haul truck trips were derived based on the following:
71,260 cy/100 days = 712.6 cy per day/14 cy per truck/6 hours = 9 round-trip truck trips per hour.
Daily Truck Trips = 71,260 cy/100 days = 712.6 cy per day/14 cy per truck = 51 round-trip truck trips per day

[5] A passenger car equivalency (PCE) factor of 2.5 was employed for analysis purposes. This accounts for the assumption that a haul truck has the same overall effect on intersection traffic operations as 2.5 passenger cars.

[6] A total of 40 miscellaneous trucks per day is anticipated during Phase I.
Based on an eight-hour workday, a total 5 miscellaneous trucks per hour is anticipated.

[7] A PCE factor of 2.0 was employed for analysis purposes. This accounts for the assumption that a miscellaneous truck has the same overall effect on intersection traffic operations as 2.0 passenger cars.



NOT TO SCALE

MAP SOURCE: RAND MCNALLY & COMPANY

OUTBOUND ROUTE

INBOUND ROUTE

FIGURE A
PROPOSED HAUL ROUTE

LINSCOTT, LAW & GREENSPAN, engineers

KAISER PERMANENTE LAMC CAMPUS MASTER PLAN PROJECT

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Kaiser LAMC - Construction Assumptions (Option B)

Construction Schedule Assumed

PhaseNum	PhaseName	PhaseType	PhaseStartDate	PhaseEndDate	NumDaysWeek	NumDays	PhaseDescription
1	Demolition - Site 1	Demolition	2020/04/01	2020/06/30	5	65	Phase 1
2	Site Preparation - Site 1	Site Preparation	2020/07/01	2020/08/04	5	25	Phase 1
3	Grading - Site 1	Grading	2020/08/05	2020/11/17	5	75	Phase 1
4	Demolition - Site 2	Demolition	2020/10/01	2020/11/27	5	42	Phase 1
5	Building Construction - Site 1	Building Construction	2020/11/18	2022/07/28	5	442	Phase 1
6	Site Preparation - Site 2	Site Preparation	2020/12/01	2020/12/04	5	4	Phase 1
7	Grading - Site 2	Grading	2020/12/05	2020/12/14	5	6	Phase 1
8	Building Construction - Site 2	Building Construction	2020/12/15	2022/02/17	5	308	Phase 1
9	Paving - Site 2	Paving	2022/02/18	2022/03/10	5	15	Phase 1
10	Architectural Coating - Site 2	Architectural Coating	2022/03/11	2022/03/31	5	15	Phase 1
11	Demolition - Site 3	Demolition	2022/07/01	2023/06/30	5	261	Phase 1
12	Paving - Site 1	Paving	2022/07/29	2022/08/30	5	23	Phase 1
13	Demolition - Site 4	Demolition	2022/08/01	2023/06/30	5	240	Phase 1
14	Architectural Coating - Site 1	Architectural Coating	2022/08/31	2022/09/30	5	23	Phase 1
15	Demolition - Site 5	Demolition	2024/01/01	2024/07/30	5	152	Phase 2
16	Site Preparation - Site 5	Site Preparation	2024/08/01	2024/08/05	5	3	Phase 2
17	Grading - Site 5	Grading	2024/08/06	2024/08/14	5	7	Phase 2
18	Building Construction - Site 5	Building Construction	2024/08/15	2025/11/14	5	327	Phase 2
19	Site Preparation - Site 4	Site Preparation	2025/01/01	2025/01/14	5	10	Phase 2
20	Grading - Site 4	Grading	2025/01/15	2025/02/10	5	19	Phase 2
21	Building Construction - Site 4	Building Construction	2025/02/11	2027/10/05	5	691	Phase 2
22	Paving - Site 5	Paving	2025/11/15	2025/12/08	5	16	Phase 2
23	Architectural Coating - Site 5	Architectural Coating	2025/12/09	2025/12/30	5	16	Phase 2
24	Paving - Site 4	Paving	2027/10/06	2027/11/17	5	31	Phase 2
25	Architectural Coating - Site 4	Architectural Coating	2027/11/18	2027/12/30	5	31	Phase 2
26	Demolition - Site 6	Demolition	2028/01/01	2028/03/30	5	64	Phase 3
27	Site Preparation - Site 6	Site Preparation	2028/04/01	2028/04/05	5	3	Phase 3
28	Grading - Site 6	Grading	2028/04/06	2028/04/12	5	5	Phase 3
29	Building Construction - Site 6	Building Construction	2028/04/13	2029/03/27	5	249	Phase 3
30	Site Preparation - Site 3	Site Preparation	2029/01/01	2029/01/02	5	2	Phase 3
31	Grading - Site 3	Grading	2029/01/03	2029/01/08	5	4	Phase 3
32	Building Construction - Site 3	Building Construction	2029/01/09	2029/11/26	5	230	Phase 3
33	Paving - Site 6	Paving	2029/03/28	2029/04/12	5	12	Phase 3
34	Architectural Coating - Site 6	Architectural Coating	2029/04/13	2029/04/30	5	12	Phase 3
35	Paving - Site 3	Paving	2029/11/27	2029/12/12	5	12	Phase 3
36	Architectural Coating - Site 3	Architectural Coating	2029/12/13	2029/12/28	5	12	Phase 3

On-Road Vehicles

PhaseName	Worker Average Daily One-Way Trips	Vendor Average Daily One-Way Trips	Haul Truck Total One-Way Trips per Phase	WorkerTripLength	VendorTripLength	HaulingTripLength	WorkerVeh	VendorVeh	HaulingVehicleClass
Demolition - Site 1	13	0	96	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Site Preparation - Site 1	8	0	2969	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Grading - Site 1	10	0	5938	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Demolition - Site 2	10	0	22	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Building Construction - Site 1	169	71	0	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Site Preparation - Site 2	5	0	48	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Grading - Site 2	13	0	48	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Building Construction - Site 2	17	9	0	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Paving - Site 2	18	0	0	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Architectural Coating - Site 2	3	0	0	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Demolition - Site 3	10	0	383	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Paving - Site 1	13	0	0	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Demolition - Site 4	13	0	548	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Architectural Coating - Site 1	34	0	0	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Demolition - Site 5	10	0	609	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Site Preparation - Site 5	5	0	439	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Grading - Site 5	13	0	878	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Building Construction - Site 5	98	38	0	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Site Preparation - Site 4	8	0	651	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Grading - Site 4	13	0	1303	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Building Construction - Site 4	57	29	0	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Paving - Site 5	18	0	0	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Architectural Coating - Site 5	20	0	0	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Paving - Site 4	15	0	0	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Architectural Coating - Site 4	11	0	0	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Demolition - Site 6	10	0	25	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Site Preparation - Site 6	5	0	503	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Grading - Site 6	13	0	1005	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Building Construction - Site 6	51	20	0	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Site Preparation - Site 3	5	0	169	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Grading - Site 3	13	0	337	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Building Construction - Site 3	24	12	0	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Paving - Site 6	18	0	0	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Architectural Coating - Site 6	10	0	0	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Paving - Site 3	18	0	0	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT
Architectural Coating - Site 3	5	0	0	14.7	6.9	20	LD_Mix	HDT_Mix	HHDT

Demolition Assumptions (factored into traffic above)

PhaseName	DemolitionSizeMetric	DemolitionUnitAmount
Demolition - Site 1	Ton of Debris	966
Demolition - Site 2	Ton of Debris	225.6
Demolition - Site 3	Ton of Debris	3876
Demolition - Site 4	Building Square Footag	120557
Demolition - Site 5	Building Square Footag	133935
Demolition - Site 6	Ton of Debris	257.8

Material Import/Export (factored into traffic above)

PhaseName	MaterialImported	MaterialExported	GradingSizeMetric	ImportExportPhased	MeanVehicleSpeed	AcresOfGrading	MaterialM	MaterialM	MaterialSiltContent
Site Preparation - Site 1	0	23754	Cubic Yards	0	7.1	0.5	7.9	12	6.9
Grading - Site 1	0	47506	Cubic Yards	0	7.1	0.75	7.9	12	6.9
Site Preparation - Site 2	380	0	Cubic Yards	0	7.1	0.5	7.9	12	6.9
Grading - Site 2	380	0	Cubic Yards	0	7.1	0	7.9	12	6.9
Site Preparation - Site 5	0	3510	Cubic Yards	0	7.1	0.5	7.9	12	6.9
Grading - Site 5	0	7020	Cubic Yards	0	7.1	0	7.9	12	6.9
Site Preparation - Site 4	0	5210	Cubic Yards	0	7.1	4.5	7.9	12	6.9
Grading - Site 4	0	10420	Cubic Yards	0	7.1	3	7.9	12	6.9
Site Preparation - Site 6	0	4020	Cubic Yards	0	7.1	0.5	7.9	12	6.9
Grading - Site 6	0	8040	Cubic Yards	0	7.1	0	7.9	12	6.9
Site Preparation - Site 3	1348	0	Cubic Yards	0	7.1	0.5	7.9	12	6.9
Grading - Site 3	2697	0	Cubic Yards	0	7.1	0	7.9	12	6.9

Kaiser Permanente LAMC

Earthwork Quantities

	Phase 1			Phase 2			Phase 3		
Description	**Cut (CY)**	**Fill (CY)**	**Area (ac)**	**Cut (CY)**	**Fill (CY)**	**Area (ac)**	**Cut (CY)**	**Fill (CY)**	**Area (ac)**
1345 N Vermont	71260	0	1.064						
4760 Sunset	0	760	0.308						
1517 Vermont				10530	0	0.554			
1526 Edgemont				15630	0	0.699			
1505 Sunset							0	4045	0.518
4950 Sunset							12060	0	0.311

L-4 Revised VMT Analysis Memorandum

MEMORANDUM

To:	Wes Pringle City of Los Angeles Department of Transportation, Metro Development Review	Date:	January 21, 2020
From:	Clare M. Look-Jaeger, P.E. Francesca S. Bravo Linscott, Law & Greenspan, Engineers	LLG Ref:	1-14-4081-5
Subject:	**Kaiser Permanente Los Angeles Medical Center (LAMC) Project – VMT Analysis**		

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Linscott, Law & Greenspan, Engineers (LLG) has prepared this memorandum to summarize the voluntary supplemental review conducted for the proposed Kaiser Permanente Los Angeles Medical Center project (proposed project). As you are aware, LLG Engineers previously prepared the transportation impact study dated August 8, 2018 for the proposed project. That study was reviewed and accepted by the Los Angeles Department of Transportation (LADOT) as evidenced by the issuance of their interdepartmental clearance letter dated December 19, 2018. This supplemental Vehicle Miles Traveled (VMT) analysis is voluntary since at the time the City Council adopted the new VMT based thresholds (i.e., on July 30, 2019), the project had both a signed Memorandum of Understanding (MOU) with DOT and the project application had also been submitted to the City. Therefore, this analysis employs the current version of DOT's VMT calculator and the results are for informational purposes.

The Los Angeles Department of City Planning (LADCP) and Department of Transportation (LADOT) updated the Transportation Section of the City's California Environmental Quality Act (CEQA) Thresholds Guide to comply with and implement Senate Bill 743. On September 27, 2013, Governor Brown signed Senate Bill (SB) 743. Under SB 743, the focus of transportation analysis pursuant to CEQA will shift from driver delay, or level of service (LOS), to reduction of vehicle miles traveled, reduction in greenhouse gas emissions, creation of multimodal networks and promotion of mixed-use developments. In December 2018, the California Natural Resources Agency certified and adopted amendments to the CEQA Guidelines implementing SB 743 with a target implementation date of July 1, 2020. City staff presented the CEQA Appendix G environmental checklist update to the City Council, which led to the adoption of new VMT-based significance thresholds and its subsequent incorporation into the City's CEQA Threshold Guide. In the course of this update, LADOT has developed a VMT Calculator tool to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This tool is intended to be used for development projects within the City of Los Angeles, and the VMT methodology is tailored to the proposed City of Los Angeles *Transportation Assessment Guidelines.* [1]

[1] City of Los Angeles *Transportation Assessment Guidelines*, Chapter 2, CEQA Analysis of Transportation Impacts, July 2019.

This voluntary VMT analysis has been conducted to identify and evaluate the potential impacts of the proposed project based on the VMT methodology set forth in the City's *Transportation Assessment Guidelines.* As stated above, the VMT analysis is voluntary since the project application was filed and the MOU with DOT was executed prior to adoption of the new guidelines, and thus do not apply to the proposed project.

According to the City's *Transportation Assessment Guidelines*, a development project's daily vehicle trips should be estimated using the City's VMT Calculator. The proposed project, which includes hospital and medical office uses, would have a potential impact if it meets the following:

- "For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the Area Planning Commission (APC) area in which the project is located."

The project's estimated work VMT is compared to the average work VMT per employee for the corresponding APC. Different VMT significance thresholds have been established for each APC boundary area as the characteristics of each are distinct in terms of land use, density, transit availability, employment, etc. The City of Los Angeles significance thresholds (i.e., provided on a daily household VMT per capita basis and a daily work VMT per employee basis) for each of the seven (7) APC boundary areas are presented in ***Table A***. As the project is located in the Central APC, the VMT impact criteria (i.e., 15% below APC average) applicable to the proposed project is 7.6 daily work VMT per employee.

Based on the City's VMT Calculator, the estimated work VMT for the Kaiser Permanente Los Angeles Medical Center project is 7.4 work VMT per employee. The following Transportation Demand Management (TDM) strategies have been included as project design features as the project must comply with the City's existing Transportation Demand Management and Trip Reduction Measures Ordinance (i.e., Ordinance No. 168700) in the estimation of the project's VMT:

- Education & Encouragement: Promotions and Marketing (TDM Strategy C)
- Bicycle Infrastructure (TDM Strategy F):
    - Include Bike Parking Per LAMC
    - Include Secure Bike Parking and Showers
- Neighborhood Enhancement: Pedestrian Network Improvements (TDM Strategy G)

Based on the City's threshold criteria provided in *Table A*, the proposed Kaiser Permanente Los Angeles Medical Center project is not forecast to result in a significant work VMT per employee impact. Copies of the detailed City of Los Angeles VMT Calculator worksheets for the proposed project are attached.

Please feel free to call us with any questions or comments at 626.796.2322.

c: File

Table A
CITY OF LOS ANGELES VMT IMPACT CRITERIA [1]

AREA PLANNING COMMISSION	15 PERCENT (15%) BELOW APC CRITERIA [2]	
	DAILY HOUSEHOLD VMT PER CAPITA	DAILY WORK VMT PER EMPLOYEE
Central	6.0	7.6
East Los Angeles	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South Los Angeles	6.0	11.6
South Valley	9.4	11.6
West Los Angeles	7.4	11.1

[1] Source: City of Los Angeles Draft Transportation Assessment Guidelines, July 2019.

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

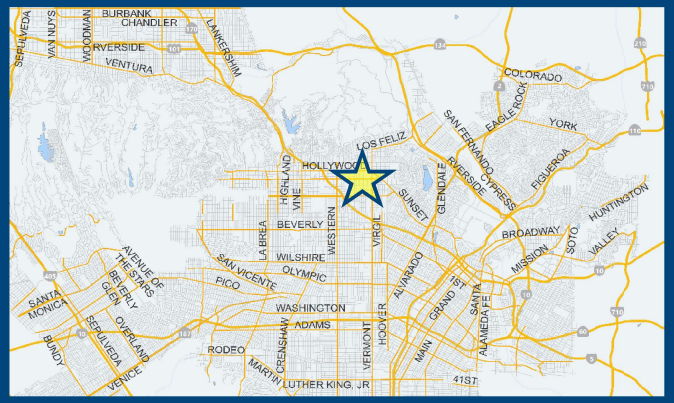
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Kaiser Permanente LAMC Master Plan

Scenario:

Address: 4867 W SUNSET BLVD, 90027



If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Office | Medical Office	165	ksf
Office | Medical Office	165	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	3,856 Daily Vehicle Trips
0 Daily VMT	25,749 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	3,856 Net Daily Trips
The net increase in daily VMT ≤ 0	25,749 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

12/6/2019

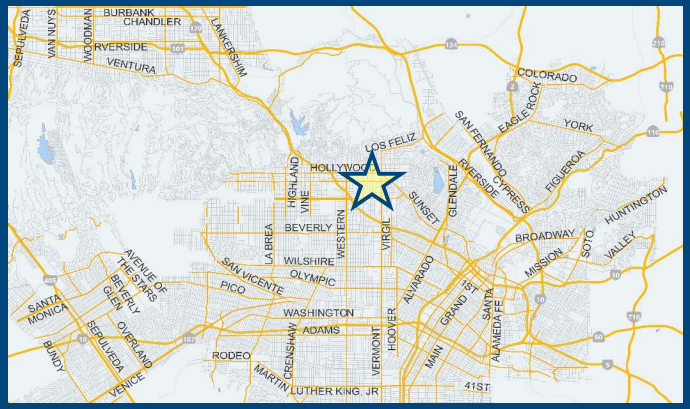
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: Kaiser Permanente LAMC Master Plan

Scenario:

Address: 4867 W SUNSET BLVD, 90027



Proposed Project Land Use Type	Value	Unit
Office | Medical Office	165	ksf

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure

Implement/Improve On-street Bicycle Facility
☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

Include Bike Parking Per LAMC
☑ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

Include Secure Bike Parking and Showers
☑ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

- **G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
3,583 Daily Vehicle Trips	**3,583** Daily Vehicle Trips
23,923 Daily VMT	**23,923** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
7.4 Work VMT per Employee	**7.4** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

12/6/2019

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 6, 2019
Project Name: Kaiser Permanente LAMC Master Plan
Project Scenario:
Project Address: 4867 W SUNSET BLVD, 90027

Version 1.2

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	165.000	ksf
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 6, 2019
Project Name: Kaiser Permanente LAMC Master Plan
Project Scenario:
Project Address: 4867 W SUNSET BLVD, 90027

Version 1.2

Analysis Results			
Total Employees: 495 Total Population: 0			
Proposed Project		***With Mitigation***	
3,583	**Daily Vehicle Trips**	**3,583**	**Daily Vehicle Trips**
23,923	**Daily VMT**	**23,923**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
7.4	**Work VMT per Employee**	**7.4**	**Work VMT per Employee**

Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average Household = 6.0 Work = 7.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: December 6, 2019
Project Name: Kaiser Permanente LAMC Master Plan
Project Scenario:
Project Address: 4867 W SUNSET BLVD, 90027

Version 1.2

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	100%	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
		Degree of implementation (low, medium, high)	*0*	*0*
	Employer sponsored vanpool or shuttle	*Employees eligible (%)*	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	Yes	Yes
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	within project and connecting off-site	within project and connecting off-site

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 6, 2019
Project Name: Kaiser Permanente LAMC Master Plan
Project Scenario:
Project Address: 4867 W SUNSET BLVD, 90027

Version 1.2

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 6, 2019
Project Name: Kaiser Permanente LAMC Master Plan
Project Scenario:
Project Address: 4867 W SUNSET BLVD, 90027

Version 1.2

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*	*3%*
MAX. TDM EFFECT	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

PLACE TYPE MAX:	urban	75%
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: December 6, 2019
Project Name: Kaiser Permanente LAMC Master Plan
Project Scenario:
Project Address: 4867 W SUNSET BLVD, 90027

Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	8.3	0	0
Home Based Other Production	0	0.0%	0	4.8	0	0
Non-Home Based Other Production	1,085	-15.6%	916	7.6	8,246	6,962
Home-Based Work Attraction	718	-34.5%	470	8.4	6,031	3,948
Home-Based Other Attraction	3,074	-49.4%	1,554	5.6	17,214	8,702
Non-Home Based Other Attraction	1,085	-15.6%	916	6.7	7,270	6,137

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-7.1%	0	0	-7.1%	0	0
Home Based Other Production	-7.1%	0	0	-7.1%	0	0
Non-Home Based Other Production	-7.1%	851	6,468	-7.1%	851	6,468
Home-Based Work Attraction	-7.1%	437	3,668	-7.1%	437	3,668
Home-Based Other Attraction	-7.1%	1,444	8,085	-7.1%	1,444	8,085
Non-Home Based Other Attraction	-7.1%	851	5,702	-7.1%	851	5,702

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 495
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**3,668**	**3,668**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**7.4**	**7.4**

L-5 LADOT Approval Letter for VMT Analysis

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

4760 W Sunset Bl
DOT Case No. CEN17-45917

Date: April 16, 2020

To: Milena Zasadzien, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **UPDATED TRANSPORTATION IMPACT VMT ANALYSIS FOR THE PROPOSED KAISER PERMANENTE LOS ANGELES MEDICAL CENTER LOCATED AT 4760 WEST SUNSET BOULEVARD (CPC-2017-846-SP)**

On December 19, 2018, the Department of Transportation (DOT) issued a traffic assessment report to the Department of City Planning for the proposed Kaiser Permanente Los Angeles Medical Center located at 4760 West Sunset Boulevard. The medical center was subject to a transportation analysis, prepared by Linscott, Law & Greenspan, Engineers, dated August 8, 2018, in which the study included the detailed analysis of 24 signalized intersections and determined that under the previous traffic impact criteria, one of these study intersections would be significantly impacted by project-related traffic prior to mitigation. The previous transportation analysis concluded by identifying the transportation mitigation measures designed to reduce the project's potential traffic impacts to a less than significant level, but the impacts at the intersection remained significant and unavoidable. However, subsequent to the releasing of the report, pursuant to the Senate Bill (SB 743) and the recent changes to the Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Therefore, in response to this action, the applicant submitted a VMT analysis for the proposed project on February 20, 2020 in addition to the analysis submitted in August 8, 2018. Therefore, please replace the previous December 19, 2018 DOT assessment, in its entirety, with this report.

DOT has reviewed the transportation analysis prepared by Linscott, Law & Greenspan, Engineers, dated February 20, 2020, for the Kaiser Permanente Los Angeles Medical Center located at 4760 West Sunset Boulevard. In compliance with SB 743 and CEQA, a VMT analysis is required to identify the project's ability to promote the reductions of green-house gas emissions, access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact, in this regard, is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The proposed Kaiser Permanente Project will develop a 460-bed hospital, 814,888 square feet of medical office building, and 2,300 square feet of retail space. Currently, the Los Angeles Medical

Center campus features a 460-bed hospital and 635,200 square feet of medical office. The projected will be constructed in three phases as follows:

Land Use	Phase 1 (2020 to 2024)	Phase 2 (2024 to 2028)	Phase 3 (2028 to 2030)	Total Buildout
Hospital	460 beds	N/A	N/A	460 beds
Medical Office	615,287 square feet	158,101 square feet	41,500 square feet	814,888 square feet
Retail	N/A	2,300 square feet	N/A	2,300 square feet

Vehicular access to the project site will be provided via driveways along Alexandria Avenue, Edgemont Street, L. Ron Hubbard Way, New Hampshire Avenue, Vermont Avenue, Barnsdall Avenue, and Sunset Boulevard. The traffic study did not disclose the number or vehicular and bicycle parking spots that the project will be providing. No major changes to the Los Angeles Medical Center campus existing access driveways are planned as part of the project. The project is expected to be completed by 2030.

B. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 9th Edition manual as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold. However, because the Memorandum of Understanding (MOU) was approved prior to July 2019, the project is not technically subjected to the new Transportation Assessment Guidelines. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment B** to this report.

C. Transportation Impacts

On July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as a criteria in determining transportation impacts under CEQA. The new DOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report, prepared by Linscott, Law & Greenspan, Engineers, the VMT projections for the proposed project are 0 for the Household VMT per capita and 7.4 for the Work VMT per employee. Therefore, it is concluded that implementation of the Project would result with no significant impacts in Household or Work VMT. A copy of the VMT Calculator summary reports is provided as **Attachment B** to this report.

D. Safety, Access, and Circulation

During the preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the Los Angeles Municipal Code (LAMC), Section 16.05. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any safety and access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will likely result in adverse circulation conditions at several locations. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table for Phases 1 – 3 that summarizes these potential deficiencies are provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

A. Corrective Measures (Non-CEQA Analysis)

In the previous traffic study report prepared by Linscott, Law, and Greenspan dated December 19, 2018, the analysis included a review of current and potential future deficiencies that may result from the project. To address these deficiencies, the applicant should be required to implement the following corrective measures.

1. Transportation Demand Management (TDM) Program

DOT recommends that the project prepare and submit a TDM program to DOT for a review prior to the issuance of the first building permit for this project with a final TDM program to be approved by DOT 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:

- An on-site Transportation Information Center;
- Preferential rideshare loading/unloading or parking location;
- Convenient parking and facilities for bicycle riders;
- Guaranteed ride home programs for employees;
- Allowance for flexible and alternative work schedules;
- Administrative support for the formation of carpools/vanpools;
- Promotion of transit, walk, or bike to work events;
- Project design elements to ensure a bicycle, transit, and pedestrian friendly environment;

- A Covenant and Agreement to ensure that the TDM program will be maintained;
- Make a one-time financial contribution of **$50,000** to the City of Los Angeles Department of Transportation to be used in the implementation of the Mobility Hub in the general area of the Project;
- Make a one-time fixed-fee financial contribution of **$50,000** to the City's Bicycle Plan Trust Fund to implement bicycle improvements in the general Downtown Los Angeles area of the Project.

2. Transportation Systems Management (TSM) Improvements

   The project would contribute up to **$101,000** toward TSM improvements within the Hollywood-Wilshire District that may be considered to better accommodate intersection operations and increase intersection capacity throughout the study area. LADOT's ATSAC Section has identified the need of system upgrades at the following intersections: Fountain Avenue and Normandie Avenue, Edgemont Street and Sunset Boulevard, Alexandria Avenue and Fountain Avenue, and Fountain Avenue and Edgemont Street. The system upgrades may include the necessary mounting poles, fiber optics, electrical connections, hardware, advance loops, and conduit installations. These upgrades would provide the network capacity for additional (CCTV) cameras to real-time video monitoring of intersection, corridor, transit, and pedestrian operations in the Hollywood area. Collectively, these TSM improvements provide a system wide benefit by reducing delays experienced by motorists at study intersections.

   Should the project be approved, then a final determination on how to implement these CCTV installations will be made by DOT prior to the issuance of the first building permit. These installations will be implemented **either** by the applicant through the B-Permit process of the Bureau of Engineering (BOE), **or** through payment of a one-time fixed fee of **$101,000** to DOT to fund the cost of the upgrades. If DOT selects the payment option, then the applicant would be required to pay **$101,000** to DOT, and DOT shall design and construct the upgrades.

   If the installations are implemented by the applicant through the B-Permit process, then these improvements must be guaranteed prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Temporary certificates of occupancy may be granted in the events 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.

B. Implementation of Improvements and Mitigation Measures

For all of the proposed intersection improvements, the final determination on the feasibility of street widening shall be made by BOE. The applicant should be responsible for the cost and implementation of any necessary traffic signal equipment modifications, bus stop relocations and lost parking meter revenues associated with the proposed transportation improvements described above. All proposed street improvements and associated traffic signal work within the City of Los Angeles must be guaranteed through BOE's B-Permit process, prior to the issuance of any building permit and completed prior to the issuance of any certificate of occupancy. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor contact DOT's B-Permit Coordinator, at (213) 972-8687, to arrange a pre-design meeting to finalize the proposed design. Costs related to any relocation of bus zones and shelters, and to modifying or upgrading traffic signal equipment and that are necessary to implement the proposed mitigations shall be incurred by the applicant.

If a proposed traffic mitigation measure does not receive the required approval during plan review, a substitute mitigation measure may be provided subject to the approval of LADOT or other governing agency with jurisdiction over the mitigation location, 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.

C. Additional Requirements and Considerations

To comply with the transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the improvements listed below.

1. Parking Requirements

The traffic study did not disclose the number of vehicular and bicycle parking spots that the project will be providing the applicant should also check with the Department of Building and Safety on the number of Code-required parking spaces needed for the project.

2. Highway Dedication and Street Improvements

Per the Mobility Element of the General Plan, **Alexandria Avenue, Kenmore Avenue, New Hampshire Avenue, L Ron Hubbard Way,** and **Barnsdall Avenue** have all been designated as Local Street Standard, which would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. **Edgemont Street** has been designated as Collector, which would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. **Vermont Avenue** and **Sunset Boulevard** have both been designated as Avenue I, which would require a 35-foot half-width roadway within a 50-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine the specific highway dedication, street widening and/or sidewalk requirements for this project.

3. Project Access and Circulation

The study indicated only minor changes may occur at some of the existing driveways, but overall the project will mostly maintain the existing access driveways to the Los Angeles Medical Center Kaiser Permanente site. The proposed site plan illustrated in **Attachment A** is acceptable to DOT; however, review of the study does not constitute approval of the driveway locations, dimensions, access, and circulation scheme, and loading/unloading area for the project. Any changes to the project's site access, circulation scheme, or loading/unloading area after issuance of this report would require separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section at 201 N. Figueroa Street, 5th Floor, Room 550, at (213) 482-7024. The applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design efforts so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans. If any project driveway will be signalized, the applicant should contact DOT's Permit Plan Review Section ladot.planprocessing@lacity.org for review of the traffic signal plan. All new driveways should be Case 2 driveways and 30 feet for two-way operations and any security gates should be a minimum 30 feet from the property line. Should the project include a supermarket, DOT recommends that a dock manager and/or flag person be employed to assist delivery truck access to the loading area. DOT may recommend additional requirements once a complete review of the loading operations is conducted.

4. Worksite Traffic Control Requirements
   DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate review of the work site traffic control plan. 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 to the extent feasible.

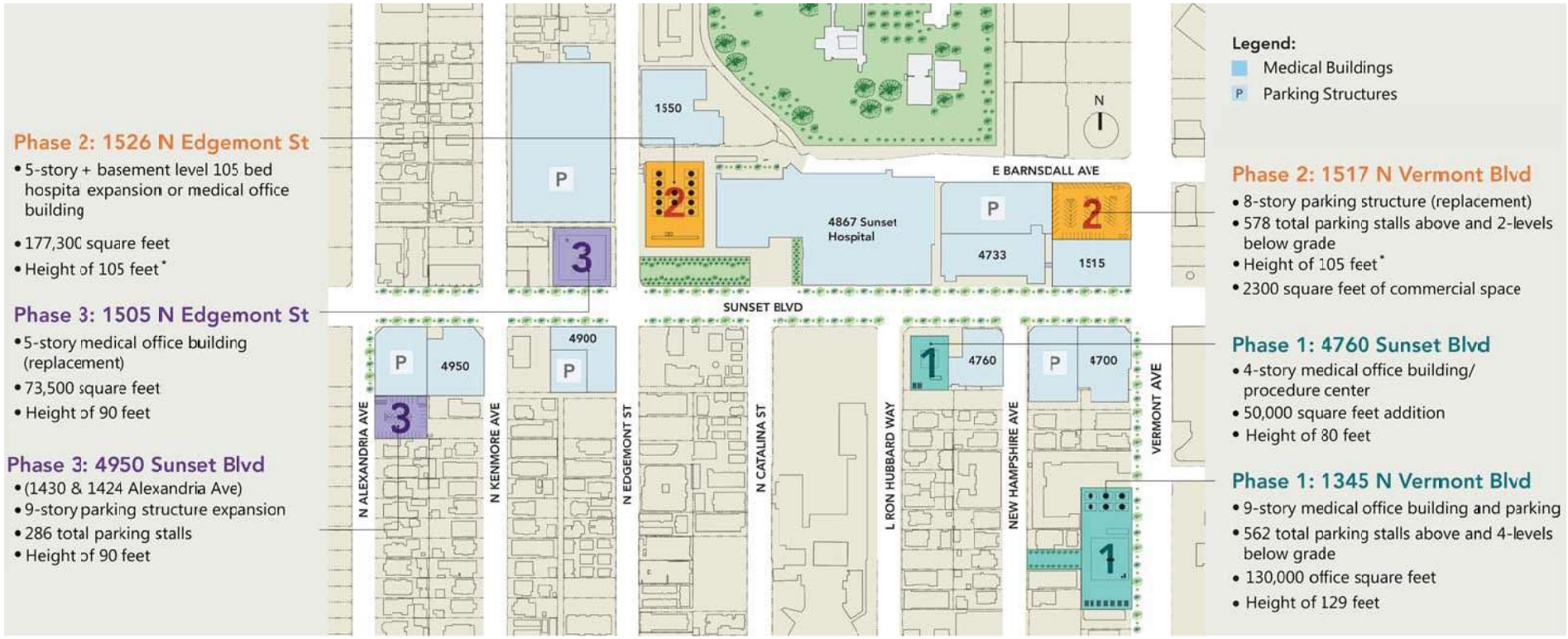
5. Development Review Fees
   Section 19.15 of the Los Angeles Municipal Code identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Kevin Arucan of my staff (213) 972-4970.

Attachments

J:\Letters\2020\CEN17-45917_4760 Sunset Bl_Kaiser_vmt ltr.docx

c: Craig Bullock, Council District No. 13
Bhuvan Bajaj Hollywood-Wilshire, DOT
Taimour Tanavoli, Case Management Office, DOT
Matthew Masuda, Central District, BOE
Francesca Bravo, Linscott Law & Greenspan, Engineers



N

NOT TO SCALE

MAP SOURCE: PERKINS + WILL ARCHITECTS

FIGURE 2-3
KAISER PERMANENTE LAMC CAMPUS SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

KAISER PERMANENTE LOS ANGELES MEDICAL CENTER PROJECT

CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

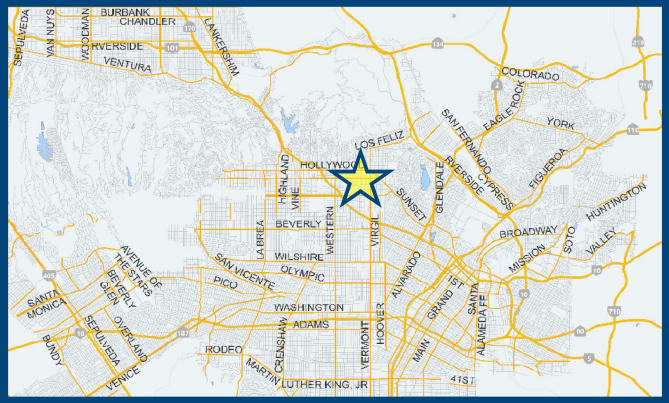
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Kaiser Permanente LAMC Master Plan

Scenario:

Address: 4867 W SUNSET BLVD, 90027



If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Office | Medical Office	165	ksf
Office | Medical Office	165	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	3,856 Daily Vehicle Trips
0 Daily VMT	25,749 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	3,856 Net Daily Trips
The net increase in daily VMT ≤ 0	25,749 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

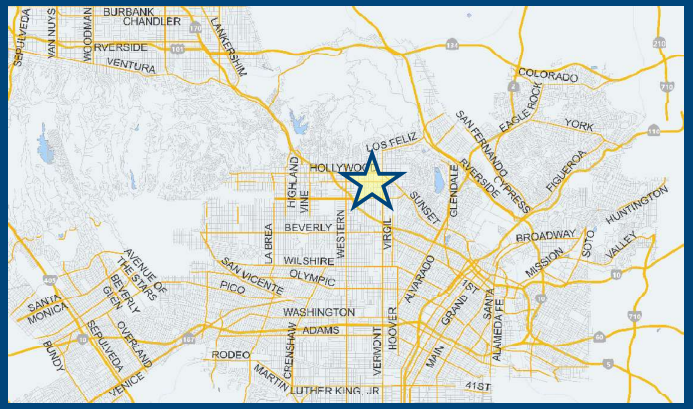
CITY OF LOS ANGELES VMT CALCULATOR Version 1.2

Project Information

Project: Kaiser Permanente LAMC Master Plan

Scenario:

Address: 4867 W SUNSET BLVD, 90027



Proposed Project Land Use Type	Value	Unit
Office | Medical Office	165	ksf

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure

Implement/Improve On-street Bicycle Facility

Select Proposed Prj or Mitigation to include this strategy

☐ Proposed Prj ☐ Mitigation

Include Bike Parking Per LAMC

Select Proposed Prj or Mitigation to include this strategy

☑ Proposed Prj ☐ Mitigation

Include Secure Bike Parking and Showers

Select Proposed Prj or Mitigation to include this strategy

☑ Proposed Prj ☐ Mitigation

- **G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
3,583 Daily Vehicle Trips	**3,583** Daily Vehicle Trips
23,923 Daily VMT	**23,923** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
7.4 Work VMT per Employee	**7.4** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: No Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 6, 2019
Project Name: Kaiser Permanente LAMC Master Plan
Project Scenario:
Project Address: 4867 W SUNSET BLVD, 90027

Version 1.2

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	165.000	ksf
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 6, 2019
Project Name: Kaiser Permanente LAMC Master Plan
Project Scenario:
Project Address: 4867 W SUNSET BLVD, 90027

Version 1.2

Analysis Results

Total Employees: 495
Total Population: 0

Proposed Project		*With Mitigation*	
3,583	**Daily Vehicle Trips**	**3,583**	**Daily Vehicle Trips**
23,923	**Daily VMT**	**23,923**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
7.4	**Work VMT per Employee**	**7.4**	**Work VMT per Employee**

Significant VMT Impact?

APC: Central

Impact Threshold: 15% Below APC Average
Household = 6.0
Work = 7.6

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	No	Household > 6.0	No
Work > 7.6	No	Work > 7.6	No

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: December 6, 2019
Project Name: Kaiser Permanente LAMC Master Plan
Project Scenario:
Project Address: 4867 W SUNSET BLVD, 90027

Version 1.2

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	100%	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
		Degree of implementation (low, medium, high)	*0*	*0*
	Employer sponsored vanpool or shuttle	*Employees eligible (%)*	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	Yes	Yes
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	Included (within project and connecting off-site/within project only)	within project and connecting off-site	within project and connecting off-site

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 6, 2019
Project Name: Kaiser Permanente LAMC Master Plan
Project Scenario:
Project Address: 4867 W SUNSET BLVD, 90027

Version 1.2

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*	*3%*
MAX. TDM EFFECT	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*	*7%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	urban	75%
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: December 6, 2019
Project Name: Kaiser Permanente LAMC Master Plan
Project Scenario:
Project Address: 4867 W SUNSET BLVD, 90027

Version 1.2

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	8.3	0	0
Home Based Other Production	0	0.0%	0	4.8	0	0
Non-Home Based Other Production	1,085	-15.6%	916	7.6	8,246	6,962
Home-Based Work Attraction	718	-34.5%	470	8.4	6,031	3,948
Home-Based Other Attraction	3,074	-49.4%	1,554	5.6	17,214	8,702
Non-Home Based Other Attraction	1,085	-15.6%	916	6.7	7,270	6,137

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-7.1%	0	0	-7.1%	0	0
Home Based Other Production	-7.1%	0	0	-7.1%	0	0
Non-Home Based Other Production	-7.1%	851	6,468	-7.1%	851	6,468
Home-Based Work Attraction	-7.1%	437	3,668	-7.1%	437	3,668
Home-Based Other Attraction	-7.1%	1,444	8,085	-7.1%	1,444	8,085
Non-Home Based Other Attraction	-7.1%	851	5,702	-7.1%	851	5,702

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 495
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**3,668**	**3,668**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**7.4**	**7.4**

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
PHASE 1 PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	EXISTING V/C	LOS	EXISTING WITH PH-1 PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	ADVERSE QUEUING CONDITION [a]	YEAR 2024 FUTURE W/O PH-1 PROJECT V/C	LOS	YEAR 2024 FUTURE WITH PH-1 PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	ADVERSE QUEUING CONDITION [a]	YEAR 2024 W/ PROJECT MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
1	US-101 Fwy SB On-Ramp - Oxford Avenue/ Santa Monica Boulevard	AM	0.448	A	0.449	A	0.001	No	0.571	A	0.571	A	0.000	No	0.571	A	0.000	---
		PM	0.485	A	0.486	A	0.001	No	0.659	B	0.660	B	0.001	No	0.660	B	0.001	---
2	US-101 Fwy NB Off-Ramp/ Santa Monica Boulevard-Serrano Avenue	AM	0.591	A	0.595	A	0.004	No	0.717	C	0.720	C	0.003	No	0.720	C	0.003	---
		PM	0.638	B	0.639	B	0.001	No	0.835	D	0.836	D	0.001	No	0.836	D	0.001	---
3	Normandie Avenue/ Hollywood Boulevard	AM	0.521	A	0.524	A	0.003	No	0.629	B	0.632	B	0.003	No	0.632	B	0.003	---
		PM	0.611	B	0.611	B	0.000	No	0.763	C	0.762	C	-0.001	No	0.762	C	-0.001	---
4	Normandie Avenue/ Sunset Boulevard	AM	0.589	A	0.573	A	-0.016	No	0.710	C	0.693	B	-0.017	No	0.693	B	-0.017	---
		PM	0.553	A	0.531	A	-0.022	No	0.714	C	0.697	B	-0.017	No	0.697	B	-0.017	---
5	Normandie Avenue/ Fountain Avenue	AM	0.647	B	0.641	B	-0.006	No	0.750	C	0.744	C	-0.006	No	0.744	C	-0.006	---
		PM	0.825	D	0.803	D	-0.022	No	1.003	F	0.981	E	-0.022	No	0.981	E	-0.022	---
6	Normandie Avenue/ Santa Monica Boulevard	AM	0.685	B	0.684	B	-0.001	No	0.843	D	0.841	D	-0.002	No	0.841	D	-0.002	---
		PM	0.767	C	0.742	C	-0.025	No	0.992	E	0.967	E	-0.025	No	0.967	E	-0.025	---
7	Edgemont Street/ Franklin Avenue	AM	0.625	B	0.643	B	0.018	No	0.697	B	0.715	C	0.018	No	0.715	C	0.018	---
		PM	0.689	B	0.705	C	0.016	No	0.788	C	0.804	D	0.016	No	0.804	D	0.016	---
8	Edgemont Street/ Hollywood Boulevard	AM	0.517	A	0.531	A	0.014	No	0.607	B	0.617	B	0.010	No	0.617	B	0.010	---
		PM	0.513	A	0.497	A	-0.016	No	0.645	B	0.614	B	-0.031	No	0.614	B	-0.031	---
9	Edgemont Street/ Sunset Boulevard	AM	0.441	A	0.467	A	0.026	No	0.549	A	0.575	A	0.026	No	0.575	A	0.026	---
		PM	0.415	A	0.341	A	-0.074	No	0.520	A	0.445	A	-0.075	No	0.445	A	-0.075	---
10	Edgemont Street/ Fountain Avenue	AM	0.520	A	0.501	A	-0.019	No	0.604	B	0.585	A	-0.019	No	0.585	A	-0.019	---
		PM	0.549	A	0.527	A	-0.022	No	0.687	B	0.665	B	-0.022	No	0.665	B	-0.022	---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 9-1 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
PHASE 1 PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	EXISTING V/C	EXISTING LOS	EXISTING WITH PH-1 PROJECT V/C	EXISTING WITH PH-1 PROJECT LOS	CHANGE V/C [(2)-(1)]	ADVERSE QUEUING CONDITION [a]	YEAR 2024 FUTURE W/O PH-1 PROJECT V/C	YEAR 2024 FUTURE W/O PH-1 PROJECT LOS	YEAR 2024 FUTURE WITH PH-1 PROJECT V/C	YEAR 2024 FUTURE WITH PH-1 PROJECT LOS	CHANGE V/C [(4)-(3)]	ADVERSE QUEUING CONDITION [a]	YEAR 2024 W/ PROJECT MITIGATION V/C	YEAR 2024 W/ PROJECT MITIGATION LOS	CHANGE V/C [(5)-(3)]	MITIGATED
11	Edgemont Street/	AM	0.361	A	0.357	A	-0.004	No	0.475	A	0.470	A	-0.005	No	0.470	A	-0.005	---
	Santa Monica Boulevard	PM	0.609	B	0.583	A	-0.026	No	0.753	C	0.727	C	-0.026	No	0.727	C	-0.026	---
12	Vermont Avenue/	AM	0.663	B	0.667	B	0.004	No	0.740	C	0.745	C	0.005	No	0.745	C	0.005	---
	Franklin Avenue	PM	0.679	B	0.667	B	-0.012	No	0.789	C	0.777	C	-0.012	No	0.777	C	-0.012	---
13	Vermont Avenue/	AM	0.539	A	0.555	A	0.016	No	0.621	B	0.638	B	0.017	No	0.638	B	0.017	---
	Hollywood Boulevard	PM	0.574	A	0.613	B	0.039	No	0.704	C	0.742	C	0.038	No	0.742	C	0.038	---
14	Vermont Avenue/	AM	0.660	B	0.639	B	-0.021	No	0.781	C	0.760	C	-0.021	No	0.760	C	-0.021	---
	Sunset Boulevard	PM	0.784	C	0.783	C	-0.001	No	0.958	E	0.955	E	-0.003	No	0.955	E	-0.003	---
15	Vermont Avenue/	AM	0.703	C	0.708	C	0.005	No	0.803	D	0.809	D	0.006	No	0.809	D	0.006	---
	Fountain Avenue	PM	0.668	B	0.676	B	0.008	No	0.831	D	0.838	D	0.007	No	0.838	D	0.007	---
16	Vermont Avenue/	AM	0.683	B	0.686	B	0.003	No	0.832	D	0.834	D	0.002	No	0.834	D	0.002	---
	Santa Monica Boulevard	PM	0.602	B	0.600	A	-0.002	No	0.866	D	0.868	D	0.002	No	0.868	D	0.002	---
17	Vermont Avenue/	AM	0.439	A	0.438	A	-0.001	No	0.505	A	0.505	A	0.000	No	0.505	A	0.000	---
	Melrose Avenue	PM	0.577	A	0.575	A	-0.002	No	0.657	B	0.654	B	-0.003	No	0.654	B	-0.003	---
18	Vermont Avenue/	AM	0.598	A	0.597	A	-0.001	No	0.651	B	0.651	B	0.000	No	0.651	B	0.000	---
	US-101 Fwy NB On-Ramp/	PM	0.474	A	0.473	A	-0.001	No	0.521	A	0.520	A	-0.001	No	0.520	A	-0.001	---
19	Vermont Avenue/	AM	0.479	A	0.478	A	-0.001	No	0.525	A	0.524	A	-0.001	No	0.524	A	-0.001	---
	US-101 Fwy NB Off-Ramp	PM	0.481	A	0.479	A	-0.002	No	0.532	A	0.530	A	-0.002	No	0.530	A	-0.002	---
20	US-101 Fwy SB Off-Ramp/	AM	0.290	A	0.290	A	0.000	No	0.315	A	0.315	A	0.000	No	0.315	A	0.000	---
	Rosewood Avenue	PM	0.317	A	0.317	A	0.000	No	0.345	A	0.345	A	0.000	No	0.345	A	0.000	---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 9-1 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
PHASE 1 PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	EXISTING V/C	EXISTING LOS	EXISTING WITH PH-1 PROJECT V/C	EXISTING WITH PH-1 PROJECT LOS	CHANGE V/C [(2)-(1)]	ADVERSE QUEUING CONDITION [a]	YEAR 2024 FUTURE W/O PH-1 PROJECT V/C	YEAR 2024 FUTURE W/O PH-1 PROJECT LOS	YEAR 2024 FUTURE WITH PH-1 PROJECT V/C	YEAR 2024 FUTURE WITH PH-1 PROJECT LOS	CHANGE V/C [(4)-(3)]	ADVERSE QUEUING CONDITION [a]	YEAR 2024 W/ PROJECT MITIGATION V/C	YEAR 2024 W/ PROJECT MITIGATION LOS	CHANGE V/C [(5)-(3)]	MITIGATED
21	Vermont Avenue/	AM	0.567	A	0.566	A	-0.001	No	0.616	B	0.616	B	0.000	No	0.616	B	0.000	---
	Rosewood Avenue	PM	0.608	B	0.607	B	-0.001	No	0.668	B	0.666	B	-0.002	No	0.666	B	-0.002	---
22	Vermont Avenue/	AM	0.574	A	0.573	A	-0.001	No	0.630	B	0.630	B	0.000	No	0.630	B	0.000	---
	Oakwood Avenue - US-101 Fwy SB On-Ramp	PM	0.551	A	0.550	A	-0.001	No	0.607	B	0.605	B	-0.002	No	0.605	B	-0.002	---
23	Hillhurst Avenue-Virgil Avenue/	AM	0.676	B	0.678	B	0.002	No	0.848	D	0.850	D	0.002	No	0.850	D	0.002	---
	Sunset Boulevard - Sunset Drive - Hollywood Boulevard	PM	0.715	C	0.712	C	-0.003	No	0.938	E	0.935	E	-0.003	No	0.935	E	-0.003	---
24	Virgil Avenue/	AM	0.823	D	0.823	D	0.000	No	0.929	E	0.929	E	0.000	No	0.929	E	0.000	---
	Santa Monica Boulevard	PM	0.977	E	0.974	E	-0.003	No	1.113	F	1.111	F	-0.002	No	1.111	F	-0.002	---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 9-2
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
PHASE 2 (PHASES 1 AND 2) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	EXISTING V/C	EXISTING LOS	EXISTING WITH PH-2 PROJECT V/C	EXISTING WITH PH-2 PROJECT LOS	CHANGE V/C [(2)-(1)]	ADVERSE QUEUING CONDITION [a]	YEAR 2028 FUTURE W/O PH-2 PROJECT V/C	YEAR 2028 FUTURE W/O PH-2 PROJECT LOS	YEAR 2028 FUTURE WITH PH-2 PROJECT V/C	YEAR 2028 FUTURE WITH PH-2 PROJECT LOS	CHANGE V/C [(4)-(3)]	ADVERSE QUEUING CONDITION [a]	YEAR 2028 W/PH-2 PROJECT MITIGATION V/C	YEAR 2028 W/PH-2 PROJECT MITIGATION LOS	CHANGE V/C [(5)-(3)]	MITIGATED
1	US-101 Fwy SB On-Ramp - Oxford Avenue/ Santa Monica Boulevard	AM	0.448	A	0.448	A	0.000	No	0.595	A	0.595	A	0.000	No	0.595	A	0.000	---
		PM	0.485	A	0.486	A	0.001	No	0.684	B	0.685	B	0.001	No	0.685	B	0.001	---
2	US-101 Fwy NB Off-Ramp/ Santa Monica Boulevard- Serrano Avenue	AM	0.591	A	0.594	A	0.003	No	0.747	C	0.751	C	0.004	No	0.751	C	0.004	---
		PM	0.638	B	0.638	B	0.000	No	0.868	D	0.868	D	0.000	No	0.868	D	0.000	---
3	Normandie Avenue/ Hollywood Boulevard	AM	0.521	A	0.528	A	0.007	No	0.656	B	0.663	B	0.007	No	0.663	B	0.007	---
		PM	0.611	B	0.613	B	0.002	No	0.792	C	0.794	C	0.002	No	0.794	C	0.002	---
4	Normandie Avenue/ Sunset Boulevard	AM	0.589	A	0.597	A	0.008	No	0.739	C	0.747	C	0.008	No	0.747	C	0.008	---
		PM	0.553	A	0.557	A	0.004	No	0.743	C	0.745	C	0.002	No	0.745	C	0.002	---
5	Normandie Avenue/ Fountain Avenue	AM	0.647	B	0.647	B	0.000	No	0.781	C	0.781	C	0.000	No	0.781	C	0.000	---
		PM	0.825	D	0.821	D	-0.004	No	1.043	F	1.038	F	-0.005	No	1.038	F	-0.005	---
6	Normandie Avenue/ Santa Monica Boulevard	AM	0.685	B	0.689	B	0.004	No	0.877	D	0.880	D	0.003	No	0.880	D	0.003	---
		PM	0.767	C	0.766	C	-0.001	No	1.031	F	1.030	F	-0.001	No	1.030	F	-0.001	---
7	Edgemont Street/ Franklin Avenue	AM	0.625	B	0.639	B	0.014	No	0.729	C	0.743	C	0.014	No	0.743	C	0.014	---
		PM	0.689	B	0.699	B	0.010	No	0.823	D	0.833	D	0.010	No	0.833	D	0.010	---
8	Edgemont Street/ Hollywood Boulevard	AM	0.517	A	0.537	A	0.020	No	0.633	B	0.653	B	0.020	No	0.653	B	0.020	---
		PM	0.513	A	0.522	A	0.009	No	0.669	B	0.679	B	0.010	No	0.679	B	0.010	---
9	Edgemont Street/ Sunset Boulevard	AM	0.441	A	0.465	A	0.024	No	0.573	A	0.597	A	0.024	No	0.597	A	0.024	---
		PM	0.415	A	0.415	A	0.000	No	0.543	A	0.543	A	0.000	No	0.543	A	0.000	---
10	Edgemont Street/ Fountain Avenue	AM	0.520	A	0.515	A	-0.005	No	0.630	B	0.625	B	-0.005	No	0.625	B	-0.005	---
		PM	0.549	A	0.554	A	0.005	No	0.714	C	0.719	C	0.005	No	0.719	C	0.005	---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 9-2 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
PHASE 2 (PHASES 1 AND 2) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	EXISTING V/C	EXISTING LOS	EXISTING WITH PH-2 PROJECT V/C	EXISTING WITH PH-2 PROJECT LOS	CHANGE V/C [(2)-(1)]	ADVERSE QUEUING CONDITION [a]	YEAR 2028 FUTURE W/O PH-2 PROJECT V/C	YEAR 2028 FUTURE W/O PH-2 PROJECT LOS	YEAR 2028 FUTURE WITH PH-2 PROJECT V/C	YEAR 2028 FUTURE WITH PH-2 PROJECT LOS	CHANGE V/C [(4)-(3)]	ADVERSE QUEUING CONDITION [a]	YEAR 2028 W/PH-2 PROJECT MITIGATION V/C	YEAR 2028 W/PH-2 PROJECT MITIGATION LOS	CHANGE V/C [(5)-(3)]	MITIGATED
11	Edgemont Street/	AM	0.361	A	0.365	A	0.004	No	0.495	A	0.498	A	0.003	No	0.498	A	0.003	---
	Santa Monica Boulevard	PM	0.609	B	0.615	B	0.006	No	0.784	C	0.789	C	0.005	No	0.789	C	0.005	---
12	Vermont Avenue/	AM	0.663	B	0.675	B	0.012	No	0.773	C	0.786	C	0.013	No	0.786	C	0.013	---
	Franklin Avenue	PM	0.679	B	0.681	B	0.002	No	0.823	D	0.825	D	0.002	No	0.825	D	0.002	---
13	Vermont Avenue/	AM	0.539	A	0.555	A	0.016	No	0.649	B	0.665	B	0.016	No	0.665	B	0.016	---
	Hollywood Boulevard	PM	0.574	A	0.591	A	0.017	No	0.732	C	0.748	C	0.016	No	0.748	C	0.016	---
14	Vermont Avenue/	AM	0.660	B	0.693	B	0.033	No	0.814	D	0.848	D	0.034	Yes	0.834	D	0.020	No
	Sunset Boulevard	PM	0.784	C	0.800	C	0.016	No	0.996	E	1.012	F	0.016	Yes	1.001	F	0.005	Yes
15	Vermont Avenue/	AM	0.703	C	0.707	C	0.004	No	0.838	D	0.842	D	0.004	No	0.842	D	0.004	---
	Fountain Avenue	PM	0.668	B	0.677	B	0.009	No	0.863	D	0.871	D	0.008	No	0.871	D	0.008	---
16	Vermont Avenue/	AM	0.683	B	0.693	B	0.010	No	0.864	D	0.874	D	0.010	No	0.874	D	0.010	---
	Santa Monica Boulevard	PM	0.602	B	0.605	B	0.003	No	0.901	E	0.908	E	0.007	No	0.908	E	0.007	---
17	Vermont Avenue/	AM	0.439	A	0.440	A	0.001	No	0.528	A	0.530	A	0.002	No	0.530	A	0.002	---
	Melrose Avenue	PM	0.577	A	0.580	A	0.003	No	0.685	B	0.687	B	0.002	No	0.687	B	0.002	---
18	Vermont Avenue/	AM	0.598	A	0.599	A	0.001	No	0.682	B	0.683	B	0.001	No	0.683	B	0.001	---
	US-101 Fwy NB On-Ramp/	PM	0.474	A	0.477	A	0.003	No	0.546	A	0.549	A	0.003	No	0.549	A	0.003	---
19	Vermont Avenue/	AM	0.479	A	0.483	A	0.004	No	0.550	A	0.553	A	0.003	No	0.553	A	0.003	---
	US-101 Fwy NB Off-Ramp	PM	0.481	A	0.484	A	0.003	No	0.557	A	0.560	A	0.003	No	0.560	A	0.003	---
20	US-101 Fwy SB Off-Ramp/	AM	0.290	A	0.291	A	0.001	No	0.333	A	0.333	A	0.000	No	0.333	A	0.000	---
	Rosewood Avenue	PM	0.317	A	0.317	A	0.000	No	0.363	A	0.363	A	0.000	No	0.363	A	0.000	---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 9-2 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
PHASE 2 (PHASES 1 AND 2) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	EXISTING V/C	EXISTING LOS	EXISTING WITH PH-2 PROJECT V/C	EXISTING WITH PH-2 PROJECT LOS	CHANGE V/C [(2)-(1)]	ADVERSE QUEUING CONDITION [a]	YEAR 2028 FUTURE W/O PH-2 PROJECT V/C	YEAR 2028 FUTURE W/O PH-2 PROJECT LOS	YEAR 2028 FUTURE WITH PH-2 PROJECT V/C	YEAR 2028 FUTURE WITH PH-2 PROJECT LOS	CHANGE V/C [(4)-(3)]	ADVERSE QUEUING CONDITION [a]	YEAR 2028 W/PH-2 PROJECT MITIGATION V/C	YEAR 2028 W/PH-2 PROJECT MITIGATION LOS	CHANGE V/C [(5)-(3)]	MITIGATED
21	Vermont Avenue/	AM	0.567	A	0.568	A	0.001	No	0.645	B	0.647	B	0.002	No	0.647	B	0.002	---
	Rosewood Avenue	PM	0.608	B	0.611	B	0.003	No	0.697	B	0.700	B	0.003	No	0.700	B	0.003	---
22	Vermont Avenue/	AM	0.574	A	0.578	A	0.004	No	0.659	B	0.662	B	0.003	No	0.662	B	0.003	---
	Oakwood Avenue -	PM	0.551	A	0.554	A	0.003	No	0.634	B	0.637	B	0.003	No	0.637	B	0.003	---
	US-101 Fwy SB On-Ramp																	
23	Hillhurst Avenue-Virgil Avenue/	AM	0.676	B	0.689	B	0.013	No	0.882	D	0.895	D	0.013	No	0.895	D	0.013	---
	Sunset Boulevard - Sunset Drive -	PM	0.715	C	0.720	C	0.005	No	0.973	E	0.978	E	0.005	No	0.978	E	0.005	---
	Hollywood Boulevard																	
24	Virgil Avenue/	AM	0.823	D	0.824	D	0.001	No	0.969	E	0.970	E	0.001	No	0.970	E	0.001	---
	Santa Monica Boulevard	PM	0.977	E	0.981	E	0.004	No	1.160	F	1.163	F	0.003	No	1.163	F	0.003	---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 9-3
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
FULL BUILD-OUT (PHASES 1-3) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	EXISTING V/C	LOS	EXISTING WITH PROJECT B-O V/C	LOS	CHANGE V/C [(2)-(1)]	ADVERSE QUEUING CONDITION [a]	YEAR 2030 FUTURE W/O PROJECT B-O V/C	LOS	YEAR 2030 FUTURE WITH PROJECT B-O V/C	LOS	CHANGE V/C [(4)-(3)]	ADVERSE QUEUING CONDITION [a]	YEAR 2030 W/PROJECT B-O MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
1	US-101 Fwy SB On-Ramp - Oxford Avenue/ Santa Monica Boulevard	AM	0.448	A	0.449	A	0.001	No	0.607	B	0.607	B	0.000	No	0.607	B	0.000	---
		PM	0.485	A	0.486	A	0.001	No	0.697	B	0.698	B	0.001	No	0.698	B	0.001	---
2	US-101 Fwy NB Off-Ramp/ Santa Monica Boulevard-Serrano Avenue	AM	0.591	A	0.595	A	0.004	No	0.762	C	0.766	C	0.004	No	0.766	C	0.004	---
		PM	0.638	B	0.639	B	0.001	No	0.883	D	0.885	D	0.002	No	0.885	D	0.002	---
3	Normandie Avenue/ Hollywood Boulevard	AM	0.521	A	0.531	A	0.010	No	0.670	B	0.679	B	0.009	No	0.679	B	0.009	---
		PM	0.611	B	0.613	B	0.002	No	0.808	D	0.811	D	0.003	No	0.811	D	0.003	---
4	Normandie Avenue/ Sunset Boulevard	AM	0.589	A	0.602	B	0.013	No	0.754	C	0.767	C	0.013	No	0.767	C	0.013	---
		PM	0.553	A	0.559	A	0.006	No	0.755	C	0.760	C	0.005	No	0.760	C	0.005	---
5	Normandie Avenue/ Fountain Avenue	AM	0.647	B	0.647	B	0.000	No	0.799	C	0.799	C	0.000	No	0.799	C	0.000	---
		PM	0.825	D	0.824	D	-0.001	No	1.063	F	1.062	F	-0.001	No	1.062	F	-0.001	---
6	Normandie Avenue/ Santa Monica Boulevard	AM	0.685	B	0.689	B	0.004	No	0.895	D	0.899	D	0.004	No	0.899	D	0.004	---
		PM	0.767	C	0.768	C	0.001	No	1.050	F	1.051	F	0.001	No	1.051	F	0.001	---
7	Edgemont Street/ Franklin Avenue	AM	0.625	B	0.641	B	0.016	No	0.745	C	0.761	C	0.016	No	0.761	C	0.016	---
		PM	0.689	B	0.704	C	0.015	No	0.841	D	0.856	D	0.015	No	0.856	D	0.015	---
8	Edgemont Street/ Hollywood Boulevard	AM	0.517	A	0.543	A	0.026	No	0.647	B	0.673	B	0.026	No	0.673	B	0.026	---
		PM	0.513	A	0.528	A	0.015	No	0.683	B	0.698	B	0.015	No	0.698	B	0.015	---
9	Edgemont Street/ Sunset Boulevard	AM	0.441	A	0.471	A	0.030	No	0.586	A	0.615	B	0.029	No	0.615	B	0.029	---
		PM	0.415	A	0.426	A	0.011	No	0.553	A	0.564	A	0.011	No	0.564	A	0.011	---
10	Edgemont Street/ Fountain Avenue	AM	0.520	A	0.521	A	0.001	No	0.644	B	0.645	B	0.001	No	0.645	B	0.001	---
		PM	0.549	A	0.558	A	0.009	No	0.729	C	0.739	C	0.010	No	0.739	C	0.010	---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 9-3 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
FULL BUILD-OUT (PHASES 1-3) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	EXISTING V/C	LOS	EXISTING WITH PROJECT B-O V/C	LOS	CHANGE V/C [(2)-(1)]	ADVERSE QUEUING CONDITION [a]	YEAR 2030 FUTURE W/O PROJECT B-O V/C	LOS	YEAR 2030 FUTURE WITH PROJECT B-O V/C	LOS	CHANGE V/C [(4)-(3)]	ADVERSE QUEUING CONDITION [a]	YEAR 2030 W/PROJECT B-O MITIGATION V/C	LOS	CHANGE V/C [(5)-(3)]	MITIGATED
11	Edgemont Street/	AM	0.361	A	0.366	A	0.005	No	0.505	A	0.509	A	0.004	No	0.509	A	0.004	---
	Santa Monica Boulevard	PM	0.609	B	0.620	B	0.011	No	0.800	C	0.811	D	0.011	No	0.811	D	0.011	---
12	Vermont Avenue/	AM	0.663	B	0.677	B	0.014	No	0.789	C	0.804	D	0.015	No	0.804	D	0.015	---
	Franklin Avenue	PM	0.679	B	0.683	B	0.004	No	0.841	D	0.845	D	0.004	No	0.845	D	0.004	---
13	Vermont Avenue/	AM	0.539	A	0.558	A	0.019	No	0.663	B	0.681	B	0.018	No	0.681	B	0.018	---
	Hollywood Boulevard	PM	0.574	A	0.593	A	0.019	No	0.748	C	0.766	C	0.018	No	0.766	C	0.018	---
14	Vermont Avenue/	AM	0.660	B	0.701	C	0.041	Yes	0.830	D	0.872	D	0.042	Yes	0.859	D	0.029	No
	Sunset Boulevard	PM	0.784	C	0.804	D	0.020	Yes	1.016	F	1.036	F	0.020	Yes	1.024	F	0.008	Yes
15	Vermont Avenue/	AM	0.703	C	0.710	C	0.007	No	0.856	D	0.863	D	0.007	No	0.863	D	0.007	---
	Fountain Avenue	PM	0.668	B	0.678	B	0.010	No	0.880	D	0.890	D	0.010	No	0.890	D	0.010	---
16	Vermont Avenue/	AM	0.683	B	0.696	B	0.013	No	0.882	D	0.895	D	0.013	No	0.895	D	0.013	---
	Santa Monica Boulevard	PM	0.602	B	0.607	B	0.005	No	0.920	E	0.927	E	0.007	No	0.927	E	0.007	---
17	Vermont Avenue/	AM	0.439	A	0.441	A	0.002	No	0.540	A	0.543	A	0.003	No	0.543	A	0.003	---
	Melrose Avenue	PM	0.577	A	0.581	A	0.004	No	0.701	C	0.705	C	0.004	No	0.705	C	0.004	---
18	Vermont Avenue/	AM	0.598	A	0.599	A	0.001	No	0.697	B	0.699	B	0.002	No	0.699	B	0.002	---
	US-101 Fwy NB On-Ramp/	PM	0.474	A	0.479	A	0.005	No	0.559	A	0.563	A	0.004	No	0.563	A	0.004	---
19	Vermont Avenue/	AM	0.479	A	0.483	A	0.004	No	0.563	A	0.567	A	0.004	No	0.567	A	0.004	---
	US-101 Fwy NB Off-Ramp	PM	0.481	A	0.486	A	0.005	No	0.570	A	0.575	A	0.005	No	0.575	A	0.005	---
20	US-101 Fwy SB Off-Ramp/	AM	0.290	A	0.291	A	0.001	No	0.341	A	0.342	A	0.001	No	0.342	A	0.001	---
	Rosewood Avenue	PM	0.317	A	0.318	A	0.001	No	0.373	A	0.373	A	0.000	No	0.373	A	0.000	---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010

Table 9-3 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
FULL BUILD-OUT (PHASES 1-3) PROJECT - WEEKDAY AM AND PM PEAK HOURS

			[1]		[2]				[3]		[4]				[5]			
NO.	INTERSECTION	PEAK HOUR	EXISTING V/C	EXISTING LOS	EXISTING WITH PROJECT B-O V/C	EXISTING WITH PROJECT B-O LOS	CHANGE V/C [(2)-(1)]	ADVERSE QUEUING CONDITION [a]	YEAR 2030 FUTURE W/O PROJECT B-O V/C	YEAR 2030 FUTURE W/O PROJECT B-O LOS	YEAR 2030 FUTURE WITH PROJECT B-O V/C	YEAR 2030 FUTURE WITH PROJECT B-O LOS	CHANGE V/C [(4)-(3)]	ADVERSE QUEUING CONDITION [a]	YEAR 2030 W/PROJECT B-O MITIGATION V/C	YEAR 2030 W/PROJECT B-O MITIGATION LOS	CHANGE V/C [(5)-(3)]	MITIGATED
21	Vermont Avenue/	AM	0.567	A	0.568	A	0.001	No	0.659	B	0.661	B	0.002	No	0.661	B	0.002	---
	Rosewood Avenue	PM	0.608	B	0.612	B	0.004	No	0.713	C	0.718	C	0.005	No	0.718	C	0.005	---
22	Vermont Avenue/	AM	0.574	A	0.578	A	0.004	No	0.675	B	0.678	B	0.003	No	0.678	B	0.003	---
	Oakwood Avenue -	PM	0.551	A	0.555	A	0.004	No	0.649	B	0.653	B	0.004	No	0.653	B	0.004	---
	US-101 Fwy SB On-Ramp																	
23	Hillhurst Avenue-Virgil Avenue/	AM	0.676	B	0.692	B	0.016	No	0.882	D	0.898	D	0.016	No	0.898	D	0.016	---
	Sunset Boulevard - Sunset Drive -	PM	0.715	C	0.723	C	0.008	No	0.973	E	0.981	E	0.008	No	0.981	E	0.008	---
	Hollywood Boulevard																	
24	Virgil Avenue/	AM	0.823	D	0.824	D	0.001	No	0.989	E	0.991	E	0.002	No	0.991	E	0.002	---
	Santa Monica Boulevard	PM	0.977	E	0.981	E	0.004	No	1.184	F	1.188	F	0.004	No	1.188	F	0.004	---

[a] According to LADOT's "Transportation Impact Study Guidelines," December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
>0.701 - 0.800	C	equal to or greater than 0.040
>0.801 - 0.900	D	equal to or greater than 0.020
>0.901	E/F	equal to or greater than 0.010